

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

**Volume V**

**Naval Operations  
from January to May 1800**

**United States  
Government Printing Office  
Washington, 1937**

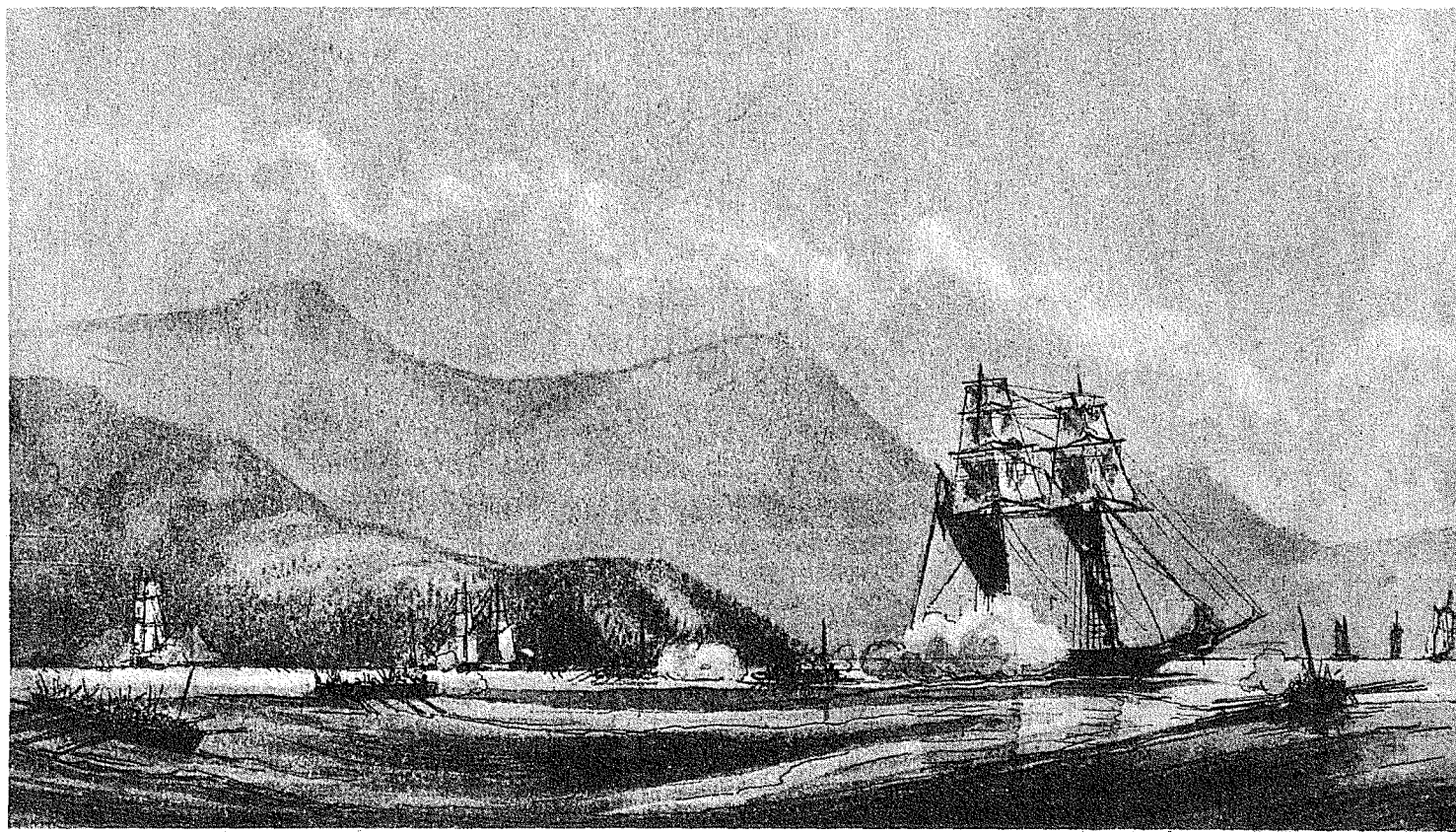
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NAVAL OPERATIONS  
FROM JANUARY 1800 TO MAY 1800  
QUASI-WAR WITH FRANCE



UNITED STATES SCHOONER EXPERIMENT ATTACKED BY PICAROONS OFF GONAIVE ISLAND, JANUARY 1, 1800.

# NAVAL DOCUMENTS

RELATED TO THE

## QUASI-WAR BETWEEN THE UNITED STATES AND FRANCE



## NAVAL OPERATIONS

FROM JANUARY 1800 TO MAY 1800



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 : 1937



## PREFACE

This volume is the fifth of a projected series of early documentary material dealing with American naval history. It covers naval operations from January 1, 1800, to May 31, 1800, inclusive, during the quasi-war with France (1798-1801), and contains much hitherto unpublished material concerning naval activity, together with related political and commercial matters.

Among the principal events dealt with herein are the following: The engagement between the Frigates *Constellation* and *La Vengeance*; the action between the *Boston* and nine armed barges; the capture of the Privateer *Sandwich* by a cutting out expedition from the *Constitution*; captures of French Privateers by the *Philadelphia*, *Augusta*, *John Adams*, *Enterprise*, *Baltimore*, *Constellation*, *Insurgente*, *Experiment*, *Adams*, *General Greene*, *Boston*, *Richmond*, *Amphitheatre*, and a number of engagements between American armed merchant vessels and French Privateers.

The same chronological arrangement of documents is followed as in the previous volumes of the series. 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: Virginia State Library, Richmond, Va.; T. Truxtun Hare; Ministry of Marine, Paris, France; Charles Henry Burnham, Jr.; Mrs. Truxtun Beale; Augustin Normand, Le Havre, France; Henry E. Huntington Library and Art Gallery, San Marino, Calif.; John H. Kemble, Claremont, Calif.; Wadsworth Athenæum, Hartford, Conn.; Regional Director, Survey of Federal Archives, New York, N. Y.

Following is a brief description of the four preceding volumes:

The first volume includes the period from February 1797 to October 1798. In addition to documents concerning the diplomatic and commercial prelude to hostilities, 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 covers the period from April to July 1799, inclusive. It contains additional 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.

The fourth volume covers the period from August 1799 to December 1799. It carries forward the operations of the Navy and related events, together with accounts of the captures of several French privateers, and many recaptures from the French of American and British vessels.

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

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.

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## ABBREVIATIONS INDEX TO SOURCES

A . . . . .	Area.
Acct . . . . .	Accountant.
Accts Of . . . . .	Office of the Accountant of the Navy Department.
Bk . . . . .	Book.
CA . . . . .	Consular Archives, State Department.
Chron . . . . .	Chronicle.
CL . . . . .	Consular Letters, State Department.
Cl . . . . .	Claims.
CMR . . . . .	Court Martial Records, Navy Department.
Col . . . . .	Collection.
Con. LB . . . . .	Letters to Members of Congress, Navy Department Archives.
Ct. of Cl . . . . .	Court of Claims.
Dip. Cor . . . . .	Diplomatic Correspondence, State Department.
Disp . . . . .	Dispatches, State Department.
EPP . . . . .	Edward Preble Papers, Library of Congress.
GAO . . . . .	General Accounting Office.
GLB . . . . .	General Letter Books, Navy Department Archives.
HS . . . . .	Historical Society.
HS of Pa . . . . .	Historical Society of Pennsylvania.
Inst. to Min . . . . .	Instructions to Ministers, State Department.
Inv . . . . .	Invalid.
Ja . . . . .	Jamaica.
LB . . . . .	Letter Book.
LC . . . . .	Library of Congress.
LR . . . . .	Letters received, Marine Corps Archives.
LS . . . . .	Letters sent, Marine Corps Archives.
Mass. HS . . . . .	Massachusetts Historical Society, Boston, Mass.
MC . . . . .	Major Commandant, or Marine Corps.
MCA . . . . .	Marine Corps Archives.
NA . . . . .	Naval Academy, Annapolis, Md.
NDA . . . . .	Navy Department Archives.
N. H. Colony HS . . . . .	New Haven Colony Historical Society, New Haven, Conn.
NHS, NYHS . . . . .	The Naval History Section of the New York Historical Society.
NO . . . . .	Archivist's symbol, for Court Martials.
Nom . . . . .	Nominations.
NR&L . . . . .	Office of Naval Records and Library, Navy Department.
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.
Req. on US T . . . . .	Requisitions on U. S. Treasury.
R. I. HS . . . . .	Rhode Island Historical Society, Providence, R. I.
SC . . . . .	Spanish Claims, or Spanish Convention of 1819.
SDA . . . . .	State Department Archives.
Spol . . . . .	Spoiliations.
VA . . . . .	U. S. Veterans' Administration.
Va. SL . . . . .	Virginia State Library, Richmond, Va.



NAVAL OPERATIONS  
FROM JANUARY 1800 TO MAY 1800  
QUASI-WAR WITH FRANCE



# NAVAL OPERATIONS

FROM JANUARY 1800 TO MAY 1800

## QUASI-WAR WITH FRANCE

---

[1 January 1800]

To Captain Silas Talbot, U. S. Navy from Edward Stevens, U. S. Consul General, St. Domingo, concerning engagement between the U. S. Schooner *Experiment* Lieutenant William Maley, U. S. Navy, commanding, and ten Barges.

[U. S. Schooner *Experiment*]

LEOGANE, Jan. 2. 1800.

Sir, I have this moment landed here, after an unpleasant passage of six days. Nothing extraordinary happened during our voyage until the 1st instant, when at 7 o'clock in the morning, being becalmed in the middle of the channel between the island of Gonaib and Trou Corvet (a small inlet between Montrous and the Point of St. Marc) we were attacked by 10 barges, manned with negroes and mulattoes, and armed with muskets, sabres and boarding pikes. Several of these barges carried cannon of 4 pounds and swivels in the bow; and from the most accurate calculation I could make, the whole number of people on board of them amounted to about 4 or 500 — the large ones carrying 60 or 70, and the small ones 40 or 50 each. They rowed towards us with great eagerness from Trou Corvet until they came within long gun-shot of the convoy, when they divided into several small squadrons, with intention to board each of the vessels. Capt. Maley had made the best possible arrangement for receiving them: The guns of the *Experiment* being concealed and her ports kept shut, they could not distinguish her from the merchantmen under her convoy, but approached her with the same degree of boldness that they did the rest. When they came within musket shot of the convoy they commenced a very heavy fire from their great guns and musketry, which was instantly returned by the *Experiment*, the brig *Daniel and Mary*, and the schooner *Sea Flower*. Our grape shot and small arms made dreadful havoc among them, and obliged them to retire out of the reach of our guns. In this situation they lay on their oars for the space of half an hour examining us, and consulting what measures they should adopt.

They then rowed towards the island of Gonaib, fired a gun, and were joined by some other barges from the shore, which took out the dead and wounded from those that had been in the engagement, and brought off a reinforcement of men. After they had continued thus recruiting their force for an hour and a half, they hoisted their masts and sails, and divided into three squadrons of four barges each: The center division, consisting of the largest barges, displayed red pendants from the mast heads, while the van and the rear kept the tri-coloured

flag still flying. In this order they rowed towards our bow with great boldness and velocity; and from their manœuvres we could plainly perceive that this attack was meant for the *Experiment*, and her alone, and that they were determined by one vigorous effort to board and carry her. During their approach capt. Maley made a very judicious arrangement of his force: He placed a very strong body of musketry on the forecastle, and another on the quarter-deck: The oars on both sides were manned to bring her starboard and larboard broadside to bear as occasion might require; the boarding nettings hoisted, and the great guns all loaded and ready for action. As soon as they came within half musket shot of the *Experiment*, the van and centre of this little fleet, ranged themselves on each side of us, whilst its rear attacked us on our bow. They then commenced a brisk and well directed fire on all sides, accompanied with dreadful shrieks and menaces. The guns of the *Experiment*, however, being well served, and the fire of the marines continued with great steadiness and activity, we at length succeeded in driving them off, after a smart action of near three hours.

In this second attempt two of their barges were sunk, and a great number in the others killed or wounded; I am sorry, however, to add, that during the heat of the engagement, and while they attempted to board us on all sides, two of the barges left the fleet, and sheltering themselves from our guns behind the schooner *Mary*, captain Chipman and the brig *Daniel and Mary*, captain Farley attempted to take them. The first barge accomplished its object, boarded the *Mary*, and inhumanely murdered captain Chipman, being the only person found on deck, as the rest of the crew had either secreted themselves in the hold, or jumped into the sea. The other was sunk in the act of boarding the *Daniel and Mary*, by a well directed shot from the *Experiment*, which passed between the masts of the brig. As soon as it was perceived that the *Mary* was taken, a few rounds of grape shot were thrown on board of her, which quickly dislodged the pirates, and obliged them to abandon her, before they had time to do more than plunder the cabin. After the second attack, the barges [r]owed towards Gonaib, again landed their killed and wounded, and took in another reinforcement. They continued in this position for some time, laying on their oars, and carefully watching our motions. As the calm continued it was impossible for the *Experiment* to pursue them, or for the vessels under her convoy to escape. About 4 o'clock in the afternoon observing that the current had carried the brig *Daniel and Mary*, and the schr. *Washington*, nearly out of the reach of our guns, they rowed off a third time, with a determination to cut off these two vessels. This being perceived by capt. Farley and Taylor, commanders of the brig and schooner, they came to a resolution to abandon their vessels. They were induced so to do in consequence of their crews refusing to defend themselves, and from being too distant to be protected by the *Experiment*; they therefore came on board of the armed schooner with their crews and passengers. They had scarcely left their boats when the barges boarded their respective vessels, and towed them off in triumph. Every effort was made by capt. Maley to save them, but without effect, by means of his oars; however, he got near enough to reach the barges with his round shot, which did them considerable damage.

Observing this, they detached two of their number to some distance from the brig and schooner, either to prevent us from following them, or to capture the two remaining vessels that were still under convoy of the *Experiment*, should she continue the pursuit. Capt. Maley judged it, therefore, most prudent to remain by them; the calm still continuing it was very uncertain, whether he could have reached the two vessels that were already taken while on the other hand, had he continued the pursuit, he must have subjected the other two to certain capture — During the 1st and 2d actions, with the barges the *Experiment* suffered in her spars, rigging, and sail; fortunately no person was killed on board of her, and only two slightly wounded. Lieut. Porter received a slight contusion from a musket ball in his arm, and a French passenger was struck in the breast with a spent ball. — I cannot too much applaud the intrepidity, good conduct and activity of capt. Maley, his officers, and men during the several actions in which the *Experiment* was engaged. — By their persevering exertions the sch. *Sea-Flower*, and *Mary* was saved; and even the *Experiment* herself preserved from capture. Surrounded as these vessels were by superior numbers, in a perfect calm and attacked on all sides, without being able to bring the guns of the *Experiment* to bear on the greatest part of the enemy — it is really surprising that any of them escaped. — The murder of the unfortunate capt. Chipman, and the loss of two of the convoy, are circumstances much to be regretted; but were notwithstanding inevitable — the barges were so numerous that it was next to impossible to prevent them from boarding some of these vessels. Had capt. Farley and capt. Taylor remained on board the schooner and brig, it is highly probable that both they and their crews would have been put to death, and it is but doubtful whether after all their vessels could have been preserved; it was therefore prudent in them to retire. The *Experiment* expended nearly all her grape shot in the engagement, and as it would be hazardous for her, to cruise against the barges again, without this essential article, I have prevailed on General Touissant to spare her 2 or 300 canisters, until she can receive a fresh supply — he has also been good enough to lend her a long six pounder to serve as a stern chase, the want of one during the late action, was a very serious inconvenience, and subjected her to much hazard. Capt. Maley has thought it advisable to go to Port-au-Prince and take in these articles, and get a supply of fresh water; he expects however, to be ready in two or three days to resume his station, and protect the commerce of the Bight.

I have received accurate information, that the number of barges which now actually infest the coast from l'Archaye to St. Marc's is not less than 37, and the number of pirates they carry exceeds 1500. If you should think it proper to send any more cruisers on this station, permit me to suggest to you the necessity of furnishing them with a large supply of musket ball and grape shot.

I have the honor to remain,  
with respect and esteem,

Sir,

Your most obedient servant,

EDWARD STEVENS.

SILAS TALBOT, Esq. }  
&c. &c. &c. }

[LC, "Claypoole's American Daily Advertiser", (Phila.), 21 February 1800.]

Extract from journal of U. S. Schooner *Experiment*, Lieutenant William Maley,  
U. S. Navy, commanding, 1 January 1800

At 6 Am. discovered Eleven Barges making for me, it falling a dead calm, I got into the center of the Fleet by my Sweeps immediately and made every preparation to receive them; @ 3/4 past 7 AM the Barges were within Gun shot, and commenced a heavy fire on me with Cannon and small Arms, which were answered by the *Experiment* immediately; I had then in company the Brig *Daniel & Mary* of 3 Guns and 8 Men & the Schooner *Sea Flower* of 3 Guns & 8 Men; during the attack, the Barges made several attempts to board the Brig & schooner, by fortunate shots from the Guns of the *Experiment* they (aided by the good conduct of the Crew of the Brig & Schooner) were obliged to desist, and were repulsed with the loss of two Barges and many Killed & wounded, they then withdrew, and prepared for a second attack; they very soon came up again in three divisions, and made immediately for the *Experiment*, when near enough, I gave them a full Broadside, which had its due effect; finding themselves much disabled by this Broadside, they relinquished there attempt, and notwithstanding my utmost exertions (it remaining still calm) they boarded the Schooner *Mary* of Boston (Cap<sup>t</sup> Chipman) and inhum[an]ly murdered the Cap<sup>t</sup> being the only person on deck, the mate and crew had secured themselves in the hold, or had Jumped over board; I immediately directed a very heavy fire on the *Mary* which soon obliged the Pirates to leave her;—at 11 AM the Barges returned towards the shore, being still calm it was impossible for me to come up with them, at 1/2 past 11 the Barges made for the *Experiment* the third time; previous to their coming up, Cap<sup>t</sup> Farley of the *Daniel & Mary* finding that he had expended all his Ammunition, with Cap<sup>t</sup> Taylor and their Mates, passengers & Crews, came on board the *Experiment*, expecting if they should be taken to meet the fate of Cap<sup>t</sup> Chipman. the Barges soon commenced their third attack and took possession of the *Daniel & Mary* & Schooner *Washington* Cap<sup>t</sup> Taylor; to my great regret, it however remaining calm it was impossible for me to prevent their taking possession of those vessels: In the course of the Action the *Experiment* suffered in her rigging & sails, tho' not considerably, but had the pleasure to find that I had not lost one Man either Killed or wounded (except M<sup>r</sup> [David] Porter my first Lieu<sup>t</sup> who received a slight contusion on his Arm,) The Pirates under cover of the calm made off with the Vessels. —

I must here remark, that if the second attack by the Barges had continued with spirit, I should have been very awkwardly situated, as to my Marines, by their not having a proper supply of Musket Cartridges; and this deficiency was owing to the inattention of M<sup>r</sup> Sheridan, my Lieu<sup>t</sup> of Marines. —



[1 January 1800]

**Protest of Robert Hart, Mate, John Holland (or Hollins) and Solomon Done (or Doane), Seamen, of the American Schooner *Mary*, in engagement with barges in Bight of Leogane, while in company with U. S. Schooner *Experiment***

By this public instrument of protest, be it made known and manifest that on this 3rd day of January, in the year of our Lord 1800, personally appeared before me, Robert Ritchie, consul of the United States of America, resident in this city, [Port Republicain] Robert Hart, mate, Jno. Hollins and Solomon Done, seamen of and belonging to the schooner *Mary*, of Boston, of the burthen of 76 tons or thereabouts, who being duly sworn, on their solemn oath deposes and say that they sailed from the port of Boston on board the said sch'r the 29th day of November last, bound on a voyage to Cape Francois, their vessel being tight, staunch, and strong, provided with all things needful and fitting for the merchants' service. That on the 3 and 4 of Dec'r following they encountered heavy gales of wind from the westward, which caused their vessel to leak considerably; that without experiencing anything remarkable, worthy of noting, or appertaining to the subject-matter, they arrived at Cape Francois, on this island of St. Domingo, the 21st of the said month December, where, finding the market very unfavorable for the vending of the cargo, the capt. decided upon departing for this port, and on the 26th left the cape in company with the brig *Daniel and Mary*, Capt. Farley, and sch'r *Sea Flower*, Capt. Treadwell, both belonging to Boston, under the convoy of the United States armed sch'r *Experiment*, commanded by Lieutenant Maley, and in the prosecution of the passage, on the 1st of January, in the year of our Lord 1800, being then in the Bite of Leogane, commonly so called, the point of St. Mark's bearing E. NE., distant about four leagues, about half-past 6 o'clock a. m., discovered a number of armed barges with their sweeps out, rowing towards them, and at or about 7 o'clock a heavy firing commenced from the commodore and the merchants' vessels that were armed, as also on the part of the barges, which continued till about half-past ten, when the barges rowed off, but being perfectly calm could not be pursued. At or about 11 o'clock they returned and renewed the combat, when, perceiving that three of the barges directed their attack upon the deponent's vessel, who, being possessed of no means of resistance, they must effect the boarding of her, and seeing then Capt. Wm. Chipman fall upon the deck from a wound he received from a musket-ball, the deponents, with the rest of the crew, flew in every direction to conceal themselves, which they happily effected, for as soon as the crews of the barges got on board their vessel they inhumanely murdered the said Wm. Chipman, who was the only object they met with to vent their diabolical fury on. The commodore, finding their vessel was in the possession of the enemy, effected the directing of his fire upon their sch'r, which proving too warm for the enemy, they deserted her, when the deponents again took possession and committed the body of their capt. to the ocean, it having been mangled in a dreadful manner. The crews of the barges while on board broke open the capt. chest and plundered his cloaths and took away a small trunk, which Robert

Hart, one of the deponents, declares must have had money in it, as he heard the ginging.

They further say that the next morning they anchored at Leogane, and the day following proceeded to this place, where they safely arrived the same day, and have appeared before me, the said consul, to receive this their declaration to serve when and where needfull and necessary, protesting as well in their own names as in the names of all and every one concerned, that whatever damage has arisen or may arise has been occasioned by the circumstances as stated in the premises.

Robert Hart.  
John Holland.  
Solomon Doane

Sworn as above before me.

ROBERT RITCHIE.

I, Robert Ritchie, consul of the United States of America at Port Republicain, do certify the foregoing to be a true copy of the original protest deposited in my office.

In testimony whereof I have hereunto subscribed my name and affixed my seal of office, at the city of Port Republicain, this 3rd day of January, 1800, and of the Independence of the United States the 24th.

ROB'T RITCHIE.

[Ct. of Cl., French Spol. Case No. 3651.]

[1 January 1800]

Extracts from letter to Secretary of State, from Turell Tufts, U. S. Consul,  
Paramaribo

SIR, It is a long time since any thing has occurred within my observation of Sufficient importance to be communicated to you. Unfortunately I have now a Subject,

From the indiscreet conduct of One of the Midshipmen of the *Portsmouth* & the rashness of General Magan to punish the folly, much altercation & irritation was produced between the General and Captain McNeill. Some Letters passed between them on the subject, copies of which, together with the examination that was made on board the *Portsmouth* in my presence, I have no doubt, Captain McNeill will transmit to The Honorable Secretary of the Navy. — I saw the Captain's Letters before they were sent, and I have no hesitation in saying — they were such as in my opinion the nature of the Circumstances dictated; and, if no alterations or additions were made — they contained nothing, either Servile or insulting. But, it is the unhappy privilege of Folly, after having provoked censure and retort, — not to be able to brook a manly answer, always imagining every expression as insulting or indecorous. — From the threats of the General, & from his representation of the case to The Commander in Chief at Martinique, I am induced to believe it may come before you as a complaint from the British Minister. I have therefore written a Letter to His Excell<sup>y</sup> the Governor principally on that sub-

ject, and herewith transmit a Copy. Such business is so entirely new to me, that I shall be more than pleased if you are satisfied with my conduct therein. — I consider it nevertheless, as a most trifling affair, particularly, as it was without damage, injury, or harm, & the intention of Captain McNeill. I cannot refrain remarking that, in the detail of the business, the captiousness & vanity of the General is discovered — more than his understanding or good-will; and that it cannot be mentioned to you for no other purpose than as a counterpoise for any complaint you may have of a more heinous nature. It also exhibits in the strongest light the inclination of the Commander to catch at every circumstance & unfortunate occurrence to throw odium on the character of our rising Navy. Indeed, You Sir, can scarcely imagine the degree of jealousy that is daily manifested at that branch of our Power. We see it perhaps still more in the transactions of Commerce: And as you have instructed me to inform you of the terms of our intercourse with this Colony I now proceed to that subject.

\* \* \* \* \*

Citayen Ninet, (who was sent by Burnel as Agent to this Government, taken by Capt McNeill, & put on board an American Vessel bound to Boston, which Vessel was taken by the *Invincible* — (& condemned at Barbados) & the Agent set at liberty here — ) being about to return to Cayenne in a Cartel, I sent him information, that he must consider himself a prisoner of the U States; that, should Capt McNeill fall in with the Flag — or Capt Rodgers, — he would be taken out — (as the British Commanders had no right over him) — unless he took a passport from me, which I was ready to give, on his stating to me in writing his rank or titles and the circumstances of his capture. This he complied with, and I gave him a Letter accordingly. — A Copy of his acknowledgement I transmit herewith. — I transmit also two printed proclamations brought here from Cayenne by the Cartel. You will see that Burnel on account of his villainies was shipped for France. The Gov<sup>t</sup> is now considered to be in good hands. Franconie's character is excellent, having always been opposed to the plundering system. He is old, has a family; and a son is educating at N York — under the protection of Mess<sup>rs</sup> Forbes, Merchants. Of this you will be informed by his Letters, if the Packets I forwarded by Captain Downs have been sent on by the Admiralty Court at Barbados.

Only Six Vessells of the U States have cleared from this port, with return Cargoes, during the last month. Since the capitulation a large number have tried the market — and found it necessary to seek another. 12 or 14 are now here. —

Captain McNeill left the station unexpectedly to me, & without giving me any time to prepare a Letter. —

I have the honor to be,

Most respectfully,

Your humble Servant.

T. TUFTS, *Consul*

U States & Paramaribo, Jan<sup>y</sup> 1, 1800.

To John Culnan, U. S. Consul, Teneriffe, from Secretary of State

DEPARTMENT OF STATE  
*Philad<sup>a</sup> Jany 1<sup>st</sup> 1800*

JOHN CULMAN Esq<sup>r</sup>

SIR, Yesterday I received your letter of Septem<sup>r</sup> 6<sup>th</sup> with duplicates of your letters of May 12<sup>th</sup> and Aug<sup>t</sup> 30<sup>th</sup>.

I know not how it should have happened that your communications should have been overlooked, and that you have received no dispatches from my office; for it has been a constant rule to transmit to all the Consuls the Acts of Congress, from Session to Session. Those Acts would have informed you of the provision made to reimburse Consuls for their expenditures in relieving American seamen sick and destitute. Since the Act allowing 12 cents only per day, further provision has been made; and if a quarter of a dollar a day be necessary, I shall have no difficulty in allowing it. — For what is past you will be pleased to send me a regular account, and draw a bill upon me for the amount. I presume you have taken receipts for all the expenditures, which you have expected to have reimbursed by the United States: but it will be best for you to retain your original vouchers until the war is over, or a very safe opportunity of transmitting them shall present.

Besides relieving sick and destitute seamen, you will be pleased to do what shall be needful to get them back to the United States, agreeing to allow a reasonable sum for their passage, in cases where you cannot procure their return for wages or their work, advising me of such agreement as my guide in paying. —

A few days since I received your letter of the 25<sup>th</sup> of October last, and agreeably to your wish, will immediately endeavour, thro' Col<sup>o</sup> Humphreys, our Minister at Madrid, to obtain your exequatur as Consul for the Canary Islands. I am only surprized to find that you have held the office so many years without one.

A copy of such acts of Congress as shall appear not to have been already forwarded shall be sent you.

I am Sir &c &c.

TIMOTHY PICKERING

[SDA. Dip. Cor., Inst. to Min, 1798-1800.]

[1 January 1800]

Bill of Lading of Spanish Mill Dollars, on board U. S. Frigate *Congress*, to Batavia, by Hector Cochran

Shipped in good order and well conditioned, by M<sup>r</sup> Hector Cochran, in and upon the good Frigate called the *Congress* whereof James Sever is Master for this present voyage, and now riding at anchor in the harbour of Newport and bound for Batavia — To say —

H. C            { Four kegs Containing together Twenty four Thousand  
 N<sup>o</sup> 1 at 4 — { hard Spanish Mill Dollars —

being marked and numbered as in the margin; to be delivered in like good order, and well conditioned, at the aforesaid port of Batavia — (the danger of the seas only excepted) unto as per endorse-

ment — or to his assigns, he or they paying freight for the said goods Two. per Cent — with primage and average accustomed. In witness whereof the Master or Purser of the said frigate hath affirmed to four. Bills of Lading, all of this tenor and date; one of which being accomplished, the other three to stand void.

Dated Newport the first day of January 1800 —

JAMES SEVER

Contents Unknown

The Contents of the within to be Lodged by Captain Sever in the hands of the Dutch East India Company at Batavia, in case the *Congress* Frigate should arrive there before the [Merchant] Brig *Delaware* & in which Case to be held at the disposal of M<sup>r</sup> Hector Cochran Supercargo or Captain James Dumphy either or both — Newport 1<sup>st</sup> January 1800.

HECTOR COCHRAN

N. B. In case of the *Delaware's* not arriving at Batavia, the above money to be held at the disposal of the owner Henry Philips Esq<sup>r</sup> Merchant of Philadelphia

HECTOR COCHRAN

[LC, J. Sever Papers, NDA photostat.]

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To Robert Gilmore Chairman of Committee for Ships building by Baltimore, Md.  
from Secretary of the Navy

[PHILADELPHIA]

*Navy Department January 1<sup>st</sup> 1800*

ROBERT GILMOR Esquire

*Baltimore —*

SIR I am honored with your letter of the 28<sup>th</sup> Ult<sup>o</sup> — Interest will be allowed to the subscribers to the fund for building the ships [Sloops of War] *Maryland* and *Patapsco*, from the dates of their respective payments to a fixed period, which shall be subsequent to all the payments, at which time the Certificates will be dated, the Interest thus previously arising will be paid in Specie or added to the principal as may be determined on the final settlement of the Accounts —

When you exhibit your account for settlement, it will be proper that the original Tradesmens bills should be produced — The money you require shall be furnished say 12,000 Dollars or 15,000 — You may therefore draw on me, or I will remit it as you may please to advise —

Be pleased to inform me on board of which vessel the Guns received from M<sup>r</sup> Yellot were put, that the proper charge may be made

I have the honor to be

Sir

Your obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

[1 January 1800]

Articles of Agreement between Isaac Minis & Company, Merchants of the County of Chatham, and Ebenezer Jackson, Agent for the Navy Department in the State of Georgia, for purchase of Rations

Articles of Agreement made on the first day of January Eighteen hundred between Ebenezer Jackson Esquire Agent for the Navy Department of the United States in the State of Georgia, of the one part; & Mess<sup>rs</sup> Isaac Minis & C<sup>o</sup> Merchants of the County of Chatam of the other part

THIS INDENTURE witnesseth that the said Ebenezer Jackson for & in behalf of the United States, & the said Isaac Minis & C<sup>o</sup> for themselves their Heirs Executors & administrators have mutually agreed, & by these presents do mutually agree with each other as follows, First that the said party of the second part shall supply & issue as many rations to consist of the articles hereinafter specified, as shall be required of him for the Service of the Galleys & Gun boats imployed by the President in the State of Georgia for & during the term of one [m]onth or not exceeding Twelve Months or any part of that time as may be arranged by the Secretary of the Navy at & after the rate of twenty nine Cents p<sup>r</sup> ration for each & every Ration so supplied & issued — Secondly — The rations shall consist of the Following articles Sunday one pound Bread, one pound & a half of Beef & half pint of Rice MONDAY one pound bread one pound of pork half a pint pease or beans & four ounces of Cheese TUESDAY one pound bread one pound & a half of Beef one pound potatoes or Turnips & pudding — WEDNESDAY one pound bread two Ounces Butter or in lew six Ounces Molasses, four ounces Cheese & half pint pease THURSDAY one pound Bread one pound pork & half pint pease or beans FRIDAY one pound Bread one pound Salt fish two ounces Butter one Gill of oil & one pound of potatoes SATURDAY one pound bread, one pound pork, half a pint pease or beans & five ounces Cheese or in lew such articles as the Country affords, & with which the officers & Crew shall be satisfied & with each Ration one half pint of distilled Sperits p<sup>r</sup> day or in lew one quart beer —

THIRDLY that the price of entire rations being twenty nine Cents p<sup>r</sup> Ration the Comporsent part shall be

Bread five Cents p<sup>r</sup> pound

Pork Eight Cents p<sup>r</sup> pound

Beef six Cents p<sup>r</sup> pound

Distilled Spirits six Cents

and the small Rations Four Cents

FOURTHLY That the party of the Second part shall render his accounts to the party of the first part at the end of every quarter the sum which may then appear to be due on the adjustments, shall be paid but in the meantime & in consideration of the remotness of the seat of Government, the said Ebenezer Jackson Esq<sup>r</sup> promises & engages to make advances of Money to the said Isaac Minis & C<sup>o</sup> at the end of every quarter, the said advances to be in proportion to the supplies furnished which shall be made to appear by regular & satisfactory certificates agreeable to a form hereunt[o] annexed signed by the Officers Commanding each Gally

FIFTHLY That all losses sustained by the Capture of the Enemy or by means of the Crew of the Gallies or Gun boats depredations, shall be paid for at the Component prices of the articles, on the deposition of two or more creditable Characters & the Certificates of a commanding Officer, ascertaining the Circumstances of the loss & the amount of the articles, for which compensation is claimed —

SIXTHLY That the accounts of the party of the second part shall be rendered agreeable to the form hereunto annexed or such other as the accountant of the Navy or Secretary of the Navy may hereafter be established & made known to him —

IN WITNESS the said Ebenezer Jackson Esq<sup>r</sup> on the behalf of the United States hath hereunto subscribed his hand & affixed his seal & the said Isaac Minis & C<sup>o</sup> hath hereunto subscribed his hand & affixed their seal the day & year before written —

Signed Sealed & delivered in presence of Signed R. HOLLAWAY	}	Signed E JACKSON — ISAAC MINIS for self & Partner
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Copy

[NDA, Contracts Vol. I, pp 75-77.]

**Extract from log-book of the French Ship *Le Berceau*, Master Commandant (Capitaine de frégate) Louis André Senes commanding, 1 to 2 January 1800**

[Translation]

11th to 12th Nivose Year 8

Wind from the NE, at 3 o'clock I had the [in shore ?] anchor weighed and swung on the sea-anchor, at 5.30 we [got under way ?] The wind from the NE Moderate gale and shaped our course for [protection ?] close in to the north coast, at 1.30 we anchored below [mutilated] Pigeon in 11 fathoms paid out 35 fathoms of the [chain ?] Calm decided me to anchor at Pigeon at 11.30 we [were ?] East and West of [?] Dehayé [Deshayes]

[Boston Athenaeum, NDA photostat.]

**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Wednesday, 1 January 1800**

Pleasant Breezes and disagreeable weather the first and middle — The latter clear and pleasant — Exercised Great Guns and Small arms. People employed on various Necessary Jobs.

Convoy as Yesterday in Sight. — the wet Cloaths of the crew-all ordered to be got up to dry and the order to be attended to, in the most particular manner.

Longitude Account 65°.27' W.

Latitude Observed 30°.40' N.

[HS of Pa. NDA photostat.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Wednesday, 1 January 1800

Light airs and variable, employ'd receiveing provisions @ 2 a breeze sprung up from N N E, @ 4 shortnd sail and brought too *Boston* in company, cast off the schooner and order'd her alongside of the *Boston*, bore up and ran in for the Cape, @ 7 hauld to the wind to the Eastward Cape Francois S W two leagues. Wore and tackd as nessasary during the night.

@ daylight saw a strange sail bearing N E made sail and Gave chace, @ 9 shortn'd sail and boarded the chace an american Schooner from Virginia bound to Cape francois @ 10 bore up and boarded an american Schooner from the Cape bound to Baltimore,

Carpenters employd making a fish for the Mainmast. @ 12 Cape francois S S W 4 leagues. the United States Ship *Boston* S S E four miles

[NYHS, NHS.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Wednesday, 1 January 1800

these 24 Hours begin with Fresh Breezes and Cloudy Weather under the Fore & Mizen Top Sail in Company with a Scooner bound to the Havannah with us at 3 P M set the Main Top Sail and fore Top Mast Stay Sail and Jibb

unbent the Stream and Sheet Cables at 5 P M Cape Cod Light bore West N West Dis<sup>t</sup> 4 Leagues set the Main Top Mast Stay Sail

at 7 P M hauld down the Jibb and Main Top Mast Stay Sail

Made a Signal Light for our Convoy

Middle part Fresh Breezes and Cloudy Made Sail and took it in at Different times in the Course of the Last 12 Hours

Latter part Fresh Breezes and flying Clouds

at 12 Meridian under the Double Reefd Fore Top Sail Solus and our Convoy Driving under all Sail The[y] Can Carry

Lat<sup>d</sup>e of Dep 42° : 10' North Long<sup>d</sup>e of Depart 69 : 24 W by Hamilton moor

Latitu de Observed 40° 32' N.

Longitude Account 68° 10' W.

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



Extracts from Muster Roll of U. S. Frigate Congress, Captain James Sever, U. S. Navy, commanding, 1 January 1800 to 15 June 1801

No	Entry		Appearance on Board	Where	Names	Stations	D. DD. R or P	Time last Settled and paid to	When			Whither or for what reason
	Year	Month. Day.							Day	Month	Year	
1	1798	Decr 1			James Sever.	Captain.	D	Febr 24	24	febr	1799	to New establishment Pay —
2	1799	September 1	1. Novr 1799	Portsmouth.	John B Cordis.	Lieutenant.	D	1. May 1800	1.	May	1800	To the Chesapeake Frigate —
3	"	March 15	" " "	"	George Blair.	"	D	9 April "	9.	April	"	By resignation
4	"	July 1	" " "	"	Joseph Saunders.	"	D	"	1.	May	"	To the Chesapeake —
5	"	August 1	" " "	"	Lemuel Little.	Master.	D	20 June	20.	June	1801	By order
6	"	July 16	" " "	"	Larkin Thorndike.	Surgeon.	DD	26 May 1800	26.	May	1800	By Cutting his Throat. —
7	"	August 4	" " "	"	Charles Morris.	Purser.	D	4 July 1801	4	July	1801	
8	"	Octr 30	1. Decr "	Boston.	William Balch.	Chaplain.	D	1 May 1800	1.	May	1800	To the Chesapeake.
9	"	August 19	1. Novr "	Portsmouth.	Edward Field.	Surgeons Mate.	D	11 June 1801	11	June	1801	By order
10	"	July 16	" " "	"	Samuel Marshall.	Gunner.	D	11. June "	11.	June	1801	By order
11	"	Novr 7	7. Novr "	"	John Mushaway.	Boatswain.	D	3 July 1800	3	July	1800	For Sickness.
12	"	Sept 1	10. Decr "	Boston.	States Rutledge.	Midshipman.	D	1 June "	1.	May	"	To the Constellation, Frigate
13	"	April 6	1. Novr "	Portsmouth.	Edmund T Dana.	"	D	29 March "	29	March	"	By Resignation
14	"	Octr 21.	10. Decr "	Boston.	John Dubose.	"	D	23 April "	23	April	"	To the Constellation
15	"	Sept 15	" " "	"	Levin, W. Winder.	"	D	15. April "	15.	April	"	By resignation
16	"	June 28	1 " "	"	Joseph P. Prince.	"	D	14 May "	14.	May	"	To the Constellation
17	"	August 17	1. Novr "	Portsmouth.	Moses M Bates.	"	D	23 June, "	23	May	"	On Furlough
18	"	August 27	" " "	"	George Barrell.	"	D	13 May "	13	May	"	By Resignation
19	"	Sept 10	" " "	"	Thomas Homans.	"	D	1. Novr "	1.	September	1800	To Prize Enterprize
20	"	Sept 13	" " "	"	Samuel Folsom.	"	D	26 April "	26	April	"	By Resignation
21	"	Sept 12	" " "	"	Samuel W. Cushing.	"	DD	24 April "	24	April	"	Killed by John Dubose
22	"	Sept 6	1. Decr "	"	Joseph W Woodward.	"	D	18 May "	18	May	"	By Resignation
23	"	Sept 12	1. Novr "	"	Henry Wadsworth.	"	D	11. June 1801	11	June	1801	By order
24	"	Novr 2	1. Decr "	Boston.	James Haight.	"	D	11 June	11	June	1801	By order
25	"	July 1	1. Novr "	Portsmouth.	Charles Morris 2d.	"	D	11. June	11.	June	1801	By order
26	"	Novr 19	24. Novr "	Boston.	John Goodwin.	Clerk.	P	1 May 1800	1	May	1800	To a Midshipman.
27	"	Octr 22	1. Novr "	Portsmouth.	Zebulon Elwell.	Gunners Mate	D	6 April 1801	6	April	1801	Time of Service expired
28	"	"	" " "	"	William Marshall.	"	D	6 April "	6	April	1801	D <sup>e</sup> D <sup>e</sup>
29	"	"	" " "	"	Isaac Babson.	Quart Gunner.	D	6 April "	6	April	1801	D <sup>e</sup> D <sup>e</sup>
30	"	"	" " "	"	Slimeon Marshall.	"	D	6 April "	6	April	1801	D <sup>e</sup> D <sup>e</sup>
31	"	Novr 16	19. Novr "	Boston.	Richard G Pew.	"	P	20 Janr 1800	20th	January	1800	To Masters Mate —
32	"	Octr 22	1 " "	Portsmouth.	Benjamin Knight.	"	D	1	1.	Sept	1800	To Prize Enterprize
33	"	Octr 20	" " "	"	Joseph Haycock.	"	D	"	7	May	"	To Chesapeake —
34	1799	Sept 34	1. Novr 1799	Portsmouth.	Peter Stillman.	Qr Gunner.	D	3 July 1800	3d	July	1800	For Sickness.
35	"	Novr 19	22 " "	Boston.	Elias Elwell.	"	D	7 " "	7th	July	"	" D <sup>e</sup>
36	"	Octr 18	1 " "	Portsmouth.	Joseph Jeffs.	"	D	6 April 1801	6th	April	1801	Time of Service expired
37	"	"	" " "	"	Samuel Ingersoll.	"	D	"	7th	May	1800	To the Chesapeake.
38	"	"	" " "	"	Isaac Bray.	Gunnr Yeoman.	D	15 April 1801	15	April	1801	Time of Service expired
39	"	Sept 5	" " "	"	William Davis.	Boat Mate.	D	6 April "	6	April	1801	D <sup>e</sup> D <sup>e</sup> D <sup>e</sup>
40	"	Octr 28	" " "	"	William Scott.	"	R	"	31st	March	1800	By Stealing away a Boat.

Extracts from Muster Roll of U. S. Frigate Congress, Captain James Sever, U. S. Navy, commanding, 1 January 1800 to 15 June 1801—Continued

No	Entry		Appearance on Board	Where	Names	Stations	D. DD. R or P	Time last Settled and paid to	When			Whither or for what reason
	Year	Month. Day.							Day	Month	Year	
41	[1799]	Novr 22	25 [Novr 1799]	Boston	Abraham Williams	Boat Mate	D	10 July "	10.	July	"	For Sickness —
42	"	Sept 6	1 " "	Portsmouth	John R Sinclair	Boat Yeoman	D	10. July "	10.	July	"	For " "
43	"	October 4	" " "	"	Joseph Mariatt	Coxswain	D	6 April 1801	6.	April	1801	Time of Service expired
44	"	Sept 3	" " "	"	Garret Brian	Qr Master	P	15. Decr 1799	15.	December	1799	To Masters Mate —
45	"	Novr 15	18 " "	Boston	Benjamin Warren	"	D	20. July 1800	20.	July	1800.	For Sickness
46	"	October 13	1 " "	Portsmouth	John Ederson	"	D	"	7.	May	"	To the Chesapeake.
47	"	Novr 16	19 " "	Boston	Jeremiah Westcott	"	D	14 June 1800	2.	July	1800	Time of Service expired —
48	"	Sept 4	1 " "	Portsmouth	William Williams	Masters Mate	D	17. Jan? 1800	17.	January	"	To Seaman
49	"	" 3	1 " "	"	John Hurly	Steward	D	14 June 1801	14.	June —	1801	By order
50	"	" 4	1 " "	"	James Lawson	O S —	D	7 May 1801	7.	May	1801	Time of Service expired
51	"	Novr 27	1 Decr	Boston	Parker Hawkins	Cabin Stewd.	D	"	4.	February	1800	To Ordinary Seaman.
52	"	" 23	26 Novr	"	Eli Stacy	Cooper	D	"	7.	May	1800	To the Chesapeake —
53	"	" 26	29 " "	"	George Perkins	Sail Maker	D	"	2nd	January	1800	To the Essex Frigate —
54	"	Sept 8	1 " "	Portsmouth	Joseph Copeland	Mastr at Arms	D	4 May 1801	4.	May	1801	Time of Service expired
55	"	Octr 28	" " "	"	Darius Aldrich	Seaman	R	"	5th	December	1799	From the Barge at Boston
56	"	Sept 10	" " "	"	Archibald Graham	Ships Corporal	D	"	7th	May	1800	To the Chesapeake.
57	"	Octr 15	" " "	"	Joseph Hunt	Armourer	D	15 Apl 1801	15.	April	1801	Time of Service expired
58	"	" 22	" " "	"	Joshua Webster	Cook	D	6 April "	6.	April	1801	Time of Service expired
59	"	Sept 2	" " "	"	Ludwig Steinman	O. S.	D	"	7th	May	1800	To the Chesapeake.
60	"	" "	" " "	"	Caleb Loring	O S.	D	"	"	"	"	" " " "
61	"	" "	" " "	"	Andrew Robb	Seaman	D	"	"	"	"	" " " "
62	"	" "	" " "	"	Alexander Campbell	Boy	D	"	"	"	"	" " " "
63	"	" "	" " "	"	John Wilson 1st	Seaman	D	"	"	"	"	" " " "
64	"	" "	" " "	"	Peter Quin	O S.	D	"	"	"	"	" " " "
65	"	" "	" " "	"	Johannes Peters	Seaman	R	"	20.	April	1800	From the Navy Yard —
66	1799	Sept 2nd	1st Novr 1799	Portsmouth	Henry Clary	O. S.	D	"	7th	May	1800	To the Chesapeake
67	"	" "	" " "	"	David Nichols	Seaman	D	"	"	"	"	" " " "
68	"	" "	" " "	"	John Harris	"	D	"	"	"	"	" " " "
69	"	" "	" " "	"	John Williams	"	D	"	"	"	"	" " " "
70	"	" "	" " "	"	Newton Bradley	Boy	D	1 May.	1.	May	1800	" " " "
71	"	Sept 3	" " "	"	William Taylor	Seaman	DD	"	24.	October	1799	On Conl Island By Sickness
72	"	" "	" " "	"	John Barbine	"	D	"	7.	May	1800	To the Chesapeake
73	"	" "	" " "	"	Michael Gleason	O. S.	D	"	7.	May	"	" " " "
74	"	" "	" " "	"	Anthony Fling	"	D	"	"	"	"	" " " "
75	"	" "	" " "	"	James Black	Seaman	D	"	"	"	"	" " " "
76	"	" "	" " "	"	John McClellan	"	D	6. Apl 1801	6.	April	1801	Time of Service Expired
77	"	" "	" " "	"	John Boyle	O S.	D	"	7.	May	1800	To the Chesapeake.
78	"	" "	" " "	"	Eleazar Stillman	Seaman	D	"	"	"	"	" " " "
79	"	" "	" " "	"	Henry Iwalt	"	D	6 Apl 1801	6.	April	1801	Time of Service expired
80	"	" "	" " "	"	John Dowly	"	D	"	8.	April	1801	D? D? D?
81	"	" "	" " "	"	John Keith	O S.	D	10 Apl "	10.	April	1801	D? D? D?
82	"	Sept 4	" " "	"	Robert Roberts	Boy.	D	14 Apl "	14.	April	1801	D? D? D?

83	"	"	"	"	"	"	d <sup>e</sup>	George Cuyler	O S.	D		7	May	1800	To the <i>Chesapeake</i>
84	"	"	"	"	"	"	d <sup>e</sup>	David Evans	Seaman	D		"	"	"	d <sup>e</sup>
85	"	"	"	"	"	"	d <sup>e</sup>	James Campbell	O S.	D		"	"	"	d <sup>e</sup>
86	"	"	5	"	"	"	d <sup>e</sup>	Dennis Dempsey	"	D		"	"	"	d <sup>e</sup>
87	"	"	"	"	"	"	d <sup>e</sup>	Matthew Farrington	"	D		"	"	"	d <sup>e</sup>
88	"	"	"	"	"	"	d <sup>e</sup>	Ebenezer T. Bentley	"	D		"	"	"	d <sup>e</sup>
89	Sept	6	"	"	"	"	d <sup>e</sup>	Andrew Ring	Seaman	D	6 Apl 1801	6	April	1801	Time of Service expired
90	"	"	"	"	"	"	d <sup>e</sup>	William Brown	"	D		7	May	1800	To the <i>Chesapeake</i>
91	"	"	"	"	"	"	d <sup>e</sup>	John King	"	D		"	"	"	d <sup>e</sup>
92	"	"	"	"	"	"	d <sup>e</sup>	David Davis	O S.	D		"	"	"	d <sup>e</sup>
93	"	"	"	"	"	"	d <sup>e</sup>	Joseph Tucker	Seaman	D		"	"	"	d <sup>e</sup>
94	"	"	"	"	"	"	d <sup>e</sup>	William Hilton Tucker	"	D		"	"	"	d <sup>e</sup>
95	"	"	"	"	"	"	d <sup>e</sup>	Alexander French	"	D	6 Apl 1801	6	April	1801	Time of Service expired
96	Sept	7	"	"	"	"	d <sup>e</sup>	George Dunham	"	D		7 <sup>th</sup>	May	1800	To the <i>Chesapeake</i>
97	Sept	7 <sup>th</sup>	1	Novr	1799	Portsmouth	d <sup>e</sup>	Thomas Stirrup	O S.	D		7	May	1800	To the <i>Chesapeake</i>
98	"	"	"	"	"	"	d <sup>e</sup>	Thomas Sullivan	"	D		"	"	"	d <sup>e</sup>
99	"	"	"	"	"	"	d <sup>e</sup>	Hugh Adams	"	D		"	"	"	d <sup>e</sup>
100	"	9	"	"	"	"	d <sup>e</sup>	Logan Sebrance	Seaman	D		"	"	"	d <sup>e</sup>
101	"	11	"	"	"	"	d <sup>e</sup>	Abel Thompson	"	D	27. April 1801	27.	April	1801	Time of Service expired
102	"	"	"	"	"	"	d <sup>e</sup>	Thomas Mahony	Boy	DD		1 <sup>st</sup>	September	1800	To Prize <i>Enterprise</i>
103	"	"	"	"	"	"	d <sup>e</sup>	Henry Hudson	O S.	D		14	March	1800	at the Hospital. Norfolk
104	"	"	"	"	"	"	d <sup>e</sup>	Joel Abbot	Seaman	D		7	May	"	To the <i>Chesapeake</i>
105	"	"	"	"	"	"	d <sup>e</sup>	Stephan Shehan	"	D		"	"	"	d <sup>e</sup>
106	"	13	"	"	"	"	d <sup>e</sup>	John Thornton	O S.	D		"	"	"	d <sup>e</sup>
107	"	"	"	"	"	"	d <sup>e</sup>	Joseph Hancock	"	D		"	"	"	d <sup>e</sup>
108	"	"	"	"	"	"	d <sup>e</sup>	James Murphy	"	D		"	"	"	d <sup>e</sup>
109	"	"	"	"	"	"	d <sup>e</sup>	John Rowe	Seaman	D		"	"	"	d <sup>e</sup>
110	"	14	"	"	"	"	d <sup>e</sup>	Charles Howard	"	D		"	"	"	d <sup>e</sup>
111	"	21	"	"	"	"	d <sup>e</sup>	Francis Sutherland	O S.	D		"	"	"	d <sup>e</sup>
112	Oct	1	"	"	"	"	d <sup>e</sup>	Lemuel Little 2 <sup>d</sup>	Boy	D	15 April 1801	15	April	1801	Time of Service expired
113	"	4	"	"	"	"	d <sup>e</sup>	Winthrop Hilton	O S.	D		7	May	1800	To the <i>Chesapeake</i>
114	"	"	"	"	"	"	d <sup>e</sup>	Henry Hilton	"	D		"	"	"	d <sup>e</sup>
115	"	"	"	"	"	"	d <sup>e</sup>	William Hilton	Boy	D	7 April 1801	7	April	1801	Time of Service expired
116	"	"	"	"	"	"	d <sup>e</sup>	Patrick Cullen	O S.	DSQ		5	December	1799	at Fort Independence
117	"	"	"	"	"	"	d <sup>e</sup>	Matthew Akins	Seaman	D		7	May	1800	To the <i>Chesapeake</i>
118	"	11	"	"	"	"	d <sup>e</sup>	Dominick Davis	Boy	D	7 April 1801	7	April	1801	Time of Service expired
119	"	"	"	"	"	"	d <sup>e</sup>	Thomas Wainwright	Seaman	D	6 April 1801	6	April	1801	D <sup>e</sup> D <sup>e</sup> D <sup>e</sup>
120	"	"	"	"	"	"	d <sup>e</sup>	James Lang	"	D		7	May	1800	To the <i>Chesapeake</i>
121	"	13	"	"	"	"	d <sup>e</sup>	William Tarr	O S.	D		"	"	"	d <sup>e</sup>
122	"	"	"	"	"	"	d <sup>e</sup>	William Blatchford	Boy	D	7 April 1801	7	April	1801	Time of Service exp <sup>d</sup>
123	"	"	"	"	"	"	d <sup>e</sup>	Joseph Mascoli	Seaman	D		7	May	1800	To the <i>Chesapeake</i> .
124	"	"	"	"	"	"	d <sup>e</sup>	Arthur Wharff	O S.	D		3	July	"	sickness "
125	"	14	"	"	"	"	d <sup>e</sup>	William Barret	Seaman	D		7	May	"	d <sup>e</sup>
126	"	15	"	"	"	"	d <sup>e</sup>	Adam Huffin	O S.	D		"	"	"	d <sup>e</sup>
127	1799	October	15	1 <sup>st</sup>	November	Portsmouth	d <sup>e</sup>	David Dumphy	O S.	D		7	May	1800	To the <i>Chesapeake</i>
128	"	"	"	"	"	"	d <sup>e</sup>	Ephraim Rowe	Boy	D	7 April 1801	7	April	1801	Time of Service expired
129	"	"	18	"	"	"	d <sup>e</sup>	Jeremiah Emmons	O S.	D		7	May	1800	To the <i>Chesapeake</i>
130	"	"	22	"	"	"	d <sup>e</sup>	Andrew Ellwell	Seaman	D		"	"	"	d <sup>e</sup>
131	"	"	23	"	"	"	d <sup>e</sup>	Henry Wotton	O S.	D		"	"	"	d <sup>e</sup>
132	"	"	24	"	"	"	d <sup>e</sup>	Joseph Webber	Boy	D	7 April 1801	7	April	1801	Time of Service expired

Extracts from Muster Roll of U. S. Frigate *Congress*, Captain James Sever, U. S. Navy, commanding, 1 January 1800 to 15 June 1801—Continued

No	Entry			Appearance on Board	Where	Names	Stations	D. DD. R or P	Time last Settled and paid to	When			Whither or for what reason
	Year	Month.	Day.							Day	Month	Year	
133	[1799]	[October]	25	[1 <sup>st</sup> November]	Portsmouth.	Charles Gott.....	O S.....	D		7	May	1800	To the <i>Chesapeake</i>
134	"	"	28	"	do.	John Dyer.....	Seaman.....	D		"	"	"	do
135	"	"	"	"	do.	Hugh Dunbar.....	O S.....	D		"	"	"	do
136	"	"	"	"	do.	James McClure.....	Seaman.....	D		1.	September	1800	To Prize <i>Enterprise</i>
137	"	"	"	"	do.	James Allen 1 <sup>st</sup> .....	O S.....	D	6 April 1801	6	April	1801	Time of Service expired
138	"	"	"	"	do.	John Davis.....	Seaman.....	D		7	May	1800	To the <i>Chesapeake</i>
139	"	"	"	"	do.	Patrick Brown.....	O S.....	D		"	"	"	do
140	"	"	"	"	do.	Caleb Gardner.....	Seaman.....	R		31	March	1800	By Stealing away a Boat
141	"	"	"	"	do.	Walter Miller.....	do.....	D		7	May	"	To the <i>Chesapeake</i>
142	"	"	"	"	do.	Nicholas Grant.....	do.....	R		31	March	1800	By Stealing a Boat
143	"	Octr.	29	9 Novr	Boston	Peter Aller.....	do.....	D		7	May	"	To the <i>Chesapeake</i> .
144	"	"	"	"	do.	Ansel Robinson.....	do.....	D		9	July	"	Cashiered the Navy for Mutiny.
145	"	"	"	"	do.	John Gordon.....	do.....	D		7	May	"	To the <i>Chesapeake</i> .
146	"	"	"	"	do.	James Herron.....	O S.....	D		"	"	"	do
147	"	"	"	"	do.	Henry Leighton.....	do.....	D		"	"	"	do
148	"	"	"	"	do.	Evan Davis.....	do.....	D		"	"	"	do
149	"	"	"	"	do.	Joseph Donevan.....	do.....	D		"	"	"	do
150	"	Novr	9	12	do.	John Johnson 1 <sup>st</sup> .....	Seaman.....	D	May 18. 1800	13 <sup>th</sup>	May	"	for Sickness
151	"	"	"	"	do.	Robert Palmer.....	do.....	D		7	"	"	To the <i>Chesapeake</i>
152	"	"	"	"	do.	Jehro Ralston.....	do.....	DSQ		10	December	1799	left at Fort Independence
153	"	"	"	"	do.	Thomas Fitzgibbon.....	O S.....	D		7	May	1800	To the <i>Chesapeake</i>
154	"	"	"	"	do.	Elias Whlar.....	Seaman.....	R		20	June	"	From the Navy yard,
155	"	"	"	"	do.	Marlin Crosby.....	O S.....	D		7	May	1800	To the <i>Chesapeake</i>
156	"	"	"	"	do.	Bennet Conklin.....	O S.....	D		"	"	"	do
157	"	"	"	"	do.	George Chadburne.....	Seaman.....	D		"	"	"	do
158	1799	November 9 <sup>th</sup>	12 November		Boston	John Hardle.....	Seaman.....	D		7	May	1800	To the <i>Chesapeake</i>
159	"	"	"	"	do.	Samuel Speese.....	do.....	D		"	"	"	do
160	"	"	"	"	do.	James Norris.....	do.....	D		"	"	"	by Hiring a Man —
161	"	"	"	"	do.	William Laurence.....	do.....	DSQ		10	December	1799	left at fort Independence
162	"	"	"	"	do.	John Famlar.....	O S.....	D		7	May	1800	To the <i>Chesapeake</i>
163	"	"	11	14	do.	George Whlarr.....	Seaman.....	D		"	"	"	do
164	"	"	"	"	do.	Thomas Marrack.....	O S.....	D		"	"	"	do
165	"	"	"	"	do.	George Moon.....	Boy.....	D	7 April 1801	7	April	1801	Time of Service Expd
166	"	"	"	"	do.	Stephen Smith.....	Seaman.....	D		7	May	1800	To the <i>Chesapeake</i> —
167	"	"	"	"	do.	Edward Graham.....	O S.....	D		"	"	"	do
168	"	"	"	"	do.	Peter Lowrie.....	Seaman.....	D	July 11. 1800	11.	July	1800	For Sickness
169	"	"	"	"	do.	Thomas Brown.....	O S.....	D		7	May	"	To the <i>Chesapeake</i>
170	"	"	"	"	do.	Andrew Craig.....	Seaman.....	R		31.	March	1800	By Stealing away a Boat.
171	"	"	"	"	do.	John Wales.....	O S.....	D	6 April 1801	6	April	1801	Time of Service expired
172	"	"	"	"	do.	Alexander Porter.....	O S.....	D		7	May	1800	To the <i>Chesapeake</i> .
173	"	"	"	"	do.	Joel Robinson.....	Seaman.....	D	6 April 1801	6	April	1801	Time of service expired
174	"	"	"	"	do.	John Ranks.....	do.....	P	20 Jan <sup>y</sup> 1800	20	January	1800	To Quarter Gunner.

175	"	"	"	"	d.	Jesse T. Brown	d.	D	7	May	"	To the Chesapeake
176	"	Novr	12	15 November	d.	Joseph Churchill	O S	D	"	"	"	"
177	"	"	"	"	d.	John Creed	Seaman	R	5	May	1800	from a Boat on Shore.
178	"	"	"	"	d.	Michael Whalen	O S	D	7	May	"	To the Chesapeake.
179	"	"	"	"	d.	Samuel D Hunt	Seaman	D	"	"	"	"
180	"	"	"	"	d.	Frederick Nester	O S	D	"	"	"	"
181	"	"	"	"	d.	John Willis	Seaman	D	"	"	"	"
182	"	"	"	"	d.	John Carter	d.	D	9	July	1800	Cashierd the Navy for Mutiny
183	"	"	"	"	d.	Robert McGinnes	O S	R	31.	March	1800	By Stealing away a Boat.
184	"	November13	16	November	d.	James Kline	Boy	D	7	May	"	To the Chesapeake.
185	"	"	"	"	d.	Thomas Hodges	d.	D	15	April	1801	Time of service Expired
186	"	"	"	"	d.	Andrew Swinson	Seaman	D	7	May	1800	To the Chesapeake.
187	"	"	"	"	d.	Godfrey Boyden	O S	D	15	April	1801	Time of Service expired
188	1799	November13	16	November	Boston	Thomas Hollands	O S	D	7. July	1800	1800	for Sickness.
189	"	"	"	"	d.	Robert Sumner	d.	D	7	May	"	To the Chesapeake
190	"	"	"	"	d.	Aaron Ballou	Seaman	D	7. April	1801	1801	Time of Service expired
191	"	November14	17	November	d.	John Christian	d.	R	20	April	1800	from Navy Yard
192	"	"	"	"	d.	John Glsby	O S	D	7 April	1801	1801	Time of Service expired
193	"	"	"	"	d.	John Wilson 2 <sup>d</sup>	Boy	D	7 April	1801	1801	D <sup>e</sup> D <sup>e</sup> D <sup>e</sup>
194	"	"	"	"	d.	Richard Wetheredge	Seaman	D.D.	28	November	1801	By Sickness on board.
195	"	"	"	"	d.	Dennis Collins	d.	D	7	May	1800	To the Chesapeake.
196	"	November15	18	November	d.	Hugh Gott	Boy	D	7 April	1801	1801	Time of Service expired
197	"	"	"	"	d.	Reuben Snow	Seaman	D	7	May	1803	To the Chesapeake.
198	"	"	"	"	d.	Matthew Bowden	O S	D	15	April	1801	Time of Service expired
199	"	"	"	"	d.	Ralph Fayson	d.	D	7	May	1800	To the Chesapeake.
200	"	November16	19.	November	d.	William Robinson	Seaman	D	"	"	"	"
201	"	"	"	"	d.	John Emery	d.	D	"	"	"	"
202	"	"	"	"	d.	John Griffin	d.	D	"	"	"	"
203	"	Novr	18	21. November	d.	George Washington Ransom	O S	D	7 April	1801	1801	Time of Service expired
204	"	"	"	"	d.	Gains Perkins	d.	D	1	September	1800	To Prize Brig Enterprize
205	"	"	"	"	d.	John Platt Emmer-son	d.	D	10 July	1800	1800	for Sickness —
206	"	"	"	"	d.	James Carivan	d.	D	7	May	1800	To the Chesapeake —
207	"	"	"	"	d.	Salter Richmond	d.	D	"	"	"	"
208	"	"	"	"	d.	Holt C Richardson	d.	D	15 April	1800	1800	By Hiring a Man.
209	"	"	"	"	d.	John Best	d.	D	15	April	1800	To the Chesapeake —
210	"	"	"	"	d.	John Lloyd	Seaman	D	"	"	"	"
211.	"	"	"	"	d.	Moses Thorpe	O S	D	7 April	1801	1801	Time of Service expired
212	"	"	"	"	d.	Reuben Blundell	d.	D	7 April	1801	1801	Time of Service expired
213	"	"	"	"	d.	Nathaniel Millet	d.	D.D	20	November	1800	By sickness on Board.
214	"	November19	22	November	d.	Willard Cleves	d.	D	7 April	1801	1801	Time of Service expired.
215	"	"	"	"	d.	Oliver Honnors	Boy	D	7 April	1801	1801	D <sup>e</sup> D <sup>e</sup> D <sup>e</sup>
216	"	"	"	"	d.	Morris Kane	d.	D	7	May	1800	To the Chesapeake.
217	"	"	"	"	d.	Winthrop Honnors	d.	D	7 April	1801	1801	Time of Service expired
218	1799	Novr	19	22 November	Boston	William Williams	O S	D	7 April	1801	1800	To the Chesapeake —
219	"	"	20	23	d.	Joseph Gootee	d.	D	"	"	"	"
220	"	"	"	"	d.	Philemon Noble	Seaman	D.D	28	July	1800	By Sickness on board —
221	"	"	"	"	d.	John Elwell	O S	D	7. April	1801	1801	Time of Service expired
222	"	"	"	"	d.	Isaac Rowe	Boy	D	7	"	"	D <sup>e</sup> D <sup>e</sup> D <sup>e</sup>
223	"	"	"	"	d.	Samuel Elwell	d.	D	7	"	"	D <sup>e</sup> D <sup>e</sup> D <sup>e</sup>
224	"	"	"	"	d.	James Elwell	d.	D	7	"	"	D <sup>e</sup> D <sup>e</sup> D <sup>e</sup>

Extracts from Muster Roll of U. S. Frigate Congress, Captain James Sever, U. S. Navy, commanding, 1 January 1800 to 15 June 1801—Continued

No	Entry		Appearance on Board	Where	Names	Stations	D. D. R or P	Time last Settled and paid to	When			Whither or for what reason
	Year	Month. Day.							Day	Month	Year	
225	[1799]	[Novr 20]	[23 November]	Boston.	Daniel Rowe.	Boy.	D	7 [April 1801]	7	[April]	[1801]	Time of service expired.
226	"	"	"	"	Benjamin Smith.	O S.	D	7	"	"	"	"
227	"	"	"	"	Stephen Robinson.	Seaman.	D	"	1.	September	1800	To Frize Brig <i>Enterprize</i>
228	"	"	"	"	James Parsons.	Boy.	D	7 April 1801	7	April	1801	Time of Service expired
229	"	"	"	"	Daniel Millet.	Seaman.	D	"	7	May	1800	To the <i>Chesapeake</i> .
230	"	"	"	"	William Elwell 1 <sup>st</sup> .	Boy.	D	7 April 1801	7	April	1801	Time of Service expired
231.	"	"	"	"	John Bray.	Seaman.	R	"	15	March	1800	From Hospital at Norfolk.
232	"	"	"	"	James Butler.	O S.	D	"	7	May	"	To the <i>Chesapeake</i> .
233	"	"	22	25	James N Brown.	"	D	7 April 1801	7	April	1801	Time of Service expired
234	"	"	"	"	John Polen.	"	D	7	"	"	"	"
235	"	"	23	26	Joseph Witham.	Boy.	D	7	"	"	"	"
236	"	"	"	"	Robert Watson.	"	D	7	"	"	"	"
237	"	"	"	"	Isaac Millet.	"	D	7	"	"	"	"
238	"	"	"	"	John Wharff.	"	D	7	"	"	"	"
239	"	"	"	"	William Barry.	O S.	D	"	7	May	1800	To the <i>Chesapeake</i> .
240	"	"	"	"	George Brown.	Boy.	D	7 April 1801	7	April	1801	Time of Service Expired
241	"	"	"	"	Reuben Adams.	"	DD	"	10	March	1800	By Sickness on board.
242	"	"	"	"	Raymond Fletcher.	"	R	"	3	June	1800	from the Launch
243	"	"	"	"	William Elwell 2 <sup>nd</sup> .	O S.	R	"	23	April	1800	from the Launch,
244	"	"	"	"	John Richardson.	Seaman.	D	"	7	May	1800	To the <i>Chesapeake</i> .
245	"	"	"	"	Jeremiah Mahony.	O S.	D	"	"	"	"	"
246	"	November 25	28 November	"	Eljah Davis.	Boy.	D	7 April 1801	7	April	1801	Time of Service Expired.
247	"	"	"	"	John Madden.	Seaman.	D	7	"	"	"	"
248	"	"	"	"	John Gringe.	"	D	"	7	May	1800	To the <i>Chesapeake</i>
249	1799	Octr 29 <sup>th</sup>	9 Novr	Boston.	John Ashlie.	Seaman.	R	"	5	December	1799	from the barge —
250	"	Novr 27	30	"	White Howell.	"	D	"	7	May	1800	To the <i>Chesapeake</i>
251	"	"	"	"	George Biscoe.	"	D	"	"	"	"	"
252	"	"	"	"	Ambrose James.	O S.	D	"	"	"	"	"
253	"	Novr 29	2 Decr	"	Erland Falconjust.	Seaman.	D	"	"	"	"	"
254	"	"	"	"	Johannes P. Molander.	"	R	"	20	April	1800	from the Navy Yard —
255	"	Sept 1	10 Decr	"	Francisco Joseph.	Boy.	D	9 April 1800	9	April	1800	With Lt Blair, his Mast
256	"	November 11	11 Novemr	"	Samuel Campbell.	"	D	22 June 1801	22	June	1801	By order.
257	"	" 2	2	Portsmouth.	John Kellow.	Seaman.	D	"	7	May	1800	To the <i>Chesapeake</i> —
258	"	October 26	1	"	Nathaniel Hadlock.	O S.	D	"	1.	September	1800	To Frize Brig <i>Enterprize</i>
259	"	" 20	1	"	Eliphelet G York.	O S.	DD	"	18.	May	1800	at Norfolk Hospital
260	"	Novemr 16	16 Novr	Boston.	John Earl.	Seaman.	D	3 July 1800	3	July	1800	Time of Service expired
261	"	"	"	"	Benjamin Davis.	"	D	"	"	"	"	"
262	"	"	"	"	William Botsford.	"	DD	"	8.	March	"	By sickness on Board.
263	"	"	"	"	Samuel M. Joy.	"	D	3 July 1800	3.	July	"	Time of Service expired
264	"	"	"	"	Henry S Fessington.	"	D	"	"	"	"	"
265	"	"	"	"	William Grimes.	"	D	"	"	"	"	"
266	"	"	"	"	Thomas Talbot.	"	D	"	"	"	"	"

267	"	"	"	"	"	de	Job Foster	O S	D	"	"	"	"	"	"	de	
268	"	Novr	23	5	Janr	1800	Newport	John Anderson	Seaman	D	"	"	"	7	May	"	To the Chesapeake --
269	"	Decr	17	5	Janr	1800	de	Nathaniel Bosworth	Lieutenant	DD	12	Janr	1800	12	January	1800	With the Main Mast.
270	"	November	10	5	Novr	1799	Boston	Gamaliel Harding	Master Mate	D	"	"	"	11	December	1799	when on Liberty
271	"	"	"	16	"	"	de	John Weiden	O S	D	10	May	1800	10	May	1800	Time of Service Expired.
272	"	"	"	"	"	"	de	Antonio Francisco	de	D	3	July	1800	3	July	1800	" " " " de
273	"	"	"	"	"	"	de	Salem Rider	de	D	"	"	"	"	"	"	" " " " de
274	"	"	"	"	"	"	de	Simon Gage	de	D	"	"	"	"	"	"	" " " " de
275	"	"	"	"	"	"	de	George Campbell	de	D	"	"	"	"	"	"	" " " " de
276	"	December	31	3	Janr	1800	Newport	Ass Leach	de	D	"	"	"	7	May	"	To the Chesapeake.
277	"	"	"	"	"	"	de	Joseph Bennet	de	D	"	"	"	"	"	"	" " " " de
278	"	"	"	"	"	"	de	Ezra Bennet	de	D	"	"	"	"	"	"	" " " " de
279	1799	Decr	31	3	Janur	"	Newport	Thomas Dixon	O S	D	"	"	"	7	May	1800	To the Chesapeake
280	"	"	"	"	"	"	de	Olney White	de	D	"	"	"	"	"	"	" " " " de
281	"	"	"	"	"	"	de	Shelden Luther	de	D	"	"	"	"	"	"	" " " " de
282	1800	January	3	"	"	"	de	William Davis	Carpenter	D	18	May	1800	18	May	"	For Incapacity
283	"	"	"	"	"	"	de	Stephen Perry	Boy	D	7	April	1801	7	April	1801	Time of Service expired
284	"	"	"	4	"	"	de	Solomon Havens	O S	D	"	"	"	7	May	1800	To the Chesapeake.
285	"	"	"	5	"	"	de	Plympton Bennet	de	D	"	"	"	"	"	"	" " " " de
286	"	"	"	"	"	"	de	Elisha Potter	de	D	"	"	"	"	"	"	" " " " de
287	"	"	"	5	"	"	de	James Harvey	de	D	"	"	"	"	"	"	" " " " de
288	1799	Decr	16	16	Decr	"	at Sea	Garret Brian	Master Mate	D	6th	July	1800	6	July	1800	for unsteady conduct
289	1800	Janr	18	18	Janr	"	at Sea	William Williams	Seaman	D	"	"	"	7	May	1800	To the Chesapeake
290	"	"	"	21	"	"	de	Richard O. Pew	Master Mate	D	14	June	1801	14	June	1801	By order
291	"	Febr	5	5	Febr	"	de	Parker Hawkins	O S	D	"	"	"	7	May	1800	To the Chesapeake
292	"	April	10	10	April	"	Crany Isl	John Graves	de	D	"	"	"	7	"	"	" " " " de
293	"	"	"	15	1	May	de	James Burns	Lieutenant	D	23	April	1801	23	April	1801	By order of Secy Navy
294	"	May	1	"	"	"	de	John G Cowling	Clerk	D	30	June	"	30	June	1801	By order
295	"	"	"	2	"	"	de	John Goodwin	Midshipman	D	11	June	"	11	June	1801	By order
296	"	March	17	4	"	"	de	John W. Whedbee	Lieutenant	D	"	"	"	23	December	1800	On Act of his familr & Sick-
297	"	May	5	5	"	"	de	Thomas Chesley	Seaman	P	20th	June	1800	20	June	1800	ness
298	"	"	"	15	22	"	de	William Dunkinson	Midshipman	D	21	Aprl	1801	21	April	1801	To Qr Gunner.
299	"	"	"	22	"	"	de	Archibald Frazier	de	D	10	June	1801	6	June	1801	By order of Secy Navy
300	"	"	"	26	26	"	de	Martin Ghanon	O S	D	11	June	1801	11	June	1801	By de de
301	"	Febr	5	3	June	"	de	Henry Page	Midshipman	D	11	June	1801	11	June	1801	By order
302	"	April	26	7	June	"	de	Seymour Hoce	de	D	11	June	1801	11	June	1801	By order
303	"	June	8	8	June	"	de	Thomas M. Brooks	Carpenter	D	11	June	1801	11	June	1801	By order
304	"	Febr	22	"	"	"	de	Thomas N. Gautier	Lieutenant	D	22	June	1801	22	June	1801	By order
305	"	June	9	10	"	"	de	John Gallabar	O S	D	11	June	1801	11	June	1801	By order
306	"	"	"	13	"	"	de	Emanuel Antonio	Seaman	D	11	June	1801	11	June	1801	By order
307	"	"	"	11	"	"	de	Isaac Packering	O S	D	11	June	1801	11	June	1801	By order
308	"	"	"	9	10	"	de	Caleb Saunders	O S	DSQ	"	"	"	8	July	1800	at Norfolk Hospital
309	"	"	"	10	14	"	de	Anthony Watkins	O S	D	11	June	1801	11	June	1801	By order
310	"	"	"	12	16	"	de	Tobias Bloom	Seaman	D	11	June	1801	11	June	1801	By order
311	1800	June	13	16	June	"	de	Adam Olander	Seaman	D	11	June	1801	11	June	1801	By order
312	"	"	"	10	"	"	de	Bartholomew Goodwin	O S	D	11	June	1801	"	"	"	ditto
313	"	"	"	9	"	"	de	Michael McIntire	O S	D	11	June	1801	11	"	"	ditto
314	"	"	"	13	"	"	de	John Douglass	Seaman	R	"	"	"	20	June	1800	from a Boat on shore
315	"	"	"	9	"	"	de	Robert Hudson	O S	D	11	June	1801	11	June	1801	By order
316	"	"	"	"	"	"	de	William Parker	Seaman	D	11	"	"	"	"	"	ditto

Extracts from Muster Roll of U. S. Frigate *Congress*, Captain James Sever, U. S. Navy, commanding, 1 January 1800 to 15 June 1801—Continued

No	Entry			Appearance on Board	Where	Names	Stations	D. DD. R or P	Time last Settled and paid to	When			Whither or for what reason
	Year	Month.	Day.							Day	Month	Year	
317	[1800]	[June]	13	[16 June]	Craney Isl <sup>d</sup>	Thomas Hughes	O S.	DD		4	October	1800	Suddenly on Board.
318	"	"	10	"	d <sup>e</sup>	William Constable	Boy	D	11. June 1801	11.	June	1801	By order
319	"	"	"	"	d <sup>e</sup>	George Francis	Seaman	D	11. June 1801	11.	June	1801	"
320	"	"	13	"	d <sup>e</sup>	Owen Owens	Seaman	D	11	"	"	"	ditto
321	"	"	9	"	d <sup>e</sup>	Burton Owens	O S.	D	11	"	"	"	ditto
322	"	"	12	"	d <sup>e</sup>	William Short	Carp <sup>r</sup> Mate	D	11	"	"	"	ditto
323	"	"	9	"	d <sup>e</sup>	Michael Hadding	Seaman	D	11	"	"	"	ditto
324	"	"	"	"	d <sup>e</sup>	Peter Cook	d <sup>e</sup>	D	11	"	"	"	ditto
325	"	"	13	"	d <sup>e</sup>	Thomas Hunter	d <sup>e</sup>	D	11	"	"	"	ditto
326	"	"	10	"	d <sup>e</sup>	Peter Sudden	O S.	D	11	"	"	"	ditto
327	"	"	"	"	d <sup>e</sup>	Thomas Stanfield	d <sup>e</sup>	DD		28	December	1800	Suddenly on Board.
328	"	"	13	"	d <sup>e</sup>	Leinuel Dewey	d <sup>e</sup>	D	11. June 1801	11.	June	1801	By order
329	"	"	"	"	d <sup>e</sup>	William Robinson	d <sup>e</sup>	D	11	"	"	"	ditto
330	"	"	"	"	d <sup>e</sup>	Jonathan Nathan	d <sup>e</sup>	D	11	"	"	"	ditto
331	"	"	12	"	d <sup>e</sup>	Samuel Wissham	Q <sup>r</sup> Master	D	27 April 1801	27	April	1801	Sickly
332	"	"	10	20	"	James Thompson	Seaman	DD		6	September	1800	By sickness on board
333	"	"	17	"	d <sup>e</sup>	John F Smoor	O S.	D	27 April 1801	27	April	1801	Ruptured
334	"	"	12	"	d <sup>e</sup>	William Richardson	Sail M. Mate	D	12 June "	12	June	1801	By Order
335	"	"	14	"	d <sup>e</sup>	John M. Hood	O S.	D	11	"	"	"	ditto
336	"	"	21	23	d <sup>e</sup>	William Linch	d <sup>e</sup>	D	11	"	"	"	ditto
337	"	"	17	"	d <sup>e</sup>	William Barker	d <sup>e</sup>	D	11	"	"	"	ditto
338	"	"	21	"	d <sup>e</sup>	John Crosby	d <sup>e</sup>	D		1	September	1800	To Prize Brig <i>Enterprise</i>
339	"	"	17	"	d <sup>e</sup>	James Daring	d <sup>e</sup>	D	11. June 1801	11.	June	1801	By Order
340	"	"	20	"	d <sup>e</sup>	David Bailly	Seaman	D	11	"	"	"	ditto
341	"	"	"	"	d <sup>e</sup>	James Allen 2 <sup>d</sup>	O S.	D		1	September	1800	To prize Brig <i>Enterprise</i>
342	"	"	17	"	d <sup>e</sup>	James Howe	Boy	D	11. June 1801	11.	June	1801	By Order
343	1800	June	14	23 June	Craney Isl <sup>d</sup>	James Davis 1 <sup>st</sup>	Seaman	D	11. June 1801	11.	June	1801	By order
344	"	"	17	"	d <sup>e</sup>	Henry Caldwell	Boy	D	11	"	"	"	ditto
345	"	"	"	24	d <sup>e</sup>	Thomas Corbin	d <sup>e</sup>	D	11	"	"	"	ditto
346	"	"	21	"	d <sup>e</sup>	Jacob Jacobs	Seaman	D	11	"	"	"	ditto
347	"	"	23	"	d <sup>e</sup>	Philip Caffry	O S.	D	11	"	"	"	ditto
348	"	"	21	"	d <sup>e</sup>	Thomas Cary	d <sup>e</sup>	D	11	"	"	"	ditto
349	"	"	"	"	d <sup>e</sup>	William Grigg	Q <sup>r</sup> Master	D	11	"	"	"	ditto
350	"	"	22	"	d <sup>e</sup>	John Linch	O S.	D	11	"	"	"	ditto
351	"	"	21	"	d <sup>e</sup>	Francis Henderson	d <sup>e</sup>	D	11	"	"	"	ditto
352	"	"	"	"	d <sup>e</sup>	Samuel Harris	d <sup>e</sup>	D	11	"	"	"	ditto
353	"	"	22	"	d <sup>e</sup>	James M <sup>c</sup> Clasline	d <sup>e</sup>	D	11	"	"	"	ditto
354	"	"	14	"	d <sup>e</sup>	George Mountsier	Q <sup>r</sup> Master	D	11	"	"	"	ditto
355	"	"	23	"	d <sup>e</sup>	Jacob Croese	Seaman	D	11	"	"	"	ditto
356	"	"	"	26	d <sup>e</sup>	John Green	d <sup>e</sup>	D	27 April 1801	27	April	1801	Sickly
357	"	"	"	"	d <sup>e</sup>	John Williams	Q <sup>r</sup> Master	D	11. June 1801	11.	June	1801	By Order.
358	"	"	12	"	d <sup>e</sup>	Charles Hornbeck	Seaman	D	11. June "	11	"	"	ditto
359	"	"	23	"	d <sup>e</sup>	John Picken	Boy	D	11	"	"	"	ditto



360	"	"	"	"	"	d <sup>e</sup>	Thomas Diamond	d <sup>e</sup>	D	11.	June	"	11	"	"	ditto
361	"	"	"	"	"	d <sup>e</sup>	James Sears	d <sup>e</sup>	D	11	"	"	11	"	"	ditto
362	"	"	13	"	"	d <sup>e</sup>	Peter Eddy	Seaman	D	11	"	"	11	"	"	ditto
363	"	"	23	"	"	d <sup>e</sup>	Joseph Taylor	d <sup>e</sup>	D	27.	April	1801	27.	April	1801	Sickness
364	"	"	"	"	"	d <sup>e</sup>	Andrew Vestoby	d <sup>e</sup>	D	11.	June	"	11.	June	"	By Order
365	"	"	"	"	"	d <sup>e</sup>	David Wright	d <sup>e</sup>	D	11	"	"	11	"	"	ditto
366	"	"	10	"	"	d <sup>e</sup>	William Wall	Qr Gunner	D	11	"	"	11	"	"	ditto
367	"	"	20	"	"	d <sup>e</sup>	John Lancaster	d <sup>e</sup>	D	11	"	"	11	"	"	ditto
368	"	"	27	28	"	d <sup>e</sup>	John Sears	O S	D	11	"	"	11	"	"	ditto
369	"	"	23	"	"	d <sup>e</sup>	Matthew Delany	d <sup>e</sup>	D	11	"	"	11	"	"	ditto
370	"	"	12	"	"	d <sup>e</sup>	Robert Johnson	O S	D	11	"	"	11	"	"	ditto
371	"	"	23	"	"	d <sup>e</sup>	Gordan Reilly	d <sup>e</sup>	D	11	"	"	11	"	"	ditto
372	"	"	26	"	"	d <sup>e</sup>	Jeremiah Murphy	d <sup>e</sup>	D	11	"	"	11	"	"	ditto
373	"	"	27	"	"	d <sup>e</sup>	Henry Detelier	Seaman	D	11	"	"	11	"	"	ditto
374	"	"	18	30	"	d <sup>e</sup>	William Lewis	d <sup>e</sup>	DD				11.	September	1800	Suddenly on Board
375	"	"	"	"	"	d <sup>e</sup>	Abraham Pennmore	d <sup>e</sup>	D	11.	"	"	11.	June	1801	By order
376	1800	June	18	30	June	Craney Isle <sup>d</sup>	John Robinson	Seaman	D	11.	June	1801	11.	June	1801	
377	"	"	19	"	"	d <sup>e</sup>	Martin Hogan	d <sup>e</sup>	D	11	"	"	11	"	"	
378	"	"	18	"	"	d <sup>e</sup>	John Galloway	O S	D	11	"	"	11	"	"	
379	"	"	"	"	"	d <sup>e</sup>	Daniel Conway	d <sup>e</sup>	D	11	"	"	11	"	"	
380	"	"	"	"	"	d <sup>e</sup>	Mark Anderson	Seaman	D	11	"	"	11	"	"	
381	"	"	"	"	"	d <sup>e</sup>	Laurence Fields	O S	DD				22 <sup>nd</sup>	June	1800	Drowned
382	"	"	"	"	"	d <sup>e</sup>	Rogers Carter	d <sup>e</sup>	D	11.	June	1801	11.	June	1801	
383	"	"	"	"	"	d <sup>e</sup>	Samuel Scott	d <sup>e</sup>	D	11	"	"	11	"	"	
384	"	"	"	"	"	d <sup>e</sup>	John Henly	d <sup>e</sup>	D	11	"	"	11	"	"	
385	"	"	"	"	"	d <sup>e</sup>	John Bichum	d <sup>e</sup>	D	11	"	"	11	"	"	
386	"	"	"	"	"	d <sup>e</sup>	Paul Turner	d <sup>e</sup>	D	11	"	"	11	"	"	
387	"	"	"	"	"	d <sup>e</sup>	William Barry	d <sup>e</sup>	D	11	"	"	11	"	"	
388	"	"	"	"	"	d <sup>e</sup>	Thomas Cantwell	d <sup>e</sup>	D	11	"	"	11	"	"	
389	"	"	"	"	"	d <sup>e</sup>	William Johnson	d <sup>e</sup>	D	11	"	"	11	"	"	
390	"	"	"	"	"	d <sup>e</sup>	Neal Daugherty	d <sup>e</sup>	D	11	"	"	11	"	"	
391	"	"	"	"	"	d <sup>e</sup>	William Preston	d <sup>e</sup>	D	11	"	"	11	"	"	
392	"	"	"	"	"	d <sup>e</sup>	William Darkies	d <sup>e</sup>	D	11	"	"	11	"	"	
393	"	"	"	"	"	d <sup>e</sup>	John Durgan	d <sup>e</sup>	D	11	"	"	11	"	"	
394	"	"	"	"	"	d <sup>e</sup>	James Crawley	d <sup>e</sup>	D	11	"	"	11	"	"	
395	"	"	"	"	"	d <sup>e</sup>	David Farris	d <sup>e</sup>	D	11	"	"	11	"	"	
396	"	"	"	"	"	d <sup>e</sup>	George Madden	d <sup>e</sup>	D	11	"	"	11	"	"	
397	"	"	"	"	"	d <sup>e</sup>	John Tims	d <sup>e</sup>	D	11	"	"	11	"	"	
398	"	"	"	"	"	d <sup>e</sup>	Morris Kennan	d <sup>e</sup>	D	11	"	"	11	"	"	
399	"	"	"	"	"	d <sup>e</sup>	Thomas Price	d <sup>e</sup>	D	11	"	"	11	"	"	
400	"	June	19	"	"	d <sup>e</sup>	John Smith 1 <sup>st</sup>	Bo <sup>t</sup> Mate.	D	11	"	"	11	"	"	
401	"	"	"	"	"	d <sup>e</sup>	John Johnson 2 <sup>nd</sup>	O S	D	11	"	"	11	"	"	
402	"	"	"	"	"	d <sup>e</sup>	John Ahrens	Seaman	D	11	"	"	11	"	"	
403	"	"	"	"	"	d <sup>e</sup>	Alexander Melville	d <sup>e</sup>	D	11	"	"	11	"	"	
406	"	"	"	"	"	d <sup>e</sup>	Thomas P. Preston	d <sup>e</sup>	D	11	"	"	11	"	"	
406	"	"	"	"	"	d <sup>e</sup>	Benjamin Robinson	d <sup>e</sup>	DSQ				8	July	1800	Hospital at Norfolk
407	"	"	"	"	"	d <sup>e</sup>	Daniel Rheam	O S	D	11	"	"	11	June	1801	
408	"	"	"	"	"	d <sup>e</sup>	John Jones	d <sup>e</sup>	D	11	"	"	11	"	"	
409	"	"	"	"	"	d <sup>e</sup>	Stephen Pierce	d <sup>e</sup>	D	11	"	"	11	"	"	
410	1800	June	19	30	June	Craney Isle <sup>d</sup>	Henry Monehon	O S	D	11.	June	1801	11.	June	1801	By order.
411	"	"	"	"	"	d <sup>e</sup>	John Nicholson	d <sup>e</sup>	D	11.	"	"	11	"	"	ditto
412	"	"	"	"	"	d <sup>e</sup>	William Tracy	d <sup>e</sup>	D	11	"	"	11	"	"	ditto
413	"	"	"	"	"	d <sup>e</sup>	George Myers	d <sup>e</sup>	D	11	"	"	11	"	"	ditto

Extracts from Muster Roll of U. S. Frigate *Congress*, Captain James Sever, U. S. Navy, commanding, 1 January 1800 to 15 June 1801—Continued

No	Entry			Appearance on Board	Where	Names	Stations	D. DD. R or P	Time last Settled and paid to	When			Whither or for what reason
	Year	Month.	Day.							Day	Month	Year	
414	[1800]	[June	19]	[30 June]	Cranny Isl.	Samuel Carmichael.	O S —	D	11 [June 1801]	11	[June]	[1801]	[By order]
415	"	"	"	"	de.	Thomas Marshal.	de.	D	11 " "	11	"	"	ditto
416	"	"	"	"	de.	Henry B. Martin.	Seaman.	D	11 " "	11	"	"	ditto
417	"	"	"	"	de.	John Curtis.	O S —	D	11 " "	11	"	"	ditto
418	"	"	"	"	de.	John Wheeler.	de.	D	11 " "	11	"	"	ditto
419	"	"	"	"	de.	John Coffee.	de.	D	11 " "	11	"	"	ditto
420	"	"	"	"	de.	Richard Simpson.	Seaman.	D	11 " "	11	"	"	ditto
421	"	"	"	"	de.	John Hill.	Boy —	D	11 " "	11	"	"	ditto
422	"	"	"	"	de.	Joseph Thorpe.	Seaman.	D	11 " "	11	"	"	ditto
423	"	"	"	"	de.	Matthias Greely.	O S —	D	11 " "	11	"	"	ditto
424	"	"	"	"	de.	William Walsh.	de.	D	11 " "	11	"	"	ditto
425	"	"	"	"	de.	John Drew.	de.	D	11 " "	11	"	"	ditto
426	"	"	"	"	de.	James Edmundson.	Boy —	D	11 " "	11	"	"	ditto
427	"	"	"	"	de.	Edward Williams.	Seaman.	D	11 " "	11	"	"	ditto
428	"	"	"	"	de.	Christopher Sweetney.	Boatswain.	D	11 " "	11	"	"	ditto
429	"	"	"	"	de.	John H Steigman.	Seaman.	D	11 " "	11	"	"	ditto
430	"	"	"	"	de.	Joshua Carr.	de.	D	11 " "	11	"	"	ditto
431	"	"	"	"	de.	William Gormly.	O S —	D	11 " "	11	"	"	ditto
432	"	June	20	"	de.	Joseph Sillmer.	de.	D	11 " "	11	"	"	ditto
433	"	"	"	"	de.	John Johnson 3d.	de.	D	11 " "	11	"	"	ditto
434	"	"	"	"	de.	Henry Hymen.	Seaman.	DD or R	29. June 1800	29.	June	1800	On Passage from Baltimore
435	"	"	"	"	de.	John Odecwald.	O S —	D	11 June 1801	11.	June	1801	By order
436	"	"	"	"	de.	George Davis.	Seaman.	D	11 " "	11	"	"	ditto
437	"	"	"	"	de.	James Mahony.	de.	R	22 July 1800	22	July	1800	from the Launch
438	"	"	"	"	de.	Conrad Buskin.	de.	D	11. June 1801	11.	June	1801	By order
439	"	"	"	"	de.	Thomas Walston.	O S —	DD	22. June 1800	22.	June	1800	Near Baltimore. Drown'd
440	"	"	"	"	de.	Benjamin C Thomas.	Boy.	D	11. June 1801	11.	June	1801	By order
441	"	"	"	"	de.	Henry Towline.	Seaman.	D	11. June 1801	11.	June	1801	By order
442	"	"	"	"	de.	Andrew Bloom.	de.	D	22 July 1803	22	July	1803	from the Launch —
443	1800	June	20	30 June	Cranny Isl.	William Dickenson.	Boy.	D	11. June 1801	11.	June	1801	By order
444	"	"	"	"	de.	Dennis Hayes.	O S —	D	11 " "	11	"	"	ditto
445	"	"	"	"	de.	Richard Cook.	Seaman.	D	11 " "	11	"	"	ditto
446	"	"	19	"	de.	David Griffin.	O S —	D	11 " "	11	"	"	ditto
447	"	"	"	"	de.	William King.	Boy.	D	11 " "	11	"	"	ditto
448	"	"	20	"	de.	John Holmes.	Seaman.	D	11 " "	11	"	"	ditto
449	"	"	"	"	de.	Ebenezer Dorman.	de.	D	11 " "	11	"	"	ditto
450	"	"	"	"	de.	John Clark.	Boy Mate.	D	11 " "	11	"	"	ditto
451	"	"	"	"	de.	Elias Wallick.	O S —	D	1. September 1800	1.	September	1800	To Prize Brig <i>Enterprise</i> .
452	"	"	"	"	de.	Francis Weston.	Boy Yeoman.	D	11. June 1801	11.	June	1801	By order
453	"	"	"	"	de.	Elijah Armstrong.	Seaman.	D	11 " "	11	"	"	ditto
454	"	"	"	"	de.	Edward Daffits.	O S —	D	11 " "	11	"	"	ditto

455	"	"	19	"	"	de	William Jaquette	Seaman	D	11	"	"	11	"	"	ditto
456	"	"	"	"	"	de	George Woods	Boy	D	11	"	"	11	"	"	ditto
457	"	"	28	"	"	de	John Cook	O S.	D	11	"	"	11	"	"	ditto
458	"	"	26	"	"	de	Thomas Ellison	Seaman	D	11	"	"	11	"	"	ditto
459	"	"	28	1.	July	de	William Bowline	de	D	11	"	"	11	"	"	ditto
460	"	"	30	"	"	de	Hiram Harris	O S.	D	11	"	"	11	"	"	ditto
461	"	"	"	"	"	de	Thomas Bullock	Seaman	D	11	"	"	11	"	"	ditto
462	"	"	19	"	"	de	Robert Seoby	O S.	D	11	"	"	11	"	"	ditto
463	"	"	30	"	"	de	James Johnson	Seaman	D	11	"	"	11	"	"	ditto
464	"	"	12	"	"	de	Samuel Vickary	O Gunner	D	27	April	1801	27	April	1801	Sickness
465	"	"	27	2	"	de	Daniel McClasline	O S.	D	11	June	1801	11	June	"	By order
466	"	"	30	"	"	de	Overton Tyler	de	D	11	"	"	11	"	"	ditto
467	"	June	1	"	"	de	James P. Watson	Lieutenant	D	"	"	"	13	October	1800	because he was Lieut Only.
468	"	"	30	3	"	de	William Leighton	O S.	D	27	April	1801	27	April	1801	By order Capt Sever
469	"	"	27	"	"	de	Andrew Andrews	Seaman	D	11	June	1801	11	June	"	By order
470	"	"	23	"	"	de	Frederick Nessau	de	D	11	"	"	11	"	"	ditto
471	"	July	2	"	"	de	Gowan Jarvis	O S.	D	11	"	"	11	"	"	ditto
472	"	June	30	"	"	de	William Price	de	D	11	"	"	11	"	"	ditto
473	"	"	"	"	"	de	Matthew Fleming	de	D	11	"	"	11	"	"	ditto
474	"	July	2	"	"	de	Jonas Reed	Seaman	D	11	"	"	11	"	"	ditto
475	1800	July	2 <sup>d</sup>	34	July	Crany Island.	John Daniels	Seaman	D	11	June	1801	11	June	1801	By order
476	"	"	"	"	"	de	James Murray	de	D	11	"	"	11	"	"	ditto
477	"	"	3	"	"	de	John, R. Worthington.	O S.	D	11	"	"	11	"	"	ditto
478	"	June	30	"	"	de	James Carrigan	de	DD	"	"	"	23 <sup>d</sup>	November	1800	Suddenly on Board.
479	"	"	20	"	"	de	John Roberts	de	D	11	June	1801	11	June	1801	By order
480	"	"	10	"	"	de	Joseph Hawkins	Sail, M. Mate.	D	11	"	"	11	"	"	ditto
481	"	July	3	"	"	de	John Traner	O S.	D	11	"	"	11	"	"	ditto
482	"	June	30	"	"	de	John McDonnald	de	D	11	"	"	11	"	"	ditto
483	"	"	11	"	"	de	Leroy Opte	Midshipman	D	10	June	1801	6	June	1801	By order of Sec <sup>y</sup> Navy.
484	"	"	30	5	"	de	William King 1 <sup>st</sup>	Mas <sup>r</sup> Mate	D	30	April	"	30	April	"	Hired a Man
485	"	July	3	"	"	de	John Smith 2 <sup>d</sup>	Seaman	D	11	June	1801	11	June	1801	By order
486	"	"	"	"	"	de	Charles Macky	de	D	11	"	"	11	"	"	ditto
487	"	"	"	"	"	de	James Davis 2 <sup>d</sup>	de	D	11	"	"	11	"	"	ditto
488	"	"	"	"	"	de	Merari Butterfield	O S.	D	27	April	1801	27	April	1801	Sickness
489	"	"	"	"	"	de	Matthew Pease	Seaman	D	11	June	"	11	June	"	By order
490	"	June	30	"	"	de	William White	O S.	D	11	June	"	11	"	"	ditto
491	"	"	"	"	"	de	Arthur Mucan	de	D	11	June	"	11	"	"	ditto —
492	"	"	"	"	"	de	Peter Hayes	Seaman	D	11	"	"	11	"	"	ditto
493	"	April	30	21	June	de	John Rowand	Midshipman	D	14	"	"	14	"	"	ditto
494	"	May	6	22	"	de	Robert Miller	de	D	10	June	1801	6	June	1801	By order of Sec <sup>y</sup> Navy
495	"	"	"	24	"	de	Richardson Taylor	de	D	15	"	"	6	"	"	D <sup>e</sup> D <sup>e</sup>
496	"	March	1	1.	July	de	Charles Chilton	de	D	10	"	"	6	"	"	D <sup>e</sup> D <sup>e</sup>
497	"	May	6	4	"	de	Peter, E. Bently	de	D	11	"	"	11	"	"	ditto
498	"	July	6	6.	July	de	Job Foster	Carp <sup>y</sup> Mate	D	27	April	1801	27	April	1801	An Accomodation
499	"	"	8	"	"	de	John Cutler	Seaman	D	11	June	1801	11	June	"	By order
500	"	"	"	"	"	de	John Curtis	de	D	27	April	1801	27	April	1801	Sickness
501	"	"	"	"	"	de	Joseph Antonio	de	D	11	June	"	11	June	"	By order
502	"	"	"	"	"	de	John Grany	O S.	D	11	"	"	11	"	"	ditto
503	"	June	26	"	"	de	James Grant	Boy	D	11	"	"	11	"	"	ditto
504	"	July	2 <sup>d</sup>	"	"	de	Thomas Derbyshire	O S.	D	27	April	1801	27	April	1801	Ruptured
505	"	"	"	"	"	de	William Glenn	Mas <sup>r</sup> Mate	D	2	Novr	1800	2	November	1800	To Seaman

Extracts from Muster Roll of U. S. Frigate *Congress*, Captain James Sever, U. S. Navy, commanding, 1 January 1800 to 15 June 1801—Continued

No	Entry			Appearance on Board	Where	Names	Stations	D. DD. R or P	Time last Settled and paid to	When			Whither or for what reason
	Year	Month.	Day.							Day	Month	Year	
506	1800	July	2 <sup>nd</sup>	6 July	Craney Island	William Norris	Seaman	D	11. June [1801]	11. June		1801	By order
507	"	"	"	"	"	Samuel Laurence	"	D	11 " "	11. "		"	ditto
508	"	"	"	"	"	James Almand	O S	D	11. June 1801	11. June		1801	By order
509	"	"	"	"	"	William Talbot	"	D	11 " "	11 " "		"	ditto
510	"	"	6	"	"	John Bowell	Seaman	D	11 " "	11 " "		"	ditto
511	"	June	20	"	"	Henry West	O S	D	11 " "	11 " "		"	ditto
512	"	July	6	"	"	George Gray	Seaman	D	11 " "	11 " "		"	ditto
513	"	May	3	"	"	John S Webb	Midshipman	D	10. June 1801	6 June		1801	By order of Sec <sup>r</sup> of Navy
514	"	June	3	"	"	William Turner	Surgeon	D		11 <sup>th</sup> September		1800	Sick
515	"	May	6	18 July	Hampton roads.	James Hannum	Midshipman	D	11. June 1801	11. June		1801	By order
516	"	June	30	5. July	Craney Island	Peter Randolph	O S	D		12. July		1800	Sick
517	"	January	20	21 January	at Sea	John Ranks	Qr Gunner	D	7 April 1801	7 April		1801	Time of Service expired
518	"	June	20	21 June	Craney Island	Thomas Chesley	"	D	3 May 1801	3 May		1801	D <sup>e</sup> D <sup>e</sup> D <sup>e</sup>
519	"	Novr	3	4 November	at Sea	William Glenn	Seaman	D	6 May 1801	6 May		1801	By order Cap <sup>t</sup> Sever
520	"	October	24	17 December	at Sea	Samuel R Marshall	Surgeon	D	10 May 1801	1 May		1801	By order Sec <sup>r</sup> Navy.
404	1800	June	19	30 June	Craney Isl <sup>d</sup>	James Stewart	O S	D	11 June "	11 June		1801	By order
521	"	October	12	19. December	at Sea	Henry Seton	Lieutenant	D	1 May 1801	1 May		1801.	By order of Sec <sup>r</sup> Navy
522	1801	Febr	27	27 Febr	Nichola Mole	John Blake	Seaman	D	7 April 1801	7 April		1801.	By order Com <sup>d</sup> Talbot
523	"	"	27	"	"	George Wayland	"	D	7 " "	7 " "		"	D <sup>e</sup> D <sup>e</sup>
524	"	"	27	"	"	Thomas Mason	"	D	7 " "	7 " "		"	D <sup>e</sup> D <sup>e</sup>
525	1799	Febr	25	"	Kingston	James Sever	Captain	D	30 June 1801	30 June		"	By order Sec <sup>r</sup> Navy

## MARINE CORPS

1	1799	1 November	1 November	Portsmouth.	Benjamin Strother	1 Lieutenant	D		2 <sup>nd</sup> May	1800	By Col <sup>o</sup> Burrows —
2	"	"	11 "	Boston	Samuel Llewellen	2 <sup>d</sup> "	D		14 June	1801	To Marine Camp —
3	"	"	1 "	Portsmouth	William France	Sergeant	D		" "	"	"
4	"	"	"	"	George Lenox	"	DD		" "	"	"
5	"	"	"	"	James F Clarke	"	D		9 July	1800	on Board —
6	"	"	"	"	John Heyward	"	D		1 May	1801	By Lt Llewellen
7	"	"	"	"	Jonathan Meredith	Corporal	D		14 June	"	To Camp
8	"	"	"	"	John Terry	"	D		1 May	"	By Lt Llewellen
9	"	"	"	"	John Reed	"	D		14 June	"	To Camp
10	"	"	"	"	John Malony	"	D		7 June	1800	By Lt Llewellen
11	"	"	"	"	Edward Wyer	Drummer	DD		23 December	1800	On Board.
12	"	"	"	"	Joshua Hackett	Private	D		14 June	1801	To Camp
13	"	"	"	"	Aaron Hodge	"	D		14 "	"	"
14	"	"	"	"	William Henderson	"	D		" "	"	"
15	"	"	"	"	Joseph Eddes	"	D		" "	"	"
16	"	"	"	"	James Gilson	"	DSQ		4. January	1800	at Newport.

17	"	"	"	"	"	d <sup>e</sup>	John McClaws.	d <sup>e</sup>	D	2 <sup>d</sup> May	1800	with Lieut. Strother
18	"	"	"	"	"	d <sup>e</sup>	Josiah Brown.	d <sup>e</sup>	D	14 June	1801	To Camp
19	"	"	"	"	"	d <sup>e</sup>	Joshua Hathaway.	d <sup>e</sup>	D	14 "	"	"
20	"	"	"	"	"	d <sup>e</sup>	Owen Gorman.	d <sup>e</sup>	DD	9 "	"	Drowned
21	"	"	"	"	"	d <sup>e</sup>	Joseph Miley.	d <sup>e</sup>	D	14 "	"	To Camp —
22	"	"	"	"	"	d <sup>e</sup>	Timothy Finney.	d <sup>e</sup>	D	14 "	"	"
23	"	"	"	"	"	d <sup>e</sup>	James Tucker.	d <sup>e</sup>	D	" "	"	"
24	"	"	"	"	"	d <sup>e</sup>	William Mullen.	d <sup>e</sup>	D	" "	"	"
25	"	"	"	"	"	d <sup>e</sup>	Edward Steinback.	d <sup>e</sup>	D	" "	"	"
27	"	"	"	"	"	d <sup>e</sup>	Morris Quinlin.	d <sup>e</sup>	D	" "	"	"
28	"	"	"	"	"	d <sup>e</sup>	Michael Egerty.	d <sup>e</sup>	D	" "	"	"
29	"	"	"	"	"	d <sup>e</sup>	Andrew Larkin.	d <sup>e</sup>	D	" "	"	"
26	"	"	"	"	"	d <sup>e</sup>	David Hamilton.	d <sup>e</sup>	D	" "	"	"
30	"	"	"	"	"	d <sup>e</sup>	Shanly Johnson.	d <sup>e</sup>	DD	29 August	1800	On Board.
31	"	"	"	"	"	d <sup>e</sup>	Terrence Hynes.	d <sup>e</sup>	D	14 June	1801	To Camp —
32	"	"	"	"	"	d <sup>e</sup>	Cornelius Delavan.	d <sup>e</sup>	D	" "	"	"
34	"	"	"	"	"	d <sup>e</sup>	Matthew McLaughlin.	d <sup>e</sup>	D	" "	"	"
33	1799	Novr	1	1	November	Portsmouth.	Duncan Mansfield.	Private.	D	14 June	1801	To Camp
35	"	"	"	"	"	d <sup>e</sup>	Jacob Pascall.	d <sup>e</sup>	DD	9 "	"	drowned
37	"	"	"	"	"	d <sup>e</sup>	Thomas O'Conner.	d <sup>e</sup>	D	14 "	"	To Camp
38	"	November	11	11	"	Boston.	Charles Gay.	d <sup>e</sup>	D	6 July	1800	Delivered the Army
39	"	"	"	"	"	d <sup>e</sup>	John Johnson.	d <sup>e</sup>	D	14 June	1801	To Camp
40	"	"	"	"	"	d <sup>e</sup>	Abel Penn.	d <sup>e</sup>	D	" "	"	"
41	"	"	"	"	"	d <sup>e</sup>	Paul Leatherbury.	d <sup>e</sup>	D	" "	"	"
42	"	"	"	"	"	d <sup>e</sup>	John Baldridge.	d <sup>e</sup>	D	" "	"	"
43	"	"	"	"	"	d <sup>e</sup>	Peter Decamp.	d <sup>e</sup>	R	1. May	1800	from on Board.
44	"	"	"	"	"	d <sup>e</sup>	John Odissia.	d <sup>e</sup>	D	14 June	1801	To Camp
45	"	"	"	"	"	d <sup>e</sup>	John Finn.	d <sup>e</sup>	D	" "	"	"
46	"	"	"	"	"	d <sup>e</sup>	James M <sup>r</sup> Mullen.	d <sup>e</sup>	D	" "	"	"
47	"	"	"	"	"	d <sup>e</sup>	William Smith.	d <sup>e</sup>	D	" "	"	"
48	"	"	"	"	"	d <sup>e</sup>	Datus Day.	d <sup>e</sup>	D	" "	"	"
49	"	"	"	"	"	d <sup>e</sup>	John Somers.	d <sup>e</sup>	D	" "	"	"
50	"	"	"	"	"	d <sup>e</sup>	James Wittington.	d <sup>e</sup>	D	1 May	"	By Lt Llewellen
51	"	"	"	"	"	d <sup>e</sup>	Charles Field.	d <sup>e</sup>	D	14 June	"	To Camp —
52	"	"	"	"	"	d <sup>e</sup>	Joseph Tuttle.	d <sup>e</sup>	D	" "	"	"
53	"	"	"	"	"	d <sup>e</sup>	Thomas Niles.	d <sup>e</sup>	D	" "	"	"
54	"	"	"	"	"	d <sup>e</sup>	Noah Clarke.	d <sup>e</sup>	D	" "	"	"
55	"	"	"	"	"	d <sup>e</sup>	Peter Lamour.	d <sup>e</sup>	D	" "	"	"
56	"	"	"	"	"	d <sup>e</sup>	James Kelly.	d <sup>e</sup>	D	" "	"	"
57	"	"	"	"	"	d <sup>e</sup>	John Mullet.	d <sup>e</sup>	D	1. May	"	By Lt Llewellen
58	"	"	"	"	"	d <sup>e</sup>	John Weedge.	d <sup>e</sup>	D	14 June	1801	To Camp
59	"	"	"	"	"	d <sup>e</sup>	James Armstrong.	d <sup>e</sup>	DSQ	7 July	1800	Norfolk Hospital
60	"	"	"	"	"	d <sup>e</sup>	Robert Bailly.	d <sup>e</sup>	D	7 June	1800	Sickly
61	"	"	"	"	"	d <sup>e</sup>	William Montgomery.	d <sup>e</sup>	D	14 June	1801	To Camp
62	1800	28 June	"	28	June	Norfolk.	Colburn Parker.	d <sup>e</sup>	D	1. May	"	By Lt Llewellen
							William Sykes.	d <sup>e</sup>	D	14 June	"	To Camp —

Extracts from Muster Roll of U. S. Frigate Congress, Captain James Sever, U. S. Navy, commanding, 1 January 1800 to 15 June 1801—Continued

SUPERNUMARARIES for Victuals Only.

No	Entry			Appearances on Board	Where	Names	Stations	D. D.D. R or P	Time last Settled and paid to	When			Whither or for what reason
	Year	Month.	Day.							Day	Month	Year	
1	1800	April	4 <sup>th</sup>	4 April	Craney Island	Joseph Foster	Carpenter	D		23	June	1800	
2	"	"	"	"	"	Charles Williams	do	D		19	April	1800	
3	"	"	"	"	"	William Dinby	do	D		19	April	1800	
4	"	"	"	"	"	Roderick Mesley	do	D		19	April	1800	
5	"	"	"	"	"	George Buller	do	D		24	May	1800	
6	"	"	"	"	"	John Langley	do	D		19	April	1800	
7	"	"	"	"	"	James Emberson	do	D		24	May	1800	
8	"	"	"	"	"	Lazarus Kuttrell	do	D		24	May	1800	
9	"	"	"	"	"	Keder Cherry	do	D		8	June	1800	
10	"	"	"	"	"	Charles Smith	do	D		24	May	1800	
11	"	"	"	"	"	Benjamin Hatton	do	D		24	May	1800	
12	"	"	"	"	"	George Harper	do	D		10	April	1800	
13	"	"	"	"	"	William Luke	Carver	D		16	May	1800	
14	"	"	"	"	"	Francis Benson	do	D		6	June	1800	
15	"	May	12	12 May	"	Obadiah Owens	Carpenter	D		24	May	1800	
16	"	"	"	"	"	Thomas Tindrell	do	D		24	May	1800	
17	"	"	"	"	"	Thomas M Brooks	do	D		7	June	1800	
18	"	May	27	27 May	"	Cato, a Negro	Mason	D		2	June	1800	
19	"	"	"	"	"	Pero, a Negro	do	D		2	June	1800	
20	"	June	3	3 June	"	William Borum	Joiner	D		16	June	1800	
21	"	"	"	"	"	Benjamin Bunting	do	D		16	June	1800	
22	"	"	20	20	"	John Herbert	Carpenter	D		25	June	1800	
23	"	"	"	"	"	Thomas Owens	do	D		25	June	1800	
24	"	"	"	"	"	William Smith	do	D		25	June	1800	
25	"	"	"	"	"	John Thomas	do	D		25	June	1800	
26	"	"	14	14	"	David Evans	Seaman	D		10	July	1800	To Hospital at Norfolk
27	"	July	2	2 July	"	Joseph Donevan	O S	D		10	July	1800	do
28	"	"	"	"	"	Elisha Potter	O S	D		10	July	1800	do
29	"	"	"	"	"	Arthur Wharf	O S	D		10	July	1800	By orders of Capt Sever
30	"	"	"	"	"	Peter Aller	Seaman	D		10	July	1800	To Norfolk Hospital
31	"	"	8	8	"	Thomas Buller	Pilot	D		26	July	1800	To his Boat —
32	"	August	28	28 August	at Sea	Alexander Morris	Prisoner of War	D		18	September	1800	at Cape francoise —
33	1800	August	28	28 August	at Sea	Thomas Henry	Prisoner of War	D		18	September	1800	at Cape francoise
34	"	"	"	"	"	Christopher Lagrator	do	D		18	do	1800	do
35	"	"	"	"	"	Weis Mitchel	do	D		"	"	"	do
36	"	"	"	"	"	Joseph Murray	do	D		"	"	"	do
37	"	"	"	"	"	Morris Andero	do	D		"	"	"	do
38	"	"	"	"	"	Antonio Abbot	do	D		"	"	"	do

39	"	"	"	"	Burton Omalse.....	dv	D		"	"	"	dv
40	"	"	"	"	Bastion Martin.....	dv	D		"	"	"	dv
41	"	"	"	"	Ephraim Conning.....	dv	D		"	"	"	dv
42					Frenchman.....	Pilot						
43	"	Novr	2	2 Novr	Cape Nich- ola.....	Nobody knows what	D		20	November	1800	four days on board Cape francoise
44	1801	May	4	4 May	Boston.....	Pilot	D		18	May	1801	Piloted the ship to Sea
45	"	"	23	23 "	Cape Henry.....	dv	D		26	May	"	Piloted the ship to St Marys
46	"	"	26	26 "	St Marys.....	dv	D		4	June	"	} Piloted the Ship to Eastern Branch —
47	"	"	26	26 "	St Marys.....	dv	D		4	June	"	

[NOTE.—D=Detached or discharged; DD=Discharged Dead; R=Ran or deserted; P=Promoted (also "Paid off"); DSQ=Detached to sick quarters.]

CHARLES MORRIS *Purser*

Frigate *Congress* June 15. 1801

[NDA, NA, MR.]

To Vice Admiral of the Blue Hugh Seymour, R. N., from Captain Alexander Murray, U. S. Navy

U: S. Frigate *Insurgente*  
ST CHRISTOPHERS 2<sup>d</sup> Jan<sup>y</sup> 1800

MY LORD I am under the necessity of intruding upon your Lordship, to state to you the unfortunate Situation of my Ship.

I have the Honor of Commanding the above named Frigate, on this station, & have discover'd my fore mast to be in so rotten a state that upon a survey on it, it has been determined that it cannot possibly be repaired, or placed in any kind of security, as it is only supported by the rigging. under these circumstances, I have sent a Prize Brig of ours under the command of My second Lieu<sup>t</sup>, M<sup>r</sup> Watson, to beg the favor of your Lordship to grant me a Mast at his Majesty's Naval Arsenal at English Harbour, which favor will be highly estimated by my Government, & accounted for in any manner your Lordship may deem expedient —

Viewing our situation in a political light, contending as we now are in the same just cause, & against the same adversary, I flatter myself my request will not be deem'd impertinent, or prove unsuccessful, I therefore determine to beat my Ship up to English Harbour (if my mast will hold out) to wait the result of my Application

With the greatest respect

I am

Your Lordships

Most Obed<sup>t</sup>

Hum<sup>l</sup> Serv<sup>t</sup>

The Right Hon<sup>ble</sup>

LORD HUGH SEYMOUR

*Vice Admiral of the Blue*

&c &c &c —

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

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To the Commissioners of the City of Washington from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 2<sup>nd</sup> January 1800*

Commissioners of the City  
of Washington —

GENTLEMEN I am honored with your letter of the 30<sup>th</sup> Ult<sup>o</sup> & will direct payment to be made to you for the squares —

In a conversation with the President this morning, he mentioned to me, that he should not adopt M<sup>r</sup> Whites advice, to take for his residence one of General Washingtons houses or M<sup>r</sup> Carrols, but was determined to occupy the house intended for him

He requested me to ask you to furnish him through me, as quickly as possible with a plan of the House describing the state of the different rooms, and an estimate of the sum necessary, and the time it will require to furnish each Room — His intention is to direct the completion of such rooms as he shall judge necessary for his accomoda-



tion, if the whole cannot be finished in time — His Year in his present house will end in June, and his wish is to remove his furniture at that time to his house in the City —

I have the honor to be

Gentlemen

Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

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To David Lenox, U. S. Agent in Great Britain for the relief and protection of American Seamen, from Secretary of State

DEPARTMENT OF STATE

*Philad<sup>a</sup> Jany 2, 1800.*

DAVID LENOX Esq<sup>r</sup>

SIR, I have represented to the President of the United States the extent as well as necessity and utility of your services, as manifested by your statements, and confirmed by M<sup>r</sup> King's information. And in consideration thereof and of the expense of a London residence, the President approves of an addition of five hundred dollars a year to your salary, to be computed from the commencement of your services as the Agent of the United States in Great Britain, for the relief and protection of American seamen. Of this I shall advise M<sup>r</sup> King, that he may cause this increase of salary to be paid to you whenever you shall think proper to call for it.

I am very respectfully &c &c

TIMOTHY PICKERING

[SDA. Dip. Cor., Inst. to Min. 1798-1800.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Thursday, 2 January 1800

The first part moderate and Clear. Spoke a Sloop called the *Lucky*, from Saint Sabastian in Spain, bound to New York — Masters Name Frankling, out 48 days, No News — except an India Man being captured (by a French Privateer) called the *Woodropsims*, belonging to Philadelphia. —

Got a Lunar Observation at 2 P M; to the Result of which — I have applied the Run since up to noon — which gives the Longitude at Noon as per column. —

The Store Brig in company — The Schooner not being able to keep up under the small sail I have carried I have concluded to proceed on — as it would be too great a sacrifice of time for to make, for one small Vessel. —

Longitude Observed, ☉ West of D 64°.57' W.

Latitude Observed 29°.15' N.

[HS of Pa. NDA photostat.]

Extract from log-book of the French Ship *Le Berceau* Master Commandant (Capitaine de frégate) Louis André Senes commanding, 2 to 3 January 1800

[Translation]

12th to 13th Nivose Year 8.

Fair weather, a light squall caused us to break the two fore-mast trestle-trees and the fore-topmast was split down to the cap, this damage which was of the greatest consequence forced me to return to Dehaye [Deshayes] and try to put things right in order to be able to proceed to Basse Terre without inconvenience, at 2.30 we anchored at Dehaye [Deshayes] where I had woolding and frapping done to support the topmast [mutilated] At the said Port I sent an officer ashore to find out whether the materials needed to repair the damage could be obtained, On his return the officer said that nothing was obtainable at the Port and that there was not even a forge, which decided me to proceed to Basse Terre.

Moored in fathoms

Bearing of the [shore ?]  
of Dehaye

Ship headed to the SSE [mutilated]

The Northern Point to the North [mutilated]

the Southern Point to the South [mutilated]

All per compass

We set sail and headed for Basse Terre [mutilated] in the morning we anchored at Basse Terre [mutilated] moored with two anchors ahead SE and NE, immediately had the [mutilated] unrigged and put the trestle-trees ashore in order to have new ones made [in place of?] those [which were ?] broken. I also had the main topmast stripped where I had the broken topmast cross-trees [removed ?], I had the spare ones installed [at once ?].

[Boston Athenaeum, NDA photostat.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Ganges*, 2 January 1800

Fresh breezes & rain, in Top Gallant Sail and back'd the Mizzen Top Sail for the *Harry* —

Cloudy with light Rain. —

Pleasant weather. —

Moderate & pleasant. —

[NA.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Thursday, 2 January 1800

these 24 Hours begin with Fresh Gales and Cloudy our Convoy Still in Company

at 3 PM Set the Main Top Mast Stay Sail at 4 Set the Main Top Sail and Four Sail at 5 Hauld up the Fore Sail at 6 Set the Mizzen Top Sail

Middle part Moderate Gales & Cloudy at 9 A M Set the Jibb and Middle Stay Sail Let the Reefs out of the Top Sails and Set the Main Sail

Backed the Main and Mizen Top Sails Different times for our Convoy

Latter part Light Breezes and hazy Wind inclining to the Northward Our Schooner still in Company People Employ'd on Clearing Decks Unbent the two Bower Cables

Latitude Observed 38° 39' N.

Longitude Account 67° 08' W.

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

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

St CHRISTOPHER'S 3<sup>d</sup> Jan<sup>y</sup> 1800

U: S. Frigate *Insurgent*

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

SIR My last respects to you of the 10<sup>th</sup> Ult<sup>o</sup> inform'd you of the short range, I had taken since then, I shall proceed with what further Occurrences hath transpired.

From St Piers I intended to have run first for Prince Rupert's Bay. but hearing of some Privateers being lately seen near Dominico. I determined to seek them. but saw nothing except one British Brig a Privateer of 14 guns which we brought too. I then ran close off the Harbour of Basseterre, to take a look at the Shipping, and soon after fell in with the *Baltimore*, having been some time on the Station without seeing any thing, the next day, fell in with the *Pickering* as a flag of Truce, with prisoners for exchange. I lay off, & on, with him till that business was effected, of which you are no doubt inform'd, we then saw a Privateer which we chased, & had nearly gotten within gun shot of her, when it fell calm, & she at the same instant took a light breeze, & got under the Fort, on the 17<sup>th</sup> D<sup>o</sup> we ran for Prince Ruperts bay, & after filling up our stock of water, we took in about 30 tons of ballast, & a quantity of wood, & on the 19<sup>th</sup> set sail, & ran over for Point Peter, to take a look at the French fifty gun Ship & corvette, that had arrived there. we saw them very snug under the Fortifications, & ply'd two days under the lee of Marygalante, & from Grandeterre to Dominico, but in passing rather too near one of their Batteries, they gave me a salute. which did us no injury we saw a number of Privateers in the road, of Marygalante: As those French Ships have drawn several British Frigates & a 74 gun ship to watch them, we moved our Station, & beat to windward of Martinico, running north, & south, in a range from the Latitude of Berbuda, to Dominico, but saw nothing till the 22<sup>d</sup> when we fell in with the U: S. Ship *Connecticut* which had met with no success, nor seen any thing on the Station. we tried her sailing & found that she beat us most shamefully, & I think will beat any Vessel belonging to the Navy, she is a very fine ship. and well calculated for a Cruiser. Our Frigates are not so good for this business, as smaller Vessels, for almost the whole host of Privateers, are very Small, & hide themselves from us, tho' they will frequently give chase to them & are easily decoy'd.

After we seperated, I stretch'd away to the N: E of Antigua and brought too an American brig, bound to Baltimore by whom I wrote

you a few lines, I determined to stand on with her, a while but soon after saw a very large sail, bearing down before the wind. & in order to diminish the object, we took in all our sail, & lay by to get her as near to us as possible. before she could see what we were. the Scheme took in part, & she came down boldly, till we could see that she was a Ship of some force. but she at once haul'd her wind from us, when we gave chase with every thing we could crowd, & had at dusk got so near, as to see the Men on her deck. & every hope of keeping sight of her with our night glass. but unfortunately we lost her; presuming she might then stand on the same course we first saw her on, we made sail for Deserada & ran down S W 90 Miles that night. hoping to be, beforehand with her, to cut her off. at day light, we saw Deserada, & a large Ship under our lee, but as day open'd, we saw to our mortification, that it was the *Connecticut*, we spoke, & then stood on different tacks. that night, being the 28<sup>th</sup> — we at 10 P. M. saw a Ship close on board of us, we fired a Shot at her, & brought her too. She was the Ship *Commerce* of New Bedford, from Liverpool, bound to New York, with a Valuable cargo on board, had been blown off the Coast, & was running down for Antigua. but was that day taken by a small Privateer. & would have been in Port Liberty in a few hours. so that we had the good luck to rescue a Valuable property out of their hands, & sent her down to this place, where she now is, preparing to sail with the Convoy. After I parted with her, and just before Sun set, saw a large Frigate off the N: W. End of Guadaloupe, & neither of us understanding the Signals we display'd. Mutually had doubts. She stood for me, & I for her. being prepared for the worst emergency, we manœuvred some time before we hail'd it being then dark, & both prepared for action, we then found her to be his Britanic Majesty's Frigate the *Unity* of 44 guns, we kept together that night, & part of the next day, lying off Basseterre, where we saw (as I have been inform'd since, I arrived here) the Ship I had chased a few days previous she was a Corvette of 28 guns, & gave a circumstantial account of the narrow escape she had.

After ranging along the West Side of Guadaloupe, I cruised a few days off Englishman's head, when we discover'd that our fore mast, had unfortunately given way in many places, & was very much decay'd. this determined me on running down here, to see what could be done with it, & herewith send you the result of a survey over it. it has likewise undergone the inspection of Cap<sup>t</sup> Tryon, who is here, with his Ship, which you will be advised of. & as it is past repairing, shall send to the Admiral to beg the favor of him to permit me to get a Mast at Antigua, & in the mean time shall endeavour to beat up there with my topgallant mast down, to relieve it. if I succeed, I shall go on with my Cruise again, as long as possible or till I have further orders from you, having not yet been favour'd with a letter from America since I left it.

I cannot conclude this letter, long as it is, without begging you candidly to review the Various routes I have taken, & my perseverance with a crazy ship, & worst of Materials (tho' I must observe that she is capable of being made a fine Frigate with a great expence) yet confident that I have not answer'd the expectations of the Public, having been so highly favor'd with unlimited instructions from you. while at the same time Vessels of less note have been very fortunate. Yet one thing I flatter myself with, that I shall stand acquitted with

the Executive. & have your approbation. being well satisfied that I have done every thing in my Power for the good of the community. & I find that none of the British Frigates have atchieved any thing on this station for a long time. you will perceive that in your review, we have never avoided the prospect of danger, but on the contrary, strove to place ourselves where we thought we could do honor to the Navy of the U. S. — & upon all occasions my officers have shewn an equal degree of emulation with myself, but so it is, we have not yet had it in our power to convince the Public of our energy, you may remember an old adage of Julius Cesar in his ideas of an officer (tell me whether he is fortunate & I will determine whether he will suit my purposes) I confess I should not have been a favourite of his. but flatter myself I have a generous & less scrupulous head to serve: tho' a good Criterion to judge by.

I have now undertaken a plan perhaps deviating from my direct authority. but I have drawn my inference from circumstances, & what you could not have been aware of. The case is this, I have no alternative but to try my influence with the Lord Hugh Seymour to obtain a Mast from the Naval Arsenal at Antigua. I have gotten letters of recommendation & a Statement of my present distress from his Honor Rob<sup>t</sup> Thompson Commander in Chief of this Island, & the fortunate Capture of the French Brig Privateer [*Conquest of Italy*] by the *Connecticut* has induced me to think that I shall stand justified by manning her for the interval, with a Part of the *Insurgents* Crew. to Cruise while we are beating up to Antigua in our crippled state, & while we shall be employ'd in getting the Mast in, provided we obtain the grant from his Lordship, which I have requested him to bestow on us upon any terms he may think proper

I have put my Second Lieu<sup>t</sup> M<sup>r</sup> Watson, as commander on board of her, with several of my best Midshipmen, & 30 Men. he is first to proceed with my letters to his Lordship, at Port Royal, in Martinico; & then to meet me off English harbour at Antigua. if I succeed in my application, I shall then put a few more Men on board of him, & send him out upon a short Cruise off Deserada. after I have made my repairs, I shall then make a short Cruise with the Brig, & finally proceed to America with her, in behalf of the concern'd, having stipulated that she is to act for the U. S. & our united Ships companies, Vizt the *Insurgente*, & *Connecticut*. I shall dispatch her this day as she seems not to be in want of any thing of moment & will not be of much expence to the Public

I have drawn a Set of exchange on you for \$1965,14 in favor of Jam<sup>s</sup> Crawford for sundry Supplies had in Martinico which the purser will account for hereafter.

I also inclose to you a Copy of my letter [dated 2 January 1800] to Lord Hugh Seymour.

As my letter is of such a length I beg you will excuse any inaccuracies, as I have not time to go over it. for we are on the eve of departure. & if I have err'd in any part of my conduct, I hope you will rather attribute it to the head, than the heart, for believe me I have acted to the best of my abilities

With great respect

I am

Your most Obed<sup>t</sup>

To Midshipman William Whitesides, U. S. Navy, from Captain Alexander Murray,  
U. S. Navy

U: S. Frigate *Insurgente*  
ST CHRISTOPHER'S 3<sup>d</sup> Jan<sup>r</sup> 1800

M<sup>r</sup> WHITESIDES

SIR I now appoint you as Prize Master on board the Ship *Commerce*, & you may repair on board of her as soon as you please, & proceed to New York with her, under the direction of Cap<sup>t</sup> Whippey, when you arrive there, you must send on the inclosed letter to M<sup>r</sup> Miller, & to the Secretary of the Navy, & you are to lay our claim for the  $\frac{1}{2}$  Salvage of Vessel, & cargo in behalf of the *Insurgents* crew.

When your attention is no longer required at New York, you must repair to the Secretary of the Navy for his orders, either to join me again, when I arrive, or to go on board any other Vessel, I can only observe that I should be glad to have you with me again, & wish you every success, should you arrive at Philadelphia before me, I beg you will wait on M<sup>r</sup> Murray, as she will be glad to see any officer of the Ship, as to money matters, you must procure a sufficiency at New York on your own account, or the Publick's

I am

Your Most Obed<sup>t</sup>

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

To Lieutenant James P. Watson, U. S. Navy, from Captain Alexander Murray,  
U. S. Navy

U: S. Frigate *Insurgent*  
ST CHRISTOPHER'S 3<sup>d</sup> Jan<sup>r</sup> 1800

Lieu<sup>t</sup> WATSON

SIR The unfortunate state of our foremast, hath induced me to give you the command of the Prize Brig *Conquest of Italy*, & you are to proceed without delay to Port Royal, with the letters to the Admiral, (Lord Hugh Seymour) which contain a request that his Lordship will grant an order for a Mast for us, at English Harbour, (Antigua), should I be so fortunate as to obtain the permission, you will without delay join me there, or whether or not, after your arrival, we will determine on something further to keep our Crew employ'd.

You must not run out of your way to chase any thing unless you accidentally meet with any captured vessel in your track, & observe the same regulations that we do on board the *Insurgent*. should it so happen that you should meet with a recapture, you are to send her here, or keep her with you till you arrive at English Harbour.

Confiding in your Valor, skill, & Industry, I shall add no further than to assure you of my Wishes for your Success

& am

your most Obed<sup>t</sup>

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

[12 November 1799 to 3 January 1800]

List of petty officers, seamen, ordinary seamen & boys enlisted at Boston for the United States frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, by Lieutenant George G Lee, U. S. Navy

Time of entry	Names	Stations	Wages pr month	Wages advanced
1799				
Novr 26	Richard Greece.....	Ord <sup>y</sup> Seaman..	Fourteen doll <sup>s</sup>	Twenty eight doll <sup>s</sup>
" "	John Lessell.....	Able ditto	Seventeen \$	Thirty four \$
" "	Thomas Ferrill.....	Ord <sup>y</sup> ditto	Fourteen \$	Twenty eight \$
" 27	Antonio Canter.....	Able ditto	Seventeen \$	Thirty four \$
" "	James Bates.....	Ord <sup>y</sup> ditto	Twelve \$	Twenty four \$
" "	John Butler.....	Able ditto	Seventeen \$	Thirty four \$
" "	Esa Plummer.....	Ord <sup>y</sup> ditto	Fourteen \$	Twenty eight \$
" 28	James Spafford.....	Boy.....	Eleven \$	Twenty two \$
" 29	John C. Miel.....	Able Seaman..	Seventeen \$	Thirty four \$
" "	Richard Kelly.....	Ditto ditto	Seventeen \$	Thirty six \$
" 30	Saml Y. Nowel.....	Carpenter.....	Twenty \$	Forty \$
" "	Jacob Bowen.....	Able Seaman..	Seventeen \$	Thirty six \$
" "	John Fehner.....	Ord <sup>y</sup> ditto	Fourteen \$	Twenty eight \$
" "	Samuel Thomas.....	Able ditto	Seventeen \$	Thirty four \$
" "	Mats Flemming.....	Ditto ditto	Seventeen \$	Thirty four \$
" "	Charles Schmidt.....	Ditto ditto	Seventeen \$	Thirty four \$
Decr 2	John Hunsum.....	Ditto ditto	Seventeen \$	Thirty four \$
" "	William Johnson.....	Ditto ditto	Seventeen \$	Thirty four \$
" "	Barth <sup>y</sup> Hogan.....	Ord <sup>y</sup> ditto	Fourteen \$	Twenty eight \$
" "	James Smith.....	Ditto ditto	Fourteen \$	Twenty eight \$
" "	Joseph Shed.....	Able ditto	Seventeen \$	Thirty four \$
" 3	Benjamin Butler.....	Ditto ditto	Seventeen \$	Thirty four \$
" "	Isaac Lewis.....	Ord <sup>y</sup> ditto	Fourteen \$	Twenty eight \$
" "	Joseph F. Boyles.....	Ord <sup>y</sup> ditto	Twelve \$	Twenty four \$
" "	James Lathrop.....	Ord <sup>y</sup> ditto	Fourteen \$	Twenty eight \$
" "	John Kennener.....	Boy.....	Ten \$	Twenty \$
" 4	Abner Rickard.....	Able Seaman..	Seventeen \$	Thirty four \$
" 5	James Nail.....	Ditto ditto	Seventeen \$	Thirty four \$
" "	Samuel Lewis.....	Ord <sup>y</sup> ditto	Twelve \$	Twenty four \$
" "	Ebenezer Howard.....	Ditto ditto	Fourteen \$	Thirty \$
" "	William Howard.....	Ditto ditto	Fourteen \$	Twenty eight \$
" "	John Brown.....	Boy.....	Eleven \$	Twenty two \$
" "	Mal Howard.....	Ord <sup>y</sup> Seaman..	Fourteen \$	Thirty \$
" 6	Thomas OBrien.....	Ditto ditto	Fourteen \$	Twenty eight \$
" "	Elkanah Bartlett.....	Ditto ditto	Fourteen \$	Thirty \$
" "	John Douglass.....	Cooper.....	Eighteen \$	Thirty six \$
" 7	Jeduthan Hammond.....	Able Seaman..	Seventeen \$	Thirty four \$
" 9	John F Clarke.....	Ord <sup>y</sup> ditto	Fourteen \$	Twenty eight \$
" "	John Renner.....	Able ditto	Seventeen \$	Thirty four \$
" "	Eben. Conyers.....	Ord <sup>y</sup> ditto	Fourteen \$	Twenty eight \$
" 10	James Fowler.....	Ditto, ditto	Fourteen \$	Thirty \$
" "	William Byron.....	Able ditto	Seventeen \$	Thirty four \$
" "	William Sumers.....	Boy.....	Ten \$	Twenty \$
" 11	John Arlin.....	Able Seaman..	Seventeen \$	Thirty four \$
" "	John West.....	Ditto ditto	Seventeen \$	Thirty four \$
" "	Jacob Howland.....	Ord <sup>y</sup> ditto	Fourteen \$	Twenty eight \$
" "	Charles Riens.....	Ditto ditto	Fourteen \$	Twenty eight \$
" 13	Nicolas Mortimore.....	Ditto ditto	Fourteen \$	Twenty eight \$
Novr 12	Thomas April.....	Ditto ditto	Fourteen \$	Twenty eight \$
Decr 3	Cerile Felice.....	Boy.....	Thirteen \$	Twenty six \$
" 9	Samuel Benjamin.....	Ditto.....	Twelve \$	Twenty four \$
" "	Patricius M <sup>c</sup> Mannis.....	Ord <sup>y</sup> Seaman..	Fourteen \$	Thirty \$
1800				
Jan <sup>y</sup> 3	Daniel Mumford.....	Ditto ditto	Thirteen \$	Twenty six \$
" "	George Dunbar.....	Boy.....	Ten \$	Twenty \$
" "	Edward Jackson.....	Able Seaman..	Seventeen \$	Thirty four \$
" "	John Dunham.....	Ditto ditto	Seventeen \$	Thirty four \$
1799				
Decr 10	Leven Wright.....	Ord <sup>y</sup> ditto	Fourteen \$	Thirty \$

Boston 15<sup>th</sup> Dec<sup>r</sup> 1799GEO G LEE Lieut<sup>t</sup>

[See also List of 12 November to 17 December 1799.]

[LC, EPP, 1799-1800, Vol. 2.]

Return No. 1 of Commissioned and Warrant Officers, on board the United States Frigate *Congress*, commanded by James Sever Esq<sup>r</sup> in the service of the United States: made at Newport this 3<sup>rd</sup> day of January 1800 —

No.	Names.	Rank.	Entered the service.	Remarks and alterations since last return.
1.	James Sever Esquire	Commander		[Original mutilated in this column.]
2.	John B. Cordis	1 <sup>st</sup> Lieut.	1 <sup>st</sup> Sept 1799.	
3.	George Blair	2. Lieutenant	15 <sup>th</sup> March d <sup>e</sup>	
4.	Joseph Saunders	3 <sup>rd</sup> Lieut.	1 <sup>st</sup> July.	
5.	Nathl Bosworth	4 <sup>th</sup> Lieut.		
6.	Benj <sup>a</sup> Strother	1 <sup>st</sup> Lieut Marines		
7.	Saml Llewellyn	2 <sup>d</sup> d <sup>e</sup> d <sup>e</sup>		
8.	Lemuel Little	Sailing Master	1 <sup>st</sup> Aug <sup>t</sup>	
9.	Larkin Thorndike	Surgeon	16. July.	
10.	Charles Morris	Purser	4 <sup>th</sup> August	
11.	Edw <sup>d</sup> Field	Surgeons Mate	19 <sup>th</sup> Aug <sup>t</sup>	
12.	Will <sup>m</sup> Balch	Chaplain	30 <sup>th</sup> Oct <sup>r</sup>	
13.	John Mushaway	Boatswain	7 <sup>th</sup> Novem <sup>r</sup>	
14.	Saml Marshall	Gunner	15 <sup>th</sup> July	
15.	John Davis	Carpenter		
16.	States Rutledge	Midshipman	1 <sup>st</sup> Sept 17 [99]	
17.	Edm <sup>d</sup> Troubridge Dana	ditto	6 <sup>th</sup> April	
18.	John Dubose	ditto	21. Oct <sup>r</sup>	
19.	Leven Winder	ditto	15 <sup>th</sup> Sept	
20.	Joseph Prince	ditto	28 <sup>th</sup> June	
21.	Moses M. Bates	ditto	17 <sup>th</sup> Aug <sup>t</sup>	
22.	George Barrell	ditto	27 <sup>th</sup> Aug <sup>t</sup>	
23.	Thomas Homans	ditto	10 <sup>th</sup> Sept	
24.	Saml Folsom	ditto	13 <sup>th</sup> ditto	
25.	Saml W. Cushing	ditto	12 <sup>th</sup> ditto	
26.	Joseph Woodward	ditto	6 <sup>th</sup> ditto	
27.	Henry Wadsworth	ditto	12 <sup>th</sup> Sept	
28.	James Height	ditto	2 <sup>d</sup> Nov <sup>r</sup>	
29.	Charles Morris	Act <sup>g</sup> ditto	1 <sup>st</sup> July.	

[LC, J. Sever Papers, NDA photostat.]

Extract from Captain Thomas Truxtun's Journal, U. S. Frigate *Constellation*, Friday, 3 January 1800

Squally disagreeable weather the first of these twenty four hours. the middle and latter a hard gale and high Sea.

Sent Down Top Gallant Yards & Launched the top Gallant Masts. at 7 A M. The Store Ship being far astern hove the Ship too.

at Noon still Laying too under a Double Reefed Foresail & Mizzen Stay Sail. The Store Vessel at Noon, about 3' on the weather quarter — Laying too, under her Reefed foresail & main Stay Sail.

Longitude Account 64°.00' W.

Latitude Observed 29°.32' N.

[HS of Pa. NDA photostat.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship *Ganges*, 3 January 1800

Moderate and pleasant.

Saw a Sail off the Lee Bow & fired a Gun as a signal for the *Harry* to tack —

Spoke a Schooner from Savannah bound to Martinico. —

Fresh Gales & Cloudy. lost sight of the *Harry*

[NA.]



Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Friday, 3 January 1800

the first part of these 24 Hours Moderate Breezes and Hazy Weather under the Top Sails F Sail and Stay Sails Bent the Spanker Still in Co. with Capt Silsby took in Jibb and Top Mast Stay Sails At 7 P M Double Reef<sup>d</sup> the F and M Top Sails and Single Reefd the Mizen Top Sail

at 9 Close Reef'd Each Top Sail & Housed Guns at 11 Handed Mizen Top Sail & Call'd all Hands took in Fore Top Sail and bore away after our Convoy his Light being in Sight Judged him to Keep away S W Shew false Fires to inform the Schooner the Course we Steared and kept a Light in the Top

At 12 Midnight handed the Fore Top Sail Reefd the Fore Sail and Housed Top Gall<sup>ies</sup> Mast got the Roling Tackles on the Yard

Middle part Heavy Gales and Rain with a Cross Sea

at 1 A M Lost Sight of the Schooner and Hauld up the Fore Sail

at 8 Set the Fore Sail and Mizen Stay Sail At 10 Hauld down the F Stay Sail and Lay by under the Fore Sail and Mizen Stay Sail

at 12 Meridian Wore Ship to the Southw<sup>ard</sup> and Eastward

Latter part Fresh Gales and heavy Squalls of Rain under the Fore Sail and Mizen Stay Sail

Latitude Observed 37° 19' N.

Longitude Account 68° 08' W.

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

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

[PHILADELPHIA]

*Navy Department 4th January 1800*

Major W. W BURROWS

SIR In a letter I have just received from Captain Law of the *Richmond* now at N York he represents that of Marines there are only one Seargeant, one Corporal & Eight privates on board and no music — The Detachment allowed him must consist of 14 including Officers — You will be pleased to take measures for supplying this deficiency — I have &<sup>c</sup> &<sup>s</sup>

B[ENJAMIN] S[TODDERT.]

[NDA. GLB, Vol. 3, 1799–1800.]

To William Burt, Halifax, N. C., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 4th January 1800*

WILLIAM BURT Esquire

*Halifax, North Carolina*

SIR I am honored with your letter of the 10<sup>th</sup> December — The heads of the Pork must not be packed for the Navy, but with the feet be disposed of for the best price you can obtain —

A remittance of 4000 Dollars is this day ordered, — When you ascertain what the pork will cost, you may draw on me for the Balance, or I will remit it as you may prefer

I am Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799–1800.]

[4 or 5 January 1800]

Protest of James Deale, Master of the Ship *Lewis* (*Louis*), captured by French Privateer *La Clarissa*

EXTRACT FROM THE REGISTER OF THE OFFICE OF THE COMMERCIAL TRIBUNAL OF LAND AND SEA OF THE ISLE OF FRANCE.

This day Eighth Pluvios, eighth Year of the French Republique one and indivisible, in the afternoon.

In the office of the Commercial Tribunal of Land and Sea, of the Island of France, Before me Stephen Francis Prieur, Sworn Clerk Register, underwritten.

Appeared James Deal, Commander of the American Vessel *Lewis*, assisted of Citizen Bonnefoy, sworn Interpreter of the English Language, residing in this city, for the N. W. Harbour.

Which through the Organ of said Interpreter has said and declared, that he sailed from the Port of Baltimore on the first of January one Thousand Seven hundred & Ninety Nine, bound for London, there to Sell the Cargo which he had taken at the place of his departure; that he arrived there on february following, that on his passage he met with a french Privateer from Bourdeaux, who boarded him and afterwards permitted him to proceed on his voyage; That he sailed from London on the eighth of June of said Year, with a new Cargo bound for Calcutta and arrived there on the Twenty sixth day of October following. Sailed from thence on the Thirty first of December, with a part of his Cargo on board, on his Return to Baltimore, and to touch at Madrass where his Cargo was to be Completed That on the fifth day of January one Thousand eight hundred, at the break of day, being in Latitude 19° North, and Longitude 90. E. he was in Company with an other American Vessel [the *Criterion*], and with which he sailed from Calcutta, when he fell in with the french Privateer, the *Clarissa*, commanded by Captain Surcouf, which they discovered at about three leagues distance; The vessel of the appearer was sailing before the Wind, and found himself about half gun shot distant from his Companion, when the Privateer steered right after this appearer, and when within a musquet shot from him fired a Gun; that the Privateer had nothing but a red colour flying at the Top of her main mast, then this appearer answered by a discharge of one of his guns, having his Colour hoisted. That after these two Shots, a whole discharge ensued from the french privateer, when this appearer also made a similar discharge, and afterwards was boarded by the said Privateer who took possession of this Vessel, That the other Vessel who had witnessed, as well as seconded the appearer in the Action to escape the privateer, made sail when he saw that this appearer was in the power of the Privateer. That he had during the Action three men

Killed, and eight Wounded, and entered on board of said Privateer to go to the Isle of France where he arrived Yesterday. Said Captain James Deal through the means of said Interpreter, do declare that he protests against the capture of said American vessel *Lewis*, for the preservation of the Rights of the owners and interested of said Vessel, against whom of Right it shall or may appertain. of which declaration and protestation said Captain has requested an Act through the organ of the said Interpreter; then made and signed being first read by the said Interpreter who has also signed with me Notary the day and Year first above Written — Signed —

JAMES DEAL — BONNEFOY — & PRIEUR.

Examined

PRIEUR.

Clk. Reg<sup>r</sup>

We Joseph Stephen Courtois, President of the Commercial Tribunal of Land & Sea of the Isle of France, Do Certify to all whom it may concern that Prieur who signed the above and delivered these presents, is Sworn Clerk Register of said Tribunal, and that faith & Credit is and ought to be Given to his signature, both in Judgment and thereout. Certify also that stamped paper is not used in this Colony. —

In Witness whereof we have signed these presents, and affixed the Seal of the Tribunal.

Given at Port North West in the Isle of France, the fifth Ventose, eighth Year of the french Republique —

Jos: ST. COURTOIS

A True Translation from the Original protest made at the Isle of France and duly attested, to me produced, and the said Translation Carefully examined and found Correct. Which I attest at Philadelphia this 7. May 1800.

CLEMENT BIDDLE

N. P.

[Ct. of Cl., French Spol. Case No. 1467.]

[4 or 5 January 1800]

Protest of John W. Bronaugh, Supercargo of the Ship *Louis*, captured by French Privateer *La Clarisse*

By this Publick Instrument of Protest be it known and made manifest unto all persons whom it doth shall or may Concern, That on Wednesday the Sixteenth day of January in the Year one thousand eight hundred, Before me George Chalmer Notary Public dwelling and practising at Fort Saint George on the Coast of coromandel in the East Indies by lawful authority duly admitted and Sworn personally came and appeared M<sup>r</sup> John W. Bronaugh late Supercargo of the American Ship *Louis* belonging to the Port of Baltimore in Mary land and declared as follows That a cargo was provided by him the appearer and taken on board the said Ship or Vessel at Calcutta in the Kingdom of Bengal consisting of Three hundred and six Bales of piece Goods Eight hundred and fifty four Bags of Sugar, one hundred and twenty two Bundles of Twine, Long line and Marline

and one Trunk of fine Muslins, for and on Account of Mess<sup>rs</sup> S. Smith and Buchanan and M<sup>r</sup> J. Hollins Merchants of the said Port of Baltimore, That the said Ship with the said Cargo on board and commanded by M<sup>r</sup> James Deal left Calcutta on or about the Twenty Seventh day of December last past, bound to Madras in prosecution of their Voyage to the said Port of Baltimore expecting to meet the Indiamen there and to proceed as far as their respective Voyages would permit. And the appearer further declared that at the time of leaving Calcutta the American Ship *Criterion* Captain Weeks was in company and it was agreed upon that the *Louis* and her should stay by and co-operate with each other in resisting the attacks of Privateers — And the appearer further declared that while proceeding down the Bay of Bengal in Company with the said Ship *Criterion* they on the morning of the fourth Instant at day light were in Sight of a French Privateer who immediately made towards them and seeing no prospect of escaping Captain Deal prepared for action as did also the *Criterion*, and as soon as the Privateer came within a short distance they began to cannonade her from the *Louis* with considerable effect But the Privateer instead of pursuing this mode put up the helm and being a very fast Sailor she soon run down upon the *Louis* and Boarded her and the said Privateer having a very numerous crew they were under the necessity of Surrendering in the *Louis* after a severe conflict in which three men were Killed. And the appearer further declared that during the action they received no assistance whatever from the *Criterion* who struck her colours when the Privateer had boarded the *Louis*, But the said Privateer having carried away her Bowsprit and Fore Top Mast the *Criterion* again hoisted her colours and fired a Broad side and made all the sail she could to escape and which she effected the Privateer being unable to follow her The Vessel proved to be the *Clarissa* French Privateer and commanded by Captain Surcoufe, — And in proof of the cargo laden on the said ship *Louis* The appearer did Exhibit to me Notary an Invoice Marked A Shewing the Marks and Numbers of the Bales with the respective Costs or prices thereof making an aggregate Value of Sicca Rupees one hundred and twenty eight thousand five hundred and Sixty Nine, Two Annas and three Pice — And the appearer further declared that the Costs of the fine Muslins herein before mentioned amounted to Sicca Rupees one thousand Nine hundred and twenty five, and fifteen annas and altho' it was not included in the general Invoice yet it was actually on board at the time of the Capture and the reason of its not being inserted in the General Invoice was from Mistake Owing to and occasioned by the hurry which prevailed in consequence of the Exertions made to join the Indiamen at Saugur; And the appearer further declared that four setts of the said General Invoice with a Bill of Lading on each, were granted for the said cargo, one of which was sent on the said Ship *Criterion* and the other left to be forwarded by the Ship *India* Captain Ashmead now at Calcutta, That the other two Setts were on board the *Louis* at the time of her capture, But the Trunks being all opened by the crew of the Privateer only one could be found which was retained by Captain Surcouf who permitted the appearer to take a copy of it, having refused to deliver the Original, considering it necessary to Effect the condemnation of

the *Louis* and her cargo at the Mauritius. And I the said Notary by direction of the appearer have hereunto Subjoined the said copy Marked with the Letter A as also a List or Invoice of the Muslin contained in the Trunk Marked with the letter B in proof of the interest which the said S. Smith and Buchanan and M<sup>r</sup> John Hollins had on board the said Ship *Louis* at the time of her capture and to Serve and avail in case the other original Invoices and Bills of Lading should not arrive in safety That besides the Goods aforementioned there was also on board the said ship Six hundred Dollars in Specie making Sicca Rupees on thousand two hundred and forty three, and fourteen annas the Whole interest of the Owners In cargo and Specie being one hundred and thirty one thousand Seven hundred and thirty eight Sicca Rupees fifteen annas and three Pice as is Shewn by the Statement C hereunto annexed — And the appearer further Declared that the said Privateer having afterwards captured a Pariah vessel he and Part of the crew were sent on board of her and allowed to proceed to Madras where [or when] they arrived on the fifteenth Instant — And the appearer further declared that the Utmost Exertions were made by the said Captain Deal and the officers and crew of the *Louis* to defend her from the said Privateer, and that the loss and capture was occasioned by the means aforementioned and not to any default of them. And therefore the said John W. Bronaugh on behalf of the said Mess<sup>rs</sup> S. Smith and Buchanan and M<sup>r</sup> John Hollins and all and every other person or persons who are or may be interested in the said Ship *Louis* or her cargo, desired me Notary to Protest in order to serve and avail as occasion may require —

Wherefore I the said Notary at the request aforesaid have Protested and by these presents do Solemnly Protest against the captors of the said Ship *Louis* and her cargo and against all Causes and things in any Manner Contributing thereto —

To the end therefore that all losses and damages together with the Costs incurred by Protesting or Otherwise may be all had and recovered and that they may be submitted to, borne, paid and sustained by the Insurer Underwriters or Respondentia Lenders or whomsoever else it doth shall or may concern and not by the appearer or the commander, the officer or crew of the said Ship *Louis* they having all used their best Exertions for her safety and preservation —

In Faith and Testimony whereof I the said Notary have hereunto set my hand and affixed my seal of office in Fort S<sup>t</sup> George aforesaid the day and year first above written — as I have also done to a Duplicate hereof

In Testimonium Veritatis

G CHALMER  
Not Pub.

John W. Bronaugh late Supercargo of the American Ship *Louis* maketh Oath and Saith that the aforegoing Declaration and Protest is true in Substance and Matter of fact.

JOHN W. BRONAUGH,

Fort S<sup>t</sup> George this 21<sup>st</sup> day of January 1800 Sworn to before me

RICHARD CHASE  
Mayor

[4 or 5 January 1800 and early October 1800]

Statement of John W. Bronaugh, Supercargo of the Ship *Louis*, captured by French Privateer *La Clarisse*. After his release, while returning to Baltimore, in the *Rebecca*, was attacked by French Privateer *Malartic*, but escaped

In the month of June in the Year 1799 I sailed from London in the Ship *Louis* of Baltimore commanded by James Deale bound to Calcutta and Madras, I was the principal Super Cargo of the said Ship, and my Brother Jeremiah W. Bronaugh my assistant — I had under my charge in Spanish Milled Dollars for and on account of the owners, S. Smith and Buchanan and John Hollins all Merchants of Baltimore One Hundred Thousand, and letters of Credit on Madras for any further Sums I might require to lade the *Louis* fully with her return Cargo — I had also under my charge seven Thousand Spanish Milled Dollars at their current price in London, shipped on account of James Deale who was commander of the *Louis* — We arrived safe in the Port of Calcutta in the month of October 1799, where I commenced the purchase and shipping the Goods stated in my account marked N<sup>o</sup> 1, and also in the account N<sup>o</sup> 3, on account of James Deale. We sailed from Calcutta in the month of December 1799: bound to Madras, where I had ordered a considerable amount to be gotten ready in Handkerchiefs and other Madras goods to be there shipped on board the *Louis* in addition to the Goods purchased and shipped at Calcutta. In the prosecution of this passage we had agreed to keep company with Ship *Criterion* of Philadelphia commanded by Benjamin Weeks as far as the Latitude of Madras — On the morning of the 4<sup>th</sup> of January 1800 we were attacked off Ganjam in the Bay of Bengal by the French Privateer ship *La Clarisse* commanded by Robert Surcouf, after a short but severe conflict we were taken possession of by Surcouf with the loss of three Men Killed, and every other person wounded except James Deale the Commander, Jeremiah W Bronaugh assistant Super Cargo and myself. In a day or two after we were captured, Surcouf took a country Brig, commanded and sailed entirely by natives of India, on Board this Brig, Surcouf put my Brother all the wounded Men, officers and myself, belonging to the *Louis*, except James Deale Commander, his Brother John Deale and William Bantam Steward of the *Louis* — On parting with Captain Deale who remained on Board the Privateer, then Bound to the Mauritius, I handed to him my written instructions to defend the *Louis* and cargo at the Isle of France or Mauritius, and on the event of her being condemned, to have proper protests made & to forward them to the owners in Baltimore together with a copy of the condemnation. After I arrived at Madras in the country Brig, I intended to have put the goods I had there on board of some vessel bound to the United States together with my Brother our wounded crew and myself, finding this impossible, there being no ship there bound to the United States, nor was one to be purchased, I then determined to proceed back to Calcutta with my disabled Crew, this was not only a laborious and expencive undertaking but occasioned to me nineteen months loss of the Prime of my life before I could make such arrangements in purchasing equipping and maning a ship to come Home in — It may here be proper to state that I purchased at Calcutta a large new Fine ship called the *Rebecca* burthen about

one Thousand Tons, I put on her 16 double fortified nine pounders, small arms pikes cutlasses & every other kind of weapons of defence I could get, after this was done, I shipped a crew of 85 Men, made Richard Pitt, who was the first Mate of the *Louis* my Sailing Master, holding the command in my own hands thus equipt I set sail in the *Rebecca* about the commencement I think of October 1800 for Baltimore and in a few days after discharging my Pilot I was again attacked nearly about the same point, in the Bay of Bengal where we had lost the *Louis*, by the *Malartic* Brig a Privateer from the Isle of France commanded by Monsieur Dutert, this Brig we fought 2 Hours and 45 Minutes, and at length on my ordering that we should cease firing, finding that our Shot was nearly exhausted, to let the Privateer approach nearer if she chose to do so, and give us an opportunity with our remaining shot to sink her at close quarters. Immediately on our ceasing to Fire the Privateer was maned with 16 sweeps on a side there being little or no Wind and ran off — The next day after, this Brig was taken in the Bay of Bengal by one of the India Company's ships, in distress having been cut almost to pieces, by us in the engagement with the *Rebecca*, and carried into the Port of Calcutta from which we had sailed. On my arrival at the Cape of Good Hope, where I was compelled to touch to refit, having sustained great damage in our sails and Rigging in the action, and thereby occasioned us a long passage, I had handed to me at the Cape of Good Hope a Calcutta Paper, in which was "Stated that the *Malartic* Privateer Cap<sup>t</sup> Dutert had been brought into that Port by one of the company's ships found in Distress occasioned by the action she had with the American Ship the *Rebecca* Cap<sup>t</sup> Bronaugh in which there were 25 men Killed on Board the *Malartic* and 16 wounded — In this engagement I was fortunate enough not to have a man Killed or wounded, the only loss was the damage done to our Sails and Rigging, which cost me to refit at the Cape of Good Hope including our provisions and naval stores about one Thousand pounds sterling —

JOHN W. BRONAUGH.

Stafford County to Wit:

This day came before me, John G. Hedgman, a justice of the peace for the County aforesaid, John W. Bronaugh and made oath on the holy Evangelists, that the foregoing Statement, as far as he can recollect, is just & true: he further declares on oath that he has found on reference to his protest made at Madras, that he was captured by the Ship *La Clarisse*, on the 4<sup>th</sup> day of January 1800, instead of December 1799, as he had stated in the affidavit annexed to his own & Capt. Deal's accounts proven before me on the 27<sup>th</sup> November 1830 —

Given under my hand & seal this 16<sup>th</sup> day of December 1830 —

JOHN G. HEDGMAN

[Ct. of Cl., French Spol., Case No. 1260.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Saturday, 4 January 1800

A Violent Gale from the Southward, which shifted about 4 P M to the Westward — Soon after it became moderate, but left a very high Sea running —

at 6 A M up top Gallant Masts and out all Reefs — the top Sails having been previously set. —

All hands employed at repairing Various little Jobs — necessary after a gale — and at washing and Cleaning &c. —

at Noon the Store Brig was about half a mile from us.

The wind light and a high Swell, which causes the Ship to Roll much. —

Longitude Account  $63^{\circ}.13' W.$

Latitude Observed  $28^{\circ}.51' N.$

[HS of Pa. NDA photostat.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Saturday, 4 January 1800

Light airs and cloudy, employd Rigging the Main topmast, @ 3 swayd Up the Main topmast and enterd the Main top Gallant mast

@ Half past 4 fresh breezes and cloudy, Set the main topsail double reefd. Saw the *Boston* S S E seven or eight miles & a strange sail to the southward 4 or 5 miles Cape francois  $S \frac{1}{2} W$  6 or 7 leagues, @ half past 6 tack'd to the N E, wind at N W

@ 10 Moderate and variable. Middle part fresh breezes from the Northward with rain from 8 till 11 AM light airs and rain employd clearing and cleansing out the Spirit room, Carpenters employd making a fish for the Mainmast, @ 11 the weather clear'd up, saw cape francois  $S \frac{1}{2} E$ , 7 leagues, and a sail S by W which we suppose to be the *Boston*. @ 12 light airs from the Westward ships head towards the cape

[NYHS, NHS.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Sunday, 5 January 1800

Light airs and a heavy Swell from the Southward. — The Store Ship about one mile Distance.

The numerous colds & coughs with which the crew were effected, for a considerable time before we sailed from the Chesapeake — begin to suside fast — and by the Surgeons Report this day only ten remained in his list, and Six of these are under Venereal complaints, of long standing, thus we may call the Ship Remarkably healthy. —

Employed repairing of Sails, that have been much injured by rats — and unhangng the port lids, as I find the Ship very Stiff in compari[s]on to what she was with the 24 p<sup>d</sup> cannon on her decks — and these lids with their hinges & Iron work, I calculate to average each 4 C<sup>wt</sup> which takes from the Sides of the Ship Six tons weight. —

Longitude Account  $62^{\circ}.49' W.$

Latitude Observed  $28^{\circ}.30' N.$

[HS of Pa. NDA photostat.]



Extract from Journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Sunday, 5 January 1800

Light airs and cloudy, employd cleansing ship, loosed the small sails to dry. @ 5 saw three strange sail bearing S S W, SW, and south. Cape francois S  $\frac{1}{2}$  E six leagues continued standing in for the cape till 12 Midnight wind from the West made and shortnd sail as nessasary

AM @ 1 saw a sail standing out of the Cape made the private signal, was answerd by the United States Ship *Boston*.

Wore to the Northward Cape francois bearing S by W two leagues

@ daylight saw two strange sail standing in for Cape Francois the wind being light and variable which prevented us from pursuing them

Employd washing and fumigating between decks Carpenters employd making a fish for the Mainmast. Loosed the studding sails to dry

[NYHS, NHS.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Sunday, 5 January 1800

the first part of these 24 Hours Fresh Gales and flying Clouds

at 5 P M Close Reefd the Mizzen Top Sail and Hauld down the Main Top Mast Stay Sail at 11 $\frac{1}{2}$  P M hauld down the Mizzen Stay Sail and up Mizzen

Middle part Fresh Breezes and Cloudy

at 6 A M Let one Reef out of the Fore Top Sail and two out of Main Top Sail

at 10 A M Carrayd away the Main Top Sail Tye

Set up the Back Stays up fore and Aft

Set the Main Sail

at 10 $\frac{1}{2}$  Saw a Schooner Standing to the Eastward

Latter part Fresh Breezes and flying Clouds

Latitude Observed 32° 14' N.

Longitude Account 66° 23' W.

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

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

Frigate *Essex*, NEWPORT HARBOR,  
January 6, 1800.

SIR: — I have the honor to inform you that we are now weighing one anchor to proceed to sea in company with the *Congress*, the wind from N. N. W., gives us a prospect of a favorable time off the coast; this letter will be accompanied by my muster-roll, quarter bill, watch bill, boarding list, return of the commissioned and warrant officers, allotments of pay, indents for stores supplied the ship, recruiting accounts and receipts for money advanced. I have been obliged to make them out in such a hurry that I am confident they are not so regular as they ought to be, but the very little assistance I have had

must plead my apology; it is but a few days that I have had a clerk on board, and my purser has never been of any assistance to me, nor do I expect he ever will. Lieut. [David] Phipps is very infirm, and so far advanced in life, with a broken constitution, that although he is a very worthy man, I do not expect it will be in his power to render any essential service on board. I am inclined to think, from present appearances, that he never will return; this has induced me to take on board Mr. Geo. Washington Tew, who was senior midshipman on board the *General Green*, and arrived here sometime past in a prize. Mr. Tew stands very high in the opinion of every person who knows him, and has been so very strongly recommended by Messrs. Gibbs and Channing that I have received him as first midshipman of the *Essex*, to act as Lieutenant. This arrangement is perfectly agreeable to the gentlemen of the wardroom *with whom he messes*, and I hope it will meet your approbation.

I have been much disappointed in my marines; six out of the ten sent to Salem I have been obliged to land here unfit for service, and were so when I received them, and in lieu of the forty I was to receive here I have received only twenty-four; this disappointment obliges me to go to sea twenty men short of my complement, which is by no means a pleasant consideration, as I am bound on so long a cruise, although I do not consider it of consequence enough to detain the ship a moment, when I take into consideration the importance of the object of our destination.

I have been obliged to land my carpenter, and one midshipman, Mr. Fitch Tarbell here sick; and to discharge from the service six able and ordinary seamen in consequence of disorders which it was not possible to discover previous to a proper examination by a surgeon, which it was not possible to have at the time of their engagement, as they were shipped in an out-port where no surgeon or physician could be procured. There has also been *two* desertions as per muster-roll.

The two midshipmen, Mr. Williams and Mr. Hitchcock, are on board. Two officers of marines were ordered to this place to join the *Essex*, one of them, Lieut. S. W. Geddes, [U. S. Marine Corps] has by a *scald*, fortunately for the ship, been prevented. I say fortunately as his conduct since his arrival in this place has been disgraceful to him as an officer and as a man; the other, Lieut. M. [?] Porter, [U. S. Marine Corps] is on board.

The recruiting service for this ship has been attended, in some instances, with more expenses than ordinary, in consequence of the short time allowed to man her, and the number of vessels manning at the same time, but I am confident that the officers employed on the recruiting service have been governed by no motives but such as are justifiable.

My returns of every description shall in future be regular and proper, and every attention paid by me to the good of the service.

I beg you to accept my best wishes for your health, happiness and a long life.

I have the honor to be, with great respect, Sir,

Your most obedient humble servant,

EDWARD PREBLE, *Capt.*

*Hon. Sec'y of the Navy.*

[NR&L, Nr: P922-14, Essex by G. H. Preble.]

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

NEWPORT Jan<sup>y</sup> 6 1800

The *Congress & Essex* Frigates sailed this day; they have on board the supplies, and sixteen thousand dollars in dollars for Ships use and advances to the Officers. — Capt. Sever & Preble have recommended our shipping about 3000 Gs Rum, which we shall ship by a fast sailing Ship belonging to Bristol, and expected to be here this week — We shall give directions, that in case the Frigates should have left Batavia before the Ship gets there, to have the Rum sold, and the proceeds remitted in good bills for Government account. —

The Carpenters are now at work on the larboard side of the *George Washington*, which they find more defective than the starboard — Mess<sup>rs</sup> Franklin & Robinson's Captain has returned to Newyork without concluding with us, and we are of opinion, that tho' they want the Ship much, that they will not accede to our offers to them — If a private sale cannot be effected within a limited time, shall we have her put up to Auction, and if so, under what limitation shall we let her go —

Hon. BENJAMIN STODDERT Esq —

[Newport HS, Gibbs & Channing LB.]

[6 January 1800]

To Gibbs & Channing, Navy Agents, Newport, R. I., from Captain James Sever,  
U. S. Navy

MESS GIBBS & CHANNING

GENTLEMEN In consequence of Advice from the Secretary of the Navy, I request you to ship in some fast sailing ship, which may soon sail for Batavia three Thousand Gallons of rum for the United States frigate *Congress & Essex* & to be there delivered to the orders of their respective Commanders. Provided they should have left that Station before the arrival of the rum, then the same to be disposed of agreeable to orders you are requested to forward for that purpose

I am Gentlemen your Obed<sup>t</sup> H<sup>b</sup><sup>le</sup> Serv<sup>t</sup>

J S.

U S. F. *Congress* } Copy —  
6 Jany 1800 }

[LC, J. Sever Papers, NDA photostat.]

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

Frigate *Essex*. At Sea,  
NEWPORT LIGHT HOUSE, bearing N. W. by N.,  
2 leagues. Jan. 6, 1800, 4 P.M.]

SIR: — I have the honor to acquaint you that the *Essex* in coming out of the harbor sailed much faster than the *Congress*, and is, I think, in every respect a fine frigate.

The wind is fair and the weather pleasant, and we have every prospect of a good time off the coast. Two ships and a brig are under our convoy, the names and destination of which I suppose Capt. Sever has made you acquainted with. My dispatches for the Navy Office I had the honor to enclose previous to weighing anchor, and committed them to the charge of the agents.

With great respect Sir,

I have the honor to be

Your obedient humble servant,

EDWARD PREBLE, *Capt.*

*To the Hon. Sec'y of the Navy.*

P. S. I have the satisfaction to say that the *Congress* has not waited one moment for the *Essex*. E. P.

[NR&L, Nr: P922-14, *Essex* by G. H. Preble.]

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**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Monday 6 January 1800**

Uncertain Dull heavy and disagreeable weather — with some small showers of Rain Saw a Sail standing to the Northward. —

Store Ship in sight, a small distance to Leeward. Employed Repairing Rigging & Sails &c — Double Shotted the Guns. —

Regulated our Sail according to the Rate of Sailing of the Store Ship. —

Longitude Account 62°.37' W.

Latitude Observed 27°.34' N.

[HS of Pa. NDA photostat.]

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**Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Monday, 6 January 1800**

[Anchored in harbour of Newport, R. I.]

At 8 Am got up Top gallant yards, At 11 unmoored — Employ'd in taking on board provisions &c

[LC, EPP, 1799-1800.]

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**Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Monday, 6 January 1800**

the First part of these 24 Hours Moderate Breezes and Cloudy Weather

People Employ'd on breaking out the After Hold to get Stores and Stowing it again

Middle part Light Breezes and Cloudy

At 6 A M got Top Gall<sup>ts</sup> Yards Aloft Let the Reefs out fore and Aft

Saw a Brig Standing to the Westward Set Top Gall<sup>ts</sup> Sails

All Hands Employd on bending Steering Sails and T G Stay Sail and Mizen Top Mast Stay Sail and Reeving Stearing Sail Geer

Latter part Moderate Breezes and Dark Weather  
No Observation

Latitude by Calculation 31° 04' N.  
Longitude Account 66° 23' W.

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

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

[PHILADELPHIA]

Navy Department 7th January 1800

MESS<sup>rs</sup> JAMES & EBENEZER WATSON

New York —

GENTLEMEN I am honored with your letter of the 4<sup>th</sup> Instant.

If the vessel on board of which you have shipped the Stores for the *Constitution* be armed you may let her proceed without the *Richmond*.

If she is not armed be so good as to ascertain what the owners will demand for demurrage, which if not extravagant had better be paid, than for the stores to run the risque of capture by her proceeding alone — It is to be regretted that you have not been able to ship the stores for the Frigates *Congress* and *Essex* — Be pleased to dispose of the wine, the Bread & Beans You may retain until wanted — I have the honor to be

Yr obed Servt

B[ENJAMIN] S[TODDERT]

I cannot conceive that the *Richmond* can be detained 8 days longer & should be much better satisfied if this vessel could be detained to go with her — The value of the Stores is not so much as the want of them, Should the Vessel be captured — —

[NDA. GLB, Vol. 3, 1799-1800.]

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

[PHILADELPHIA]

Navy Department 7th January 1800

MESS<sup>rs</sup> JAMES & EBENEZER WATSON

New York —

GENTLEMEN Considering how important it is that the stores shipped for the *Constitution* should arrive safe, I have the honor to request that you will be pleased to detain the Vessel on board of which they are until the *Richmond* is ready to proceed with her — The expence of demurrage if necessary and not enormous must be submitted to in preference to risking the capture of the Stores.

If the Vessel cannot be detained on proper terms, you will please take the Stores out of her and ship them on board another vessel as soon as practicable —

I am Gentlemen

Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Tuesday, 7 January 1800

Very unsettled weather, and uncommon too — for the Season of the Year.

at Noon the Store Vessel astern one League.

Got up the wind Sails, and cleaned well all the appartments below.

Passed large quantities of Gulph Weed, in beds of half an acre at least. —

Longitude Account 62° 04' W.

Latitude Account 26° 13' N.

[HS of Pa. NDA photostat.]

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Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*,  
Captain Edward Preble, U. S. Navy, commanding, Tuesday, 7 January 1800

These 24 hours begin, continue and ends with northerly flattering winds & smooth sea —

At 5 PM take my departure from Block island in company with Commodore Seaver of the U S Frigate *Congress*, also 2 Merchant Ships and one brig — all bound for India.

At 5 P.M. Newport light house bore North, 3 leagues. Block-Island bore S, W, 8 leagues. From which time & place I take my Departure. —

Fell short of the original stock of Water

Vizt	1000 Gs
Expended this day	150 Gs
	<hr/> total 1150 Gs

Water on board 26580 Gs —

Lat. Observed. 46 [or 40].20 N

Longitude. 70 .17 W

[LC, EPP, 1799-1800.]

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[8 January 1800]

Articles of agreement between William Yeaton of Alexandria, Va., and William Marbury, Navy Agent, Washington, D. C., for the building of a wharf at the Navy Yard, Washington, D. C.

I William Yeaton of Alexandria do hereby contract and agree with William Marbury Naval Agent at the City of Washington to build a Wharff at the Navy yard in the said City of Washington agreeably to a plan laid down by M<sup>r</sup> Davis and M<sup>r</sup> Humphreys of Philadelphia, which he agrees to do in a workmanlike manner at the following prices, to wit, for all hewed Timber laid in the Wharff, eight dollars for every hundred Feet, for all round pieces laid in the said Wharff Eight dollars for every hundred feet running measure, and for any slabs or scantling that may be necessary, such Compensation as may be reasonable for the Labour, And the said William Marbury on the part of the United States agrees to find all the Materials for building the said Wharff, That is, Timber and Wood of every description,







Iron worked into Bolts, &c Stone for sinking the Wharff, and every other Material necessary, except working Utensils of every description, all of which Materials are to be delivered at the Navy Yard, The Stone for sinking the Wharff to be conveyed to the Yard as soon as possible, and to be put on the Wharff without any expence to the said Yeaton, and the said Yeaton is to be paid three dollars for every pile or Tender drove in or round the said Wharff, and the said William Marbury agrees to advance to the said Yeaton five hundred dollars when he commences his work at the Navy Yard, & when there is seven thousand feet of Timber laid to advance a further Sum of two hundred Dollars, and for every three thousand feet laid thereafter, to advance two hundred dollars until the work is complete, which several sums is to be charged to the said Yeaton on account.

In witness whereof the parties have hereunto set their hands & Seals this eighth day of January Eighteen hundred. —

Signed, Sealed & }  
delivered in the }  
presence of }

WILLIAM YEATON  
W<sup>m</sup> MARBURY  
Naval Agent

N: B: The said Yeaton agrees to commence the work by the first day of February next or as much sooner as the weather will permit.

JOHN C. DENT.

[NDA. Contracts, Vol. I, p. 109.]

To Master Commandant Richard Law (Junior), U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]  
Navy Department 8th January 1800

Capt<sup>n</sup> RICHARD LAW Jun<sup>r</sup>  
of the *Richmond* —

SIR I had expected to receive from you before this, intelligence of the *Richmond* being in a state of complete preparation, and in readiness to receive her final sailing orders.

You will be pleased to make an immediate selection of proper Officers to fill the stations designated in my letter of the 31<sup>st</sup> Ultimo, and which you were then instructed to nominate to me, in order to thier being seasonably confirmed in their appointments. Doctor Marshall goes from hence this day to join you, and M<sup>r</sup> Stanford, as Purser, & I presume M<sup>r</sup> Rhodes has joined you before this.

I hope you have your Crew entered, & that you are completely provisioned watered, & in all other respects prepared for a cruise; under this impression, I shall in a few days send on your final instructions for a cruise.

I have the honor to be

Sir

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

[NDA. OSW, Vol. 3, 1799-1800.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Wednesday, 8 January, 1800

Light airs inclineing to Calm, all these twenty four hours.  
Tarred the Rigging and Got up the Spare Sails to air &c &c &c.  
The Store Vessel about a mile from us Bearing S E at Noon. —  
Longitude Account 61°. 53' W.  
Latitude Observed 25°. 50' N.

[HS of Pa. NDA photostat.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Wednesday, 8 January 1800

Light airs and variable, from the Westward. employd, Woulding the Mainmast. Expended one Six Inch hawser of 120 fathoms for wouldings for the Mainmast

@ 4 the *Boston* S W six leagues, @ 8 cape francois S S W  $\frac{1}{2}$  W two leagues brought too with the Main topsail to the mast Wore as nessasary to keep clear of the land and in sight of Cape francois during the night

At daylight saw the *Boston* SW by S three leagues and a strange Sail S S W, Employ'd setting up the Topmast Rigging

@ 10 saw a strange sail bearing East, the Wind from the Northward made all sail and Gave chace @ 12 light airs and Variable Cape francois S S W four or 5 leagues, the *Boston* SW three leagues and the chace SE by E four leagues Securd the Mainmast with two oak fishes 32 feet in length

[NYHS, NHS.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Thursday, 9 January 1800

Light and moderate breezes intermixed Employed Painting the Lower Masts & Sides &c &c &c.

Saw a Sail at 11 A M Standing to the S E. I take her for one of the Convoy — that parted Company some days Since. —

Longitude Account 61°. 20' W.

Latitude Observed 24°. 37' N°

[HS of Pa. NDA photostat.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Thursday, 9 January 1800

Moderate Breezes and cloudy, In chace to the Southward @ half past 1 Shortnd sail brought too shortnd Sail and boarded the chace an American armd Brig from Baltimore bound to cape francois, Served half allowance of Spirits to the Ships company the Rum being Totally expended

@ 4 Captain Little came on board from the U S ship *Boston* and waited on Captain Talbot. @ 8 Moderate and clear the Cape S W two leagues *Boston* in company. Wore and Tackd as nessasary during the night to keep in sight of the cape

Middle part fresh breezes and rain Made and shortnd sail as nessasary. AM @ 8 Moderate breezes and Rain *Boston* in C<sup>o</sup> Employd as nessasary, Carptenters and Sailmakers employd as occasionally, Punishd W<sup>m</sup> Shaw with 12 lashes for Neglect of duty and Insolence to his Superior Officer. @ 12 fresh breezes & Cloudy Cape francois S S W two leagues *Boston* in company

[NYHS, NHS.]

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Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Wednesday, 9 January 1800

These 24 hours continue squally with snow. At Merid<sup>a</sup> tack'd Ship and stood to the W-ward. Commodore hove out a signal We bore away, the Commodore & Cap<sup>t</sup> Preble agreed to part with the two Ships & brig and proceed on our passage as they sail'd slow.

At 2 am took in sail, Down Top G yards. Continue under short sail as we out sail the *Congress* vastly.

Lat. Observed 38.43 N

Longitude 66.30 W

[LC, EPP, 1799-1800.]

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Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship *Ganges* 9 January 1800

Moderate breezes and Clear, the *Harry* in sight. —

[NA.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Thursday, 9 January 1800

the First part of these 24 Hours Breezes and Pleasant Weather

All Sail Set that will Draw upon A Wind

Middle part Light Breezes and pleasant Weather

S[c]rubbed Hammocks and Cleaned Ship Swayed up Fore and Main Yards Set up Mizzen Stay

Latter part Pleasant Breezes and Weather

People Employed on Sundry parts of Ships Duty

Latitude Observed 25° 57' N.

Longitude 66° 16' W.

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

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Friday, 10 January 1800

Squally disagreeable weather with the wind very variable.

at 7 P M passed the Sail first discovered in the Morning of Yesterday: when I immediately shortened sail for the Store vessel, & kept under an easy sail all night, supposing the sail to be a sloop that came out in company with us from the Chesapeake, but I soon found she could not keep way with us, even under the main & fore top sails only, which were double Reefed.

at 8 A M saw a ship to windward gave chase — at noon finding we did not come up with her — and the weather being squally, stood on to the southward our course — the store ship in company. —

Longitude Account 60°.58' W.

Latitude Observed 22°.52' N.

[HS of Pa. NDA photostat.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Friday, 10 January 1800

Moderate breezes and cloudy. Lying too *Boston* in company. Received from the U S ship *Boston* thirty gallons of Rum for ships use, served out full allowance of Spirits to the ships company. @ 8 moderate and clear the Cape S S W two leagues the *Boston* S W one league, Wore and tackd as nessasary during the night to keep in sight of the Cape

@ daylight made all plane sail to work to windward, @ 10 bore up and gave chase to the Westward @ 11 shortn'd sail and boarded the chase an american Sloop from Cape francois bound to charleston

@ 12 Moderate and clear lying too Examining the chase, Cape francois S S W four leagues the *Boston* N N E three leagues

[NYHS, NHS.]

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Extract from the log book of the U. S. Schooner *Enterprise*, Lieutenant John Shaw,  
U. S. Navy, commanding, 10 January to 11 February 1800

Jan. 10. Boarded the American brig *Polly*, of Wiscasset, took six prisoners out of her, about 2 deg. E. of Martinique. She was taken by a French privateer of 8 guns, who put on board eight men to navigate her to Guadaloupe, leaving on board the *Polly* the capatin, a man, and boy, who retook her after an obstinate struggle with the Frenchmen, killing two, and disabling the rest. Lent an officer and 12 men on board the *Polly*, at the same time, to assist them in anchoring her in St. Pierres.

Jan. 13. Boarded a British schooner, John Perkins, master, from St. Kitts, bound to St. Vincents. She had fallen in with a French privateer to leeward of Martinique, and engaged her four glasses, when the Frenchman struck his colours. The British had 2 killed and 3 wounded.

Jan. 23. Boarded and re-captured the schr. *Victory*, 5 days in possession of the French, had been taken by the French privateer the *Sun*, of 8 or 10 guns.

Jan. 24. Boarded and recaptured the brig *Androscoggin*, of Topsham, bound for Jamaica, six days in possession of the French, taken by the privateer *La Union*, Topaz, master.

Jan. 29. Boarded the American schr. *Citizen*, of Baltimore, bound to Curracoa.—Sent in Mr. Baker, with dispatches for the *Delaware*. Note—the crew of the *Delaware* had been very sickly, but were then recruiting fast.

Feb. 4. Boarded the U. S. frigate *Constellation*, St. Croix bearing NNE. 10 or 12 leagues distance—who, on the 1st, had an engagement with a French 54. Spoke the British frigate *Unity*. Also, spoke the U. S. frigate *l'Insurgente*, bound to Jamaica.

Feb. 6. Spoke and boarded the schr. *Sea Flower*, capt. Mann, of Philadelphia, bound to Porto Cavello, having sprung her rudder and bowsprit, and lost a man overboard.

Feb. 11. Spoke the schr. *Thistle*, of Philadelphia, Ellis, master, bound to Jamaica, six days out from New-York.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 26 February 1800.]

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Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Friday, 10 January 1800

Commences with fresh breezes, At Merid<sup>n</sup> let out 2 reefs from F & M topsails

At 5 pm came up with the Commodore & spake him, took one reef in F and Miz: topsails, At 6 handed M<sup>n</sup> sail & stow'd Jib. At 10 pm handed Miz: topsail. At 2 am squared the Yard the *Congress* ahead. Ship laboring much being under short sail

At 10 let one reef out of M topsail —

Lat. Observed. 38°.2' N

Longitude. 58°.4' W

[LC, EPP, 1799-1800.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Friday, 10 January 1800

these 24 Hours Fresh Breezes & flying Clouds at 3 P M Set the F T Mast Stearing Sail at 9 took in Fore & Mizzen T G Sail and Fore Top Mast Stearing Sails

At P M took in M<sup>n</sup> Top Gall Sail and Single reefd the Fore and Mizzen Top Sails

Middle part Fresh Gales and Squalls with Rain

At 2 A M Double Reefd Top Sails

At 5 Handed the Mizzen Top Sail

At 11 A M Saw a Sail bearing North Hauld for Let the Reefs out of the F & Main Top Sails Set the Mizzen Top Sail & Main Top Gall Sail She Being 3 Leagues Dist from us

At 12 Meridian Spoke Her from New York Bound to Jamaca 10 Day out John Waterman Master Asked her if she Wanted Any Assistance the[y] Answer no with many thanks

Bore Away our Course

Latter part Fresh Gales and Squally

196 Miles P<sup>r</sup> Log

Latitude Observed 26° 17' N.

Longitude 69° 34' W. from London

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

To William Eaton, U. S. Consul, Tunis, from Secretary of State

DEPARTMENT OF STATE

Philad<sup>a</sup> Jany 11<sup>th</sup> 1800N<sup>o</sup> 3.WILLIAM EATON Esq<sup>r</sup>

SIR, The Brig *Sophia* arrived with your dispatches the latter end of August, when the yellow fever had again obliged the public officers to remove from this city. New York was visited with the same disease at the same time; and the inhabitants of both cities generally removed into the country; whereby business was suspended. We returned hither the beginning of November. Congress assembled in december, when the treaty between the United States and Tunis was laid before the Senate, with the alterations in the 11<sup>th</sup> 12<sup>th</sup> and 14<sup>th</sup> articles to which you and M<sup>r</sup> Cathcart agreed. The Senate having given its advice and consent, the treaty has now been duly ratified by the President. One of the originals received from you is herewith returned, with the ratification in due form. The other destined by you to be returned, will be sent by the next safe conveyance. — A large ship is loading at New York with naval and military stores for Tunis; and the Agent informed me that she will be ready to sail the first week in February. The residue of the stipulated stores will be forwarded as fast as they can be provided: but some are of a nature difficult to procure, and it will take time to furnish them. They are not articles which are to be found on hand, like common merchandise, in our seaport towns; the timber and planks especially, being of prescribed dimensions, must be cut and prepared for the particular service. However, that the Bey might receive an evidence that the United States will fulfill their stipulations, the large ship above mentioned has been directed to be loaded with such of the stores required as the City of New York could furnish; the lumber of dimensions as near as possible to those prescribed. Until the *Sophia's* arrival, nothing could be done: because it was hoped and expected that the Bey would consent to substitute *money for stores*. The burthen of the latter is enormous. By a calculation made of their bulk, it appears that they will probably occupy the space of at least fifteen thousand barrels. Regularly, none could have been provided, until the treaty was finally ratified; and this could not take place until the Senate assembled in december.

Under these circumstances, the Bey will see the impossibility of sending forward the regalia of maritime and military stores within the period which he proposed: and unless he is at all events determined to make war upon us, he will wait such a length of time as will render the providing and transporting of them practicable. He should also consider the danger we run of capture by some of the belligerent powers; seeing the stores are contraband of war. From that cause alone, half of them may miscarry.

Your letters of June 1<sup>st</sup> and 15<sup>th</sup> were received the 16<sup>th</sup> of October. the latter strongly enforces the necessity of forwarding the stores expeditiously: but it is hoped your apprehensions are too lively, that war will be the consequence of some delay. As the Bey would accept no *substitute* for the stores, he will hardly forfeit them by war rather than wait a few months longer. I enclose a copy of Capt<sup>n</sup> O'Brien's

list of stores, and of that which you forwarded. Comparing them, you will see the latter to be materially more burthensome, by the addition of ten tons of cordage, and the greatly increased dimensions of the planks and timber.

The importance of sending a naval force into the Mediterranean, to shew to the Barbary powers our capacity to defend our commerce, and to annoy them, has repeatedly been urged; and probably the period is near at hand when this measure will be practicable. At the same time its efficacy may be questioned. The Danes and Swedes have long possessed a naval force vastly superior to what we can exhibit: yet the regencies have often broken their peace with them; and after a display of frigates and some fighting (as in the case of the Danes lately with Tripoli) both of those nations have yielded to the humiliating demands of Algiers, Tunis and Tripoli. Whence this contempt of those two maritime powers? Have these never been in earnest in joining battle with the Corsairs? Or have they wanted spirit or conduct? — The late spirited example of Portugal, when a single ship of the line destroyed two Tripolitan Corsairs and reduced the Bey to the very novel condition of *purchasing* peace of a *Christian Power* is encouraging; and should our differences with France be settled by our Envoys now at Paris, and either of the Regencies break their peace with us, our whole naval force may be sent against them: and consisting of Frigates, smaller ships, brigs and Schooners, no fleet would be equally adapted for service on the coast of Barbary: and by their numbers and strength, according to the enclosed list, you will see they are sufficient to destroy the Corsairs of any one, or of all the three regencies together. — For you know from the proofs given by American seamen in our revolution war, that they are not surpassed in skill and bravery by the seamen of any nation on earth. And altho it would be neither decent nor prudent for you to boast of our naval force; yet if the Bey should unfortunately manifest a hostile temper you can contrive without a direct communication from yourself, unless *he* should enquire to let him know the extent and quality of the naval force we can send into the Mediterranean. He knows and fears the prowess of the English: and he may be informed that we are their descendants; and ship to ship and man to man, are in nothing inferior. —

Your expressions are, that the Bey requests a *cruizer* of 18 or 20 guns, and *demand*s a present of *jewels*. Neither was stipulated or expected by the United States. — The former we could certainly furnish, because of our own manufacture. The jewels can only be obtained in Europe — at present in England — the amount enormous.

Your details of the commerce of Tunis are interesting. It would give employment to all her naval armament, if converted from corsairs to merchant vessels. And is it not possible to give to a Prince so enlightned as the present Bey, such ideas of the advantages of a peaceful commerce as to induce him to attempt the change? Besides, as the government is hereditary in his family, he will feel an interest in it, which can have no operation in the military elective regencies.

In his letter to the President, the Bey expresses his desire that a solid and lucrative commerce may be established between us. Our enterprising merchants would readily commence it, were they assured

of protection, and that monopolies of the exports of his Kingdom would not prevent their obtaining return cargoes. If, for instance, the 250,000 hides, which you state to be annually exported by a company, with exclusive privileges, and which the subjects are compelled to sell to them, at eleven cents each (amount 27,500 dollars) were not under a monopoly, they might be exchanged with American merchants for commodities, probably of the value of 250,000 dollars. Or suppose they gave Tunissian subjects only 25 cents and the Bey 12½ cents for each hide, his subjects would receive \$125,000, and his revenue, instead of ten or fifteen thousand dollars, would on this single article be increased to upwards of \$60,000. — Are these monopolies irrevocably fixed? It is not presumable. And cannot a man of the Bey's good sense, and so eager after gain be easily enlightened on the subject; and will he not feel himself under strong and lasting obligations to the Consul and nation who shall place him in a condition so advantageous to himself and his subjects? If these ideas are not visionary, the freedom with which he converses with you, will enable you to disclose them.

I am with great regard &c. &c

TIMOTHY PICKERING

[SDA, Dip. Cor., Inst. to Min, 1798-1800.]

To Josiah Parker, Chairman of the Committee on Naval Affairs, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 11th January 1800*

Josiah Parker Esqr  
Chairman of the Committee }  
on Naval Affairs —

SIR In compliance with the requisitions contained in your letter to me, I have the honor to present enclosed, a view of all the Vessels of War procured, & preparing, for the Naval service of the United States, shewing how, and where they have been obtained, & designating those in actual service, those which have been lately launched, and are now equipping; & those which will not be ready for sea, before the commencement of the next summer.

By comparing this view with the different acts respecting the Naval Armament, it will be seen, that the whole number of vessels authorized by Law are in service except the Ship *Montezuma*, lately sold, as she proved to be unfit for a cruiser; two Frigates building at New York, and six Ships of seventy four Guns. The two Frigates will be ready for Sea in the beginning of next summer; and the frames of Live Oak cut to the moulds, and other timber sufficient for the six seventy four gun Ships, it is confidently expected, will be deposited at the different building places, early in the spring; and if the situation of the Country should require great exertions, such progress towards their completion can be made in the year 1800, as to leave but little to be done in the following year.

The Acts of Congress have not contemplated the establishment of Naval Arsenals. Money has been appropriated for the building, equipment and maintenance of Ships for one year: the course of the



business has been to provide the different articles of Military and Naval Stores by the time the ships were ready to receive them. In doing this no difficulty has been experienced — at least none for the last 12 months. The Manufacture of Cannon, and indeed of all kinds of Arms, and Military Stores, is now so well established in the United States, that no want of them can be experienced in future, nor does it appear essential, that large supplies of them should be laid up in store for the Navy Service

When a Ship is once provided with the most important articles, she is provided for ever; for those less durable, and less important, it will be sufficient to provide in the Estimates of the annual expense of the Navy, for their purchase, as occasional supplies of them shall be required — It is presumed that there will be Arsenals, under the direction of the War Department, from whence powder can at all times be obtained — Every other article necessary for the Navy service, Hemp, Canvas, and Copper excepted, can be furnished, and with promptitude, in many parts of the Country. — for hemp, canvas & copper, we are still dependant on foreign Countries, and ~~probably shall remain so, until the wisdom of Congress shall devise effectual means to encourage the growth of the first and the manufacture of the two last articles at home.~~ The consumption of these articles in the United States must amount annually to several millions of Dollars, and besides the safety of possessing within ourselves every thing requisite for Naval defense, it is not unimportant, that so large a sum, instead of being paid to other Countries, should be applied to the encouragement of Industry and enterprize in our own —

Hemp was once cultivated in the United States but the cultivation ceased except in the Western Country, in consequence of immense importations from Europe Russia, a consequent fall in price, and failure of demand — a certainty of sale would revive the cultivation. There are reasons to hope that the manufacture of Canvas will increase; as to copper the manufacture of this article requires the expenditures of so much money, that without effectual Public assistance it will not be soon established in the United States — and it is the more essential that it should be, as the country from whence we have heretofore derived our supplies has prohibited the exportation under an apprehension of a failure in its mines.

To carry into effect the intentions of Congress in the passage of the Act “authorizing the purchase of Timber for Naval Purposes”, intelligent men have been employed to examine into the state of the Georgia Lands bearing the live oak, and it is beleived that very correct information has been obtained. From this information it appears that there remains but two or three small Islands sufficiently clothed with this valuable timber, to be worth the Public attention. Measures have been taken to secure these Islands for the Public by purchase, and it is expected that the cost will be something under 50,000 Dollars: — for part of the residue of the 200,000 D<sup>r</sup> appropriated by this Act — Contracts have been made for the frames, of Live oak for two 74 Gun Ships, in addition to the six, authorized by Law. It was perceived that great devastation would be made in this timber in the course of the present winter, to prepare the lands on which it grows, for the cultivation of cotton, & that it would be almost impossible to obtain intire frames for large Ships hereafter, except from the lands

proposed to be purchased; and the quantity of these lands is too small to admit the Idea of their supplying entire frames for large Ships. To be long useful they must be kept to furnish only these parts of the frames most subject to decay

It was not to be expected that such a Navy as could be created in little more than a year could afford compleat protection to a foreign Commerce, more extensive than that of any other Nation, one only excepted. The first object, of the Presidents attention has been the security of our own Coasts, the second the protection of that portion of our trade, which is at once the most important to the whole community and most in our power to defend — and altho late efforts have been made, and no doubt will be repeated to give some aid to Commercial enterprize to more distant regions, yet our trade beyond the limits of the American seas, can only recieve very partial assistance from our present force, or indeed from any force which it will be prudent suddenly to raise for however desireable a rapid increase of our Navy may be, there is no seasoned timber in the Country, and to fell the Trees, and build the ships in the same year, would be a waste of resources, and a want of economy, which nothing but extreme necessity could justify. If it be the policy of the United States to cherish this system of defence, so congenial with the Genius & Spirit of our Citizens, & so well adapted to the Geographical situation of our Country a suitable seasonable provision of suitable timber will be indispensable — On this subject I beg leave to observe, that when every peice necessary for a ship is at its place of deposit and in a proper state to be used, a few months only will be Required to build the Ship — that more time will always be consumed in collecting the materials than in putting them together — that ships built of well seasoned timber will last four or five times as long as those built of timber, recently cut from the woods — and that if the timber be properly seasoned it will receive no injury, in half a century, but will be the better for having been so long kept. I took the liberty during the last session to suggest to the Committee of Congress on Naval Affairs, that 12 Ships of 74 Guns as many Frigates, and twenty or thirty smaller Vessels, might be found sufficient to inspire respect for our Neutrality in future European Wars, with which our Interest, and our policy will have no connexion — No reasons have since occurred — none can occur to justify an opinion that so often as the great Maratime powers shall contend for superiority, our Commerce will not be plundered, our seafaring Citizens imprisoned, and even “our sea Coasts ports and harbours insulted” and ultimately the weaker parts of the Union invaded, if we content ourselves with a permanent Naval Establishment less than the one suggested. There can be no danger that a Nation, deriving more than six millions of Dollars annual revenue from its commerce and whose population is hourly increasing can be oppressed by applying a part of that Revenue, & only in time of War to the maintenance of that system of defence, which alone can insure that from this source of ~~defence~~ any revenue shall be received — In peace the ships can be laid up, and the care of them will cost but a pittance, and our peace will not be often interrupted, if it be known that we have the power of retaliating the injuries we receive —

Should it be determined that the United States shall have the power of calling into existence at the end of two, three, four, or five Years, or any longer period as many additional ships as shall make our Naval strength consist of 12 Ships of the Line 12 Frigates, & 24 Ships to mount 24 — 12 pounders on the Gun Deck, an early provision of timber will be necessary for 6 — 74 Gun Ships (except the frames for 3 already providing,) one Frigate, and 12 Ships of 24 Guns. Ships of this last mentioned Size, are equal or superior to the Public or private vessels of all Nations, under the rank of Frigates, and besides being as useful as inferior vessels in annoying the Commerce of an Enemy, add real strength to the Navy in any kind of service — smaller vessels do not — It may be relied on too, that in Wars unlike the present, & when Congress shall retaliate on the Merchant Vessels of an Enemy the treatment our own receive, as there will then be an object for individual enterprize, private adventurers will supply for private emolument all the smaller vessels, which can be advantageously employed —

It is not more the Interest than it is the desire of the people of the United States & of their Government to do justice and to cultivate peace & harmony with all the World. — But if our own experience was not sufficient, that of other Nations would be to convince the most incredulous Politician, that more is required than a conduct void of offence to other Nations, to secure a pacific people who have something to lose from injury and oppression — In private life a man averse to Strife, may escape insult, if he is known to possess courage & strength to punish outrage. The same observation will apply with equal force to Nations

On the American Continent we cannot have an enemy to excite serious apprehensions — In this particular we have nearly all the advantages of an Island & require the same kind of defence — It is from the European World that danger must come — A Navy alone can arrest it on its passage

The Estimates for the support of the Navy for the present year, being included in the Report of the Secretary of the Treasury, now before Congress, it would be useless to repeat them here.

Having already delayed this address too long, I will take the liberty in another to attend to your enquiries respecting the Marine Corps, Navy Officers, & the rules and regulations for the government of the Navy

I have the honor to be  
with great respect Sir  
Yr most obed servt

Sign<sup>d</sup> BEN STODDERT

[NOTE: The enclosure herein mentioned has not been located.]

[NDA, ConLB Vol. I.]

[11 January 1800]

To Secretary of the Navy from Captain James Sever, U. S. Navy, and also a letter from a Gentleman on board the U. S. Frigate *Congress*

[The following is an extract of a letter written at sea, (soon after the misfortune which happened to the frigate *Congress*) in an expectation of an opportunity of sending it on immediately; but none offered before her arrival at Norfolk.]

“On board the frigate *Congress*, at sea,  
Jan. 14, 1800.

“UNDER the impression of the most poignant regret, I have the misfortune to report to you, sir, the disastrous situation of the United States frigate *Congress* under my command. I sailed from Newport on the 6th inst. accompanied by the *Essex* frigate, capt. Preble, having under convoy, a ship and a brig belonging to Philadelphia, and a small ship from New-Haven, but finding them to sail very heavily, and two of three being in ballast only, on the day succeeding that on which I left Newport, I determined on leaving them; and with the *Essex* to make the best of my way, to carry into effect the instructions with which you had been pleased to honor me. The first three or four days subsequent to leaving port, we had the winds far northwardly, the weather cool, attended with snow and hail. On Saturday the 11th the wind veered to the southward and came on to blow very fresh, attended with warm rain, and a heavy sea; this weather produced an astonishing effect upon my rigging, (which had previously been in very good order) it stretching so much as to induce apprehensions for the safety of the masts. The weather being such as to preclude the practicability of setting it up: I caused tackles to be got up to succour the masts, and the rigging to be swiftered; but unfortunately every step taken to support the masts proved futile. On Sunday morning the 12th, it blowing hard and a heavy sea running, at half past six the mainmast sprung about eight feet above the upper deck: I immediately caused the main yard to be lowered down (the top gallant yard having previously been sent down, and the top gallant masts housed) on consultation with the officers, it was decided as affording the only probable means of saving the mainmast, to endeavour to cut away the main topmast. This was immediately attempted: Mr. Bosworth, my fourth lieutenant, with 4 or 5 smart active men, going into the top to perform the service; while in its execution the mast unfortunately gave way, and in its fall involved the loss of that active, deserving officer; the other men who were aloft, and engaged in the same service, were all happily saved. The fall of the mainmast carried away the mizen top mast, with the head of the mizen mast. Being under an apprehension that from the roughness of the sea, the hull of the ship might be essentially injured by the action of the wreck, was induced to clear it from the ship with all possible expedition, by which means a very small part only of the rigging and sails attached to those masts were saved. I now turned all my attention to, and made use of every practicable exertion to preserve the foremast; the wind still continuing to blow hard with a very heavy sea, and the ship, from the loss of her after masts, laying in the trough and labouring very much; at half past 12 she rolled away her fore top mast; soon after which it

was discovered that the bowsprit was very badly sprung, just without the gammoning. I immediately caused the jib boom to be rigged in, and endeavored to secure the bowsprit by strong lashings round the heel of the jib boom; at the same time getting up tackles to the foremast head to secure the mast (which was already sprung) and to relieve, in some measure, the stress upon the bowsprit, caused by the fore and fore preventer stays.

It is with great regret I am to add, that all my endeavors proved of no farther consequence than probably to retard, for a very little time, what eventually took place, as at half past 3 P. M the bowsprit gave way, and at the same instant the foremast went over the side, leaving us totally dismasted, and with the loss of the principal part of the sails and rigging, which in our then situation it was not practicable to preserve.

Thus, Sir, we were left, in the short space of a few hours, in a most deplorable situation, entirely at the mercy of the winds and waves; and thus no expectation of being enabled to render important services to my fellow-citizens, by affording a protection to their commerce, were at once marr'd. I hope, sir, you will do me the justice to believe that this misfortune (which I most sensibly feel) is not attributable to any negligence on my part, every thing practicable having been attempted to ward off the evil which the nature of the circumstances would admit."

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### PRIVATE LETTER

PHILAD. MARCH 10.

Extract of a letter from an officer on board the *Congress*, dated Hampton Roads, Feb. 24.

"We are now in the Bay, about two miles from Hampton Roads, where we were obliged to come to anchor, in consequence of carrying away our [Jury] fore-top mast, which will be replaced this evening, and with morning tide we shall go as far up towards Norfolk, as the water will admit. It is very uncertain what arrangements may take place with respect to the officers and crew of this ship, as it will be a considerable time before she can be fitted for sea. From the important nature of our voyage, it is probable, if the frigate *Chesapeake* of 44 guns, now fitting out at Norfolk, is in a forward state, she will be ordered out in our stead, and our ship's company turned over to her.

"The fate of the *Essex* is to us unknown. We are willing to hope that she weathered the gale without sustaining much injury, and has proceeded on the voyage.

"Poor Bosworth perished in discharging with alacrity and gallantry, a most important and hazardous duty. The word to cut away the main top mast, was no sooner passed, than he was up shrouds."

[LC, "Salem Gazette", (Salem, Mass.), 21 March 1800.]

[11 January 1800]

To Major Commandant William W. Burrows, U. S. Marine Corps, from First Lieutenant Benjamin Strother, U. S. Marine Corps

On Board the U. S. Frigate *Congress* — At Anchor within The Capes of Virginia in Sight of Hampton Roads — Feb<sup>y</sup> 24th, 1800

Major W. W. Burrows —

SIR — I take the earliest Opportunity of Informing You of our present Situation — together with the causes which have so unexpectedly brought us to this port — On the 6<sup>th</sup> Jan<sup>y</sup> we Saild from New Port in Company with the *Essex* Frigate & some Merch<sup>t</sup> Men — we had favorable Winds & parted with the Merch<sup>t</sup> Men on the 8<sup>th</sup> — On the 11<sup>th</sup> Strong Gales & a high Sea — At 6 lost sight of the *Essex* & lay too — Burnt Several false fires which were not Answerd — the Gale encreasd with a high Cross Sea — at 7 on the Morning of the 12<sup>th</sup> found the Main Mast Sprung — the Captain Orderd the Main Top Mast cut away to save the Main Mast — Lieut. Bosworth & five Seamen went into the top to perform that duty — At 8 the M-Mast went over — Lieut Bosworth lost — the Men fortunately Saved by Clinging to the Wreck — the Mizen Mast Carried away at the same time — with it all the Yard Sails & most of the Rigging — At 10 found the Fore Mast Sprung — At Noon still a Violent Gale at 2 P M the fore Top Mast went over the Cap —  $\frac{1}{4}$  before three the Fore Mast & Bowsprit went away — lost Yard Sails &c — then totally dismasted — Shipp'd several Seas & lost the Jolly Boat from the Stern — then Comenced Rigging Jury Masts which were got up by the 22<sup>d</sup> — On the 2<sup>d</sup> of Feb<sup>y</sup> Carried away the Jury Main top Mast — Saw on that day two Ships — fired on one & endeavourd to Bring her too — but could not effect it — have Spoke no Vessels except two Schooners — Nor have we Seen or heard from the *Essex* since — But the Captain thinks she sufferd at least as much or more than we have — as she was Inferiour in point of strength & Quality of Rigging — the Marines are in perfect Health And the Crew are generally so — I shall in a few days Transmit to you the proper Returns — they will probably be brought by Lieut. Llewellyn who wishes to Come & will If the Capt. does not Object to it as I am my self Willing he should do so — I have Issued & Charg<sup>d</sup> to the Men the Frocks that I purchasd at Boston — which will be deducted from their pay — You can have no Conception of the loss of Cloathing that has Occurrd among the Marines — Notwithstanding I have us<sup>d</sup> every Method to prevent it — Some lose them by being cut away by the Boatswain — Others have them Stole — & Hats Continually Blown Overboard — In fact I have been Obligd to Issue Already a Considerable Quantity of the Extra Cloathing to prevent many of them from being unfit to appear on Deck — In those cases I suppose they must be Charg'd to them & deducted out of their pay — On that I wish your Advice — The Service is to me every way disgusting — & I think you would perfectly Agree with me If you had a trial for one week only — It is Impossible to keep the Men in the order that Soldiers ought to be — from their being Constantly liable to the orders of every Officer of the Ship — I have assisted by my Friend Llewellyn done every thing in my power to keep them in the best

Order & I suppose they are as much so — as men in their Situation can be — I have been Almost Continually Sea Sick & I believe should Remain so If I was to Sail for a Year — this Circumstance alone would prevent my Again going out If I could well Avoid it — But I have many other Reasons which determines me against it — which in my next I will more fully explain — I Mention this that you may make some other Arrangement for an Officer to Command the Marines now on Board this Ship As soon as Convenient — As it is my Intention when I have Settled my Accounts to Resign — In the Meantime I shall pay every attention in my power to promote the good of the Service — If Lt. Llewellens Rank is not an Objection I know No man better Calculated for such a Command — As he is an Excellent Officer & much beloved by the Men — please to write me as Soon as possible — Give my Compliments to the Officers of our Corps & Believe me to be

With much Respect, Yours &c

BENJAMIN STROTHER *Lieut of Marines*

PS — we this Morning carried away our Jury fore top Mast & are now repairing it — we shall proceed to the Road

[MCA, LR, 1800.]

[11 January 1800]

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

Copy

NORFOLK *April 2nd 1800*

SIR Expecting you would have ordered a Court of enquiry respecting the Frigate *Congress* being dismasted, has prevented my addressing you previous to the above date — Discovering from Captain Severs official letter, that he mentions of having consulted his Officers respecting the situation of the Ship, fully authorizes me, with the sanction of the other officers to assert it was not in all respects the case. — The above reasons have induced me to give You a candid representation of facts —

On the 2<sup>nd</sup> day from leaving New Port we parted company with the Merchant Ships then under convoy — finding them to sail far inferior to the Frigate *Congress* or *Essex*. Nothing of consequence happened till the 3<sup>d</sup> day at noon, when I requested the Captain to give me permission to set up the lower rigging — unfortunately this was rejected with this answer, “I Sir am the best judge” consequently the rigging remained in the same state — At 5 OClock the same evening, the *Essex* was then in sight about 1½ miles astern — at 6 oClock it then growing dark, we lost sight of her False fires were then thrown as signals, but of no effect The *Congress* was then immediately hove too, with an idea that if the *Essex* was still steering her proper course she would have passed nearly under our stern We remained in this situation till the next day. In the course of the night we discovered the rigging very slack — M<sup>r</sup> Saunders the 3<sup>d</sup> Lieutenant had charge of the Deck from 12 till 4 oClock in the morning — at 3 M<sup>r</sup> Saunders informed the Captain that the situation of the rigging was dangerous but of no effect — At

4 A M. I took charge of the Deck, and immediately employed the watch in swiftering the lower rigging — but unfortunately when in the act of hauling taught the swifters, the Main Mast sprung about 15 feet above the Deck — all hands were immediately called — our only recourse was then to cut away the main Topmast in hopes of securing the Main mast. — M<sup>r</sup> Bosworth the 4th Lieutenant undertook this service accompanied with 4 seamen but unfortunately in the act of cutting away the M. Mast broke from the original spring, and carried with it the head of the Mizzen Mast with the people — the men were all saved excepting M<sup>r</sup> Bosworth — Every exertion was then made to clear the wreck which perhaps was accomplished as soon as cases of that nature ever admit — Our next resource was to preserve the foremast & Bowsprit — The Officers were fully of opinion that by keeping the Ship directly before the wind, it might be practicable — however this opinion was rejected, and the Ship still remained hove too — We were at this time employed in securing the Fore Mast with proper Tackles — all our efforts were of no effect — The ship plunging into the sea, soon convinced every officer of experience what the consequence would be —

The foremast went near the Cap — We soon cleared it from the side. [My] attention was then to the Bowsprit which sprung about 2 feet without the Bows — The Jibb boom was immediately rigged in in order to serve as a fish for the Bowsprit — the Foremast soon after sprung near the Deck, and a few moments — they both went overboard thus wher left entirely sparless — It may perhaps have been mentioned to you that the Gale was uncommonly boisterous — but rest assured, it was not the case — the sea was very irregular, but the wind by no means so high as seamen in general encounter in most voyages —

And to be candid I am fully of opinion that had we set the rigging the previous [day] (which certainly was practicable) we should have reserved the masts — I am Sir

with respect

Yr obed Serv<sup>t</sup>

Signed J B CORDIS

Honble BENJ<sup>s</sup> STODDERT

Sec<sup>y</sup> Navy Philad<sup>a</sup>

[LC, J. Sever Papers. NDA photostat.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*  
Saturday, 11 January 1800

Throughout the whole of these 24 hours very Squally Uncertain weather, with a high Swell from the Eastward.

The store Ship at Noon in Sight and no other Vessel. —

Longitude Account 60°.4' W.

Latitude Observed 22°.57' N.

[HS of Pa. NDA photostat.]

Extract from journal of the U. S. Frigate *Constitution* Captain Silas Talbot,  
U. S. Navy, commanding, Saturday, 11 January 1800

Moderate and clear, Stayd the Mainmast and set up the main rigging, @ 4 saw a strange sail bearing E by S made sail in chace



@ sundown lost sight of the chace, @ 8 moderate and variable from the southward, saw the *Boston* S S E 5 or 6 miles the cape S by E two leagues, Wore and tackd as nessasary to keep sight of the Cape during the night, @ 5 AM Taken aback with a squall from W N W<sup>t</sup> close reefd the Topsails and sent down Top Gallant Yards

Departed this life Asa Haskins marine with a complication on the lungs, @ half past 5 committed the Body of the decaasd to the deep with the usual ceremony as performd at Sea, @ half past 6 saw two strange sail bearing NE by E and E N E bore up and Gave chace to the sail NE by E. @ 8 Spoke with the chace an american Schooner from Philadelphia bound to Cape francois, @ ¼ past 8 fresh breezes and cloudy, Up Top Gallant yards and gave chace to E N E, @ ½ past 8 discovered the chace to be a Ship running before the wind made all sail and pursued her till 11 A M, at which time we lost sight of her in a squall from the Westward. during the chace the wind was light and variable from W by S to W N W with frequent Squalls and showers of rain, @ half past 11 Squally with rain double reefd the topsails and hauld on a wind to the Northward Monte a christo S S W two or three leagues

@ 12 fresh Gales and rain Single reefd the Courses saw Monte a christo SW by S. four leagues

[NYHS, NHS.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Saturday, 11 January 1800

the First part of these 24 Hours fresh Gales and Cloudy

at 1 P M Set the Main Sail at 3 Double Reefd the Top Sails at 5 Handed the Main Sail Close Reefd the Top Sails Handed Mizzen Top Sail Sent down Top Gall Yards the Rigging Slipt down over the F Top Gall Mast Head Sent down the Fore Top Gall Mast to fix Rigging At 8½ Handed Fore Top Sail at 9 Handed Main Top Sail and Lay by under the Fore Sail

Heavy Squalls with Thunded and Rain At 11 Set the Main Top Sail

Middle part Fresh Gales and Rain

at 1 A M Wore Ship to the Southward and Set the Mizzen Stay Sail

At 11 A M Handed Main Top Sail Lay by under the Fore Sail Fore Top Mast Stay Sail and Mizzen Stay Sail

Latter part Fresh Gales and flying Clouds with A Heavy Sea

Latitude Observed 26° 77' N.

Longitude 70° 20' W. from London

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

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To Captain George Little, U. S. Navy, from Mr. Lobre

on Board the *Boston* Frigate  
the 12<sup>th</sup> of January 1800.

Captaine G. LITTLE Esq<sup>r</sup>

Since I am on board of your Ship a prisonner I have taken the liberty of writing to you, but I am informed you have found in my letter Expressions which is improper, if I made use of any Expressions which was improper it was not my intensions, I begg of you the favour of

giving me an opportunity to have a conversation with you; may be after hearing me you will have some Resguard for my detention

I am With Respect

Captain

You most Humbly Serv<sup>t</sup>

LOBRE

[F. D. Roosevelt Collection.]

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

ENGLISH HARBOUR ANTIGUA

U: S Frigate *Insurgent* 12 Jan<sup>y</sup> 1800

BENJ<sup>s</sup> STODDERT ESQ<sup>t</sup>

SIR My letters from St Kitts inform you of my misfortune of springing my fore mast & the consequent condemnation of it as well as the impossibility of repairing the damage there

We sail'd from thence on the 4<sup>th</sup> & arrived here on the 6<sup>th</sup> inst. without farther damage & tho' a place held almost sacred to every vessel but those in his Majesty's service I have been received into the Harbour & have had the most flattering attention paid me with every proffer of assistance I stand in need of by Cap<sup>t</sup> Western of the *Tamar* [Tamar] Frigate now here under repairs I advised him of the steps I had taken with regard to Lord Hugh Seymour which he said was perfectly right, but he would have done every thing I required for the Security of the Ship upon his own authority as commanding Officer here & as the Brig might be expected every day I proposed waiting his Lordships reply at the same time he permitted us to make every preperation to take in a new mast the moment she arrived. Accordingly we have hoisted out the old one & upon further examination of it 'tis wonderful how it brought us here

As I gave you my opinion respecting our masts previous to leaving America I flatter myself you will not deem me culpable in this instance & nothing but the inclemency of the Season could have prevented me from making a shorter cruise than I find I am compell'd to do & happy shall I be if I can bring my ship safe to her mooring, in America after the severity of the Winter is over for was I to put her in the condition she requires to be in with regard to sparrs, sails & rigging in the West Indies it would cost the Public at least \$10,000 exclusive of Provisions & the copping of her Bottom but by a little delay I hope to be well employ'd on this station & to make out with my old materials

I fear from the delay of the Brig that M<sup>r</sup> Watson has been obliged to cruise after the Admiral not finding him in Martinico but if I succeed in my application I hope to be at sea in four days after his arrival & in the mean time I must have patience

& am

with great respect  
your most Obed<sup>t</sup>

P<sup>t</sup> just as I was closing my Letter the Brig arrived with an answer to my Letter from Lord H. Seymour granting me every supply I stood in need of and having the Mast nearly ready hope to be at Sea in four Days, I herewith enclose you the Copy of his Lordships Letter as well as one from Gen<sup>l</sup> Paris, from Guadaloupe in answer to one I wrote him some time ago —

Yours,

A M

[12 January 1800]

Extract from a letter to Secretary of the Navy, from Master Commandant William Cowper, U. S. Navy commanding, concerning capture of the French Privateer Schooner *Le Brillant Jeunesse*:

dated [U. S. S. *Baltimore*]  
BASSETERRE RODS, Jan. 22 [1800]

"On the 12th day of January, in lat 19 40 N. and long. 60 12 W. I had the good fortune to fall in with and captured the French schooner, *Le Bullant Jeunesse*, Joseph Madeira, commander, of 6 guns and 61 men—During the chase they threw overboard 4 guns, both bower anchors, camboose, and sundry small stores."

[LC, "Connecticut Journal", (New Haven), 20 February 1800.]

To John Derby, Merchant, Salem, Mass., from Joseph Ropes

(Copy)

PORT OROTAVIA TENERIFFE Jan<sup>y</sup> 12<sup>th</sup> 1800

SIR I wrote from here the 19<sup>th</sup> Dec<sup>r</sup> bad weather has kept me here thus long — The weather is now good & should it continue so two days more I shall have the whole of my Cargo on board — I took in at Madeira 30 pipes of Wine & shall take in at this place 270 Pipes, having sold my Brandy at 3/6 Sterling p<sup>t</sup> Gall<sup>n</sup> I thought it better than carrying it on further — I wrote from Madeira the 7<sup>th</sup> Dec<sup>r</sup> by the Brig *Charlotte Murdock* Capt Walker but the letter arrived at this place a few days after me, Capt Walker having been taken & Carried into Palma from which place he came here, the privateer that took Capt Walker was fitted out from St<sup>e</sup> Cruze, at which place she now lies. Should she be on another cruse before I get from this, — You may not apprehend the least danger from her as she sails dull & should she fall in with me cannot take me — There is one American ship at this place mounting 12 six pounders & better man'd than I am, she is bound the same road with me & I expect to sail in company with her. — A few days ago, there was a Ketch rig'd Vessel of this port showing 14 guns (I suppose the same Vessel that Phillips sold in Bordeaux several Years since) she ran up within musket shot of the *John* & then sheer'd off — She is now laying at St Cruze & report says she is a Letter of Marque from Bourdeaux bound to Guadaloupe should she be otherwise, I apprehend but very little if any danger from her — The Vessel that brings this goes for Charlestown S. C. & as she is a dull sailer I think it best to leave my Certificates for my Brandy, to come with letters that I shall leave behind in the first Vessel bound to America —

From Your hbl Serv<sup>t</sup>

(sign'd) JOSEPH ROPES.

M<sup>r</sup> JOHN DERBY Merchant  
Salem

[Essex Inst. Benj. Pickman Mss., Vol. V, Ship Papers.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Sunday, 12 January 1800

Hard Squalls from the Southward and a great Swell from that Quarter. took in and Made Sail, according to the weather.

at Noon the Store Ship about two Miles astern. —

Longitude Account  $58^{\circ}54'$  W.

Latitude Observed  $22^{\circ}44'$  N.

[HS of Pa. NDA photostat.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Sunday, 12 January 1800

fresh Gales and Rain. Standing to the Northward under double reefd Topsails and Single reefd courses, @ 4 the weather cleared up saw Monte a christo S S W 5 or 6 leagues and five strange sail bearing N W. @  $\frac{3}{4}$  past 5 Tackd to the Southw<sup>d</sup> Wind moderate from NW by N. @ 8 light airs and variable which continued during the Night. @ 12 Midnight saw the Mont S by W  $\frac{1}{2}$  W four leagues

@ 6 AM Saw two strange sail bearing SW by W made all Sail and Gave chace. Wind moderate and variable from North to S by W. @ 10 Saw two more strange sail bearing W S W. employd scrapeing between decks.

At 12 light airs from S E the chace SW by W four or five leagues Monte a christo SE by S. 7 or 8 leagues Cape francois SW by W ten leagues

[NYHS, NHS.]

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Extract from journal of Captain Edward Preble, U. S. Navy, commanding, U. S. Frigate *Essex*, Sunday, 12 January 1800

Strong gales, S. by E. to S. W. and rain, under reefed foresail, close-reefed maintopsail, mizzen and forestaysails. At 4 P. M. took in the maintopsail and set the storm mizzen staysail. The *Congress* S. E. by E. two miles. At 4 and  $\frac{1}{2}$  P. M., considering the bowsprit to be in danger, I bore away for a few minutes to take in the foretopmast staysail to save the ship forward; at the same time hauled down the mizzen staysail, the wind blowing with great fury. At this time lost sight of the *Congress*, our rigging being so slack as to make it impossible to carry sail to keep up with her, without hazarding the loss of our masts. At 8 P. M., under reefed foresail and storm mizzen mainstaysail. At 3 A. M., it moderated. Made more sail. At 11 A. M. strong gales and rain. Wore ship to the N. E. to set up rigging the starboard side. *Congress* not in sight. Lat. observed  $38^{\circ}22'$  N. Lon., D. R.,  $52^{\circ}07'$  W.

[NR&L, Nr P 922<sup>14</sup>.]

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Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Sunday, 12 January 1800

Commences with heavy gales and lofty sea from the Southward & very thick weather, took in M<sup>a</sup> topsail & set Miz storm stay sail,

At 4 pm the *Congress* bore SE b E. At  $\frac{1}{2}$  past 4 bore away for a few minutes & took in F T M staysail, for the safety of the bowsprit as the wind blew with great fury. At 3 Am. try under fore sail & miz: S: sail —

Latter part hard gales. At 11 wore Ship to the N & E<sup>d</sup> to set up the Starboard M<sup>s</sup> & T [?] shrouds

Lat. Observed. 38°22' N

Longitude. 50°38' W

[LC, EPP, 1799-1800.]

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Extract from journal of U. S. Schooner *Experiment*, Lieutenant William Maley, U. S. Navy, commanding, 12 January 1800

Captured the Schooner *Anne* [or *Anna*] and put M<sup>r</sup> Allen on board her as prize Master. —

[NDA. NO, Vol. 1.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding Sunday, 12 January 1800

this 24 Hours begin with Hard Gales and Cloudy Still Laying under the Fore Sail Fore Top Mast Stay Sail and Mizzen Stay Sail

at 8 P M Wore Ship to the Northward hauld down the Fore Top Mast Stay Sail

Middle part began to Moderate

at 1 A M Set the Fore & Main Top Mast Stay Sail and Mizzen

at 4 Wore Ship to the Southward and Westward

at 7 Discovered the Main Top Sail Tye gone Spliced it and got it Aloft the Second time Cald All Hands Employd on Setting up Standing Rigging Saw a Sail to the Eastward

Latter part Light Breezes and flying Clouds

Latitude Observed 25°50' N.

Longitude 70°06' W.

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

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To Secretary of the Navy from Richard Soderstrom, Minister of Sweden to the United States

PHILADELPHIA 13<sup>th</sup> January 1800

SIR It is with some uneasiness I beg leave to refer you to my Letter of the 10<sup>th</sup> Ult<sup>o</sup> relative to some Goods belonging to Subjects of His Majesty the King of Sweden on board the armed Schooner *Buonaparte* which was captured by the United States Ship of War *Merrimack*. I earnestly request you will favour me with an answer thereto as soon as possible, not having yet received one. —

I have the honor to be with great respect

Sir

Your most Obedient

humble Servant

RICH<sup>d</sup> SÖDERSTRÖM

The Honorable BENJ: STODDER

Secretary of the Navy &c

[NDA, XZ.]

To Samuel Meredith, Treasurer of the Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 13<sup>th</sup> January 1800

SAMUEL MERIDITH Esqr

Treasurer of the United States

SIR The former Accountant of the Navy M<sup>r</sup> Winder, having resigned his office, & the present Accountant M<sup>r</sup> Turner, not yet having entered upon his duties, the Public service will suffer unless for the present you pay Warrants drawn by me without the signature of the Acc<sup>t</sup> M<sup>r</sup> Gillis the principal Clerk in the Accountant Office will certify on the Warrants that they are properly charged in the Books, & when the Accountant enters upon his office his signature will be given to such Warrants —

I have the honor to be  
with great respect Sir  
Yr obed servt

[NDA. Req on US T, 1798–1803.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Monday, 13 January 1800

Moderate and Light winds alternately, with cloudy dull weather, and a very high Swell Rolling from the Westward. —

at Noon the Store Ship within hail. —

Longitude Account 58°.16' W.

Latitude Observed 22°.0' N.

[HS of Pa. NDA photostat.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Monday, 13 January 1800

Light airs and Variable, In Pursuit of 5 sail to the Westw<sup>d</sup> apparently steering for Cape francois. @ 3 saw the U S Ships *Boston* and *General Greene* bearing SW by W. @ 5 saw the *Boston* bring too one of the vessels which we had pursue'd and permitted her to pass to Cape francois we then shortn'd sail and Gave over chace, @ [?] Double reefd the Topsails and hauld to the Wind to the Northward Cape francois SW ½ S, two leagues, *Boston* and *General Greene* in company, Wore and tackd to Work to Windward as Nessasary during the Night.

At daylight saw the *General Greene* SW by W 4 or 5 miles and two strange sails which appeard to be bound to Cape francois @ half past 11 Shortnd sail and brought too, Rec<sup>d</sup> an Officer with dispatches from the Black General at Cape francois

@ 12 Moderate breezes from E S E, the Cape S W two leagues. *Boston* and *General Greene* N N W 6 or 7 miles. Wind from the Southward and Eastward

[NYHS, NHS.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Monday, 13 January 1800

These 24 hours commence with heavy gales & lofty sea. Ship under close reef'd F. sail & close reef'd Fore topsail & storm Miz<sup>n</sup> Staysail, At 1 PM wore ship.

Middle & latter part hard gales & rough sea. Ship'd much water, some of which went down the F. hatchway, that we were obliged to bore holes in the Water ways, between decks to let off the Water

Latter part set close reef'd M<sup>n</sup> topsail

Lat. Observed. 38°.8' N

Longitude 45°.20' [?] W

[LC, EPP, 1799-1800.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Monday, 13 January 1800

these 24 Hours begin with Light Breezes and flying Clouds

At 1 P M Loosed the Top Sails Let the Reefs out and Made Sail After A Schooner to the Southward and Eastward

Discovered the Main Top Sail Yard Sprung So bad that it was Condemned it Stopped our Chase got it down got up A New one

Middle part Light Breezes and Sometimes Calm

at 6 A M Sint up Top Gall<sup>n</sup> Yards and Set the Sails

Saw two Sails one to the Northward and Eastward and one to the Southward and Eastward

All Hands Call'd to Quarters Went thro the Manuel Exercise with the Great Guns and Small Arms with other Manuvers Common in Action

Latter part Calm

Latitude Observed 25°26' N.

Longitude 70°17' W.

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

[14 January 1800]

Extract from a letter to Secretary of the Navy from Captain Moses Tryon, U. S. Navy, commanding U. S. S. *Connecticut*

[U. S. S. *Connecticut*] Feb. 9, 1800.

On the 14th ult. I fell in with a French privateer sch. of 14 guns, which I chased the north side of Demerara, within gun-shot of the shore, until she got under cover of the fort. She sailed remarkably fast or should have taken her; I fired upward of 80 shot at her.

On the same day, I chased on shore on Deseada, a fine ship direct from France, mounting 22 guns, which bilged and sunk immediately after she struck.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 16 April 1800.]

To Master Commandant David Jewett, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 14<sup>th</sup> January 1800

Capt<sup>n</sup> DAVID JEWITT  
of the *Trumbull*, New London

SIR I have received yours of the 9<sup>th</sup> Inst and now enclose you a discriptive sheet of the private signals of our Navy, four sheets explanatory of their general use, a list of distinguishing flags, 4 Copies of the Act for the government of the Navy, and of the Marine rules & regulations — I also enclose a Warrant for M<sup>r</sup> George H Brown Gunner, whom you will require to take the enclosed oath & return it to this Office —

The signals were ordered from hence the 15<sup>th</sup> July last & I presume have long since reached you, if however, this should be otherwise, you will apply to the Agent, who will furnish you with Bunting & you must have them made in conformity to the inclosed sheet —

Glasses are furnished by the Public You will make your Requisitions for such as are necessary for the *Trumbull* upon the Agent.

I have the honor to be

Sir

Yr obed Servt

In 2, or 3 days you may expect to receive your sailing orders — your recruiting parties should be instantly called in —

[NDA. OSW, Vol. 3, 1799-1800.]

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To Richard Soderstrom, Swedish Minister to the United States,  
from Secretary of the Navy

[PHILADELPHIA]

Navy Department 14 January 1800

RICHARD SODERSTROM Esq<sup>r</sup>

SIR I am honored with your letter of the 13<sup>th</sup> Inst — Mine to you of the 21 November [1799] would inform you that the goods taken in the French armed Schooner *Buonaparte* were sold at Saint Kitts prior to any demand made for any part of them by his Sweedish Majesty —

Capt Brown who made this capture is now at Boston — He may be called on to have the *Buonaparte* condemned in our Courts & you might then make before the Court a claim for the value of the Sweedish property on board — this is the regular course but the proceeding would be tedious and expensive — the Captain being disposed to dispute the claim made on the part of the Subjects of Sweeden observing on the improbability of their risking their property on board French Vessels, when their own could pass unmolested — If you will furnish the necessary evidence to establish the ownership and value of the property claimed, I will endeavor to have the thing so arranged that payment may be made here —

I have the honor to be

Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]



Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Tuesday, 14 January 1800

Light airs all Round the compass, intermixed with calms, and a heavy Swell from the Westward — Saw a Schooner and Sloop which it is supposed came out in company with us.

Longitude Account 58°.16' W.

Latitude Observed 22°.00' N.

[HS of Pa. NDA photostat.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Tuesday, 14 January 1800

fresh breezes and cloudy. Lying too off Cape Francois, *General Greene*, and *Boston* in company. Rec<sup>d</sup> from the U. S. Ship *Gen<sup>l</sup> Greene* the following Articles

Viz one pipe and 16 keggs of Brandy containing 283 Gallons

Fifteen small Keggs of Gin-----	d <sup>o</sup>	153	d <sup>o</sup>
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Nine Hhds of Mollasses-----	d <sup>o</sup>		d <sup>o</sup>
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Four cask of Vinegar-----	d <sup>o</sup>		d <sup>o</sup>
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One cask of oil-----	d <sup>o</sup>		d <sup>o</sup>
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@ 7 filld and made sail Squadron in company. @ daylight saw the *Boston* S S E six leagues. *Gen<sup>l</sup> Greene* S S W 3 leagues & a strange sail N E @ 10 saw the *Boston* Bring too and board a strange sail to the E S E Employd securing the Mainmast which appears Hazardous since the 17<sup>th</sup> of december 1799. at which time we first discovered it to be damaged below the Tressletrees. @ 12 Cape francois South 5 leagues *Boston* E S E three leagues *Gen<sup>l</sup> Greene* S S W 3 or 4 leagues

[NYHS, NHS.]

Extract from journal of U. S. Schooner *Experiment*, Lieutenant William Maley, U. S. Navy, commanding, 14 January 1800

Having occasion to put some papers on board the *Anna* made Sail & stood for her and I soon discovered that she was standing W. or W. b. N. I sent the Boat immediately, the prize saw the Boat and knew her to be the *Experiment's*, but did not shorten sail or alter their course until a shot from the *Experiment* brought her too. — I ordered M<sup>r</sup> A.[llen] to come on Board and explain his conduct, when he came on board he was evidently in a state of intoxication, and said that he supposed the Boat to be a Barge from Jeremie, and assigned it as a reason for running from the Boat. I thought the pretext a plausible one, I ordered him to Continue on Board as prize Master, and gave him liberty to exchange one of his men: — directed him to go on board and make sail which he refused to do, or take the man exchanged. I then ordered M<sup>r</sup> Fleming to take his place and sent him on Board with M<sup>r</sup> Blake to see that he delivered M<sup>r</sup> F.[leming] all the papers, and to see that he left this quadrant with M<sup>r</sup> F. for the use of the Prize, when M<sup>r</sup> B.[lake] demanded the quadrant, M<sup>r</sup> Allen refused, and threatened to knock M<sup>r</sup> B. down if he attempted to take it, M<sup>r</sup> B, then confined him and brought him on board the *Experiment* he was very much intoxicated, and gave no account of his Conduct

[NDA. NO, Vol. 1.]

Extract from journal of Lieutenant John Mulowny, U. S. Navy, commanding  
U. S. Ship *Ganges*, 14 January 1800

At 4 PM exercised great guns and small arms. At 5 The *Harry* made the Signal for a strange sail proved to be off the Lee beam

At ½ past 5 A M Saw a sail off the Weather bow, made sail in chace.  
At 6 fired 3 shot a[t] him and gave up the chace.

[NA.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship  
*Warren* Master Commandant Timothy Newman, U. S. Navy, commanding, Tues-  
day, 14 January 1800

the first part of these 24 Hours Moderate Gales and Pleasant  
Weather

Several Sail in Sight at A Distance

Middle part Light Breezes and Pleasant Weather

At 7 A M Set Fore & Main Top Mast Stearing Sails Fore Stearing  
Main Top Gall Royall and Top Galliant Stearing Sails

at 8 A M Saw a Sail bearing W b N

Latter part Light Breezes and Pleasant Weather

Latitude Observed 25° 39' N.

Longitude 71° 06' W.

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

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

DEPARTMENT OF STATE

*Philad<sup>a</sup> Jan<sup>y</sup> 15<sup>th</sup> 1800*

RICHARD O BRIEN Esq<sup>r</sup>

SIR, On the 11<sup>th</sup> of July I received your dispatches by the *Polacre Dey*, Captain Smith. Soon after, I desired M<sup>r</sup> Humphreys and another naval architect to examine the vessel, for the purpose of putting her in the order which you desired. They examined, and reported their opinion that the expense of such alterations and repairs would be much greater than the whole value of the vessel when completed; and that she was not calculated for such an armed vessel as you designed to make her. No other suitable vessel immediately presented: and in August, the yellow fever again prevailing, obliged the inhabitants to flee to the country, and suspended business. The fever prevailed in like manner, and produced similar effects, in New York. After this, there was a prospect that one of the public armed ships, which was taken out of the service, would supply the place of the *Polacre*; but upon further enquiry, this vessel also was deemed ineligible: and the season being then far advanced, it was concluded to load the *Sophia* once more for Algiers; and she is now ready to sail, with a valuable cargo, as by the inclosed invoice and bill of lading. — As you mentioned that 500 barrels of powder must be sent, I directed their being put on board: but the room left for them being insufficient, only 360 have been shipped. And I think this not unfortunate; that so necessary a commodity may not be wholly hazarded in a single bottom. The residue will be shipped in the *Spring*, with the other articles contained in your lists; except a

few not to be found in the United States; or not in the quantities required. — Of the spikes of the specified dimensions, several tons are made, and the several quantities will in due time be completed.

The delay which takes place in forwarding the stores and goods you commissioned, wherewith to discharge our debts to the Jews, will I trust produce no very great inconvenience: Every just claim, every stipulation, will be provided for by the shipment in the Spring.

The twenty brass twenty-four pound cannon desired by the Dey, cannot be procured in the United States, nor probably elsewhere during the present war. But if iron guns of that size, and of the neatest and best kind, will answer as a substitute, we can furnish them. Our iron is of a superior quality, and our founderies now very perfect. The guns will be light, as well as strong and smooth. If the 24 pounders are wanted for galleys, they perhaps need not be more than seven feet long, and weigh about thirty six hundred; perhaps less. By adding to their length, their weight will necessarily be increased: but if eight feet and a half long, they need not exceed forty hundred weight: whereas the usual weight of iron 24 pounders is 48 to 50 hundred. In fact, for every kind of real service, in ships and garrisons, iron guns of strong metal, and light, are, in the opinion of good judges, superior to brass. I have said thus much to obviate the common prejudice in favour of brass guns; seeing we have it not in our power to furnish them. —

I inclose the copy of a paper delivered by Captain Cathcart, in May 1796 to M<sup>r</sup> Barlow, as exhibiting a list of the articles required by the Dey of Algiers for our annuity of maritime and military stores. But the quantities of the several articles are enormous; and instead of twelve thousand sequins (21,600 dollars) would cost the United States three or four times that sum. This was not contemplated when the treaty with Algiers was ratified. It is true, the treaty provides that if the value of the stores annually delivered exceed the twelve thousand sequins, the surplus is to be paid for: But the prices of these commodities, as estimated at Algiers, bear no proportion to the sums they cost the United States, and consequently any surplus adds to our loss. — By your settlement in February last with the present Dey, you got rid of the burthensome peace presents, and of the annuity for two years and nine months: and it is hoped you will, at least on the arrival of the next cargo of goods and stores, be able to bring the annual present within the bounds of moderation. Perhaps the list inclosed, dictated by the former Dey in his wrath, may not be known by his successor; or if known, be admitted to be unreasonable. In such an event, you will send a list of the reduced articles for the annuity, defining the sizes, as well as quantities, with great precision; and adding the respective prices at Algiers. — Cutting the oak and pine planks of one length, breadth and thickness, wastes a great deal of timber, and they make bad stowage in a vessel. As the Dey has cruisers of various sizes, an assortment of planks, varying in all their dimensions, would be better adapted to his service than the huge planks hitherto required, and more practicable and less expensive for us to procure. — It is very true, if a plank 15 or 18 inches broad will be rated no higher than one of 12 inches, we had better cut off the surplus timber, to lessen the freight. But as the Algerines allow a better price for thick than thin planks, so may they distinguish between broad and narrow ones.

It would be convenient to receive from you a correct table of Algerine weights and measures compared with those of the United States.

It is proper that you should know the history of the ship *Hero*, which sailed hence more than a year ago laden with planks, masts and naval stores for Algiers. — In a few days after her departure, springing a leak, she bore away for the West Indies, and arrived at Jamaica, where she was obliged to unload and repair. In the Spring, she sailed thence to proceed on her original voyage: again became leaky; and so put back to New-York. There she was again unloaded, and underwent a thorough repair. But in the autumn, when ready to load the third time, it was found that a great part of her lumber was ruined. The large oak planks in particular were so decayed as to be fit only for fuel: and on this account it is fortunate that she returned from Jamaica to the United States. — This extraordinary circumstance must be ascribed to the large quantity of the timber on board, shipped, much of it, while full of sap, heating and fermenting for a time in the hot climate of the West Indies.

The oak planks and some other parts of the timber being thus damaged, or ruined, and other portions being, in consequence of your settlement, no longer required for Algiers, while they would answer well for our engagements with Tunis; it was judged best to complete the *Hero's* cargo with additional lumber (such as could be found at New York nearest the requisite dimensions) and other suitable stores, for Tunis. She is now nearly loaded; and the Agent informs me, will be ready to sail the first week in February. — The residue of the stores for Tunis will be provided and shipped as soon as possible.

A plate has been cut for the new passports, such as you recommended, of but about half the present breadth at the head; and the parts necessary for the Consuls will be forwarded in the Spring. — One entire new passport is inclosed for your inspection. —

After a series of misfortunes, Mr Joseph Donaldson arrived at Philadelphia. The ship and cargo with which he sailed from Leghorn, was seized and condemned by the French at Cayenne. He went to France, hoping to recover the value; but was disappointed. In the last summer he sailed again for Europe, where he still is. When he returns, the bills he drew on London in favor of the Jews, and which you sent me, will be presented, and payment obtained if practicable.

I am Sir, &c &c &c

TIMOTHY PICKERING

[SDA. Dip. Cor., Inst. to Min., 1798-1800.]

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[Enclosure]

[2 May 1796]

The following is a list of the Stores commissioned for by the Dey for the annual Present of the United States of America delivered to Joel Barlow Consular Agent of said States at Algiers May the 2<sup>nd</sup> 1796, and forwarded by James Lea<sup>t</sup> Cathcart. —

*Nails*

100	Algerine Quintals of Nails in length	13½ Inches
100	D°-----D°-----D°-----	12. D°
100	D°-----D°-----D°-----	10. D°
100	D°-----D°-----D°-----	9. D°
100	D°-----D°-----D°-----	7½ D°
100	D°-----D°-----D°-----	6. D°
100	D°-----D°-----D°-----	5. D°

700. Algerine Quintals of Nails

*Bomb Shells*

500	Bomb Shells	5¼ Inches	Caliber----	16
500	D°-----	5¼	D°-----D°-----	24
500	D°-----	6½	D°-----D°-----	34
500	D°-----	6¼	D°-----D°-----	42

2000 Bomb Shells

*Cables*

4	Cables of 18 Inches-----	120 fathom long
6	D° " 15. D°-----	D°
6.	D° " 14. D°-----	D°
6.	D° " 13. D°-----	D°
6.	D° " 12. D°-----	D°
6	D° " 11. D°-----	D°

34 Cables

*Rope*

4	Coils of 10 Inch Rope
4	D° of 9 D°
4	D° of 8 D°

12 Coils of Rope

*Oars*

1, 000 Oars for large Cruisers or Frigates  
500 D° smaller

1, 500 Oars.

*Gunpowder*

1, 000 Algerine Quintals of Gunpowder

*Planks.*

1, 000	Pine planks from 22 to 24 picks long, and 6 inches thick
1, 000	Oak Planks D°-----D°-----D°
3, 000	Pine boards of common length and 3 Inches thick
2, 000	Pipe Staves

*Canvas.*

100 Bales of Canvas  
 50 Quintal of Sheet lead  
 100 dozen long tar brushes  
 100 Quintals of white rope yarns

NB. — I really think that for 2000 pipe staves was meant 20,000. The overplus of the value of these stores above the annual present are to be counted from one year to another or paid for in Cash as p<sup>r</sup> Treaty. —

JAS. LEA<sup>r</sup> CATHCART

NB. One pick is 24 $\frac{1}{2}$  inches — so that 22 picks make near 46 English feet in length.

[SDA. Dip. Cor., Inst. to Min., Bk. 5, 1798–1800.]

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

DEPARTMENT OF STATE

Philad<sup>a</sup> Jan<sup>y</sup> 15<sup>th</sup> 1800

JAMES LEANDER CATHCART Esq<sup>r</sup>

SIR, By the *Sophia*, which arrived here the latter end of August, I received your dispatches. Your negotiation with the Bey of Tripoli has been conducted in a manner very satisfactory to the President. The services of Doctor M<sup>c</sup>Donogh have been so useful, I have written him a letter (herewith transmitted) expressing the President's acknowledgements, approving the compensations made to him by you, and bespeaking his future good offices, should any occasion call for them.

It is not surprising that Tunis & Tripoli should feel hurt by any claim of pre-eminence by Algiers: and from the indignant manner in which they repel this claim, it is manifestly impolitic to hold it up to view, even if it exists — (a point at least doubtful —) because its existence will operate its full effect in our favour, so long as it shall be known that we stand well with Algiers. And it will not be amiss, when a fair opportunity shall offer to intimate to the Bey of Tripoli, that the United States are disposed to treat him with the like respect and friendship as they do the Chiefs of the two other Regencies. This seems to be what he expects by this expression in his letter to the President — “We have consummated the peace, which shall on our part be unalterable; provided you are willing to treat us as you do the two other Regencies, without any difference being made between us.” The letter previously adverts to the difficulties in the way of your negotiation, and his resolution not to receive you: But that D<sup>r</sup> M<sup>c</sup>Donogh's entreaties prevailed; and so, in order to gratify his desire, and to preserve unaltered the subsisting friendship, the Bey agreed to accept the small sums of ten thousand dollars in lieu of the stipulated stores, and eight thousand dollars as a substitute for the brig *Sophia*, promised by Captain O'Brien. — I should send you a copy of the Bey's letter, if the answer of the Rais to you “that the Bey never gave copies of his letters to any one,” did not excite an apprehension that if it were known, it might give offence: and yet, without a formal copy, it seemed proper that you should be acquainted with the substance of its contents.

Agreeably to your request, M<sup>r</sup> Woodsides has received two hundred dollars on your account, to procure you some supplies, which I expect he will send in the ship *Hero*, now nearly loaded, and which is to sail for Tunis the first week in February. This ship which sailed a year ago for Algiers, sprung a leak, and bore away for the West Indies. There she was obliged to unload and make repairs. Departing thence, she again became leaky, and got back to New-York, in May. There again unloading, she has undergone a thorough repair, and is pronounced a safe ship. But by these misfortunes, her oak timber, put on board green, decayed and was unfit to reship. This deranging her cargo for Algiers, the deficiencies were supplied with lumber as near as possible of the kinds required for Tunis. — The *Sophia* carries this letter: she is loaded with a valuable cargo of stores & merchandize for Algiers. In the Spring other vessels with ample cargoes, to fulfil our engagements with Algiers and Tunis will be forwarded. — The yellow fever has again visited Philadelphia & New-York, and obliged the bulk of the inhabitants, as well as the public offices to remove. This retarded every measure to be taken relative to the states of Barbary. We did not return 'till the beginning of November.

The *merchandize* before mentioned, with the quantities yet to be sent to Algiers, is destined to form an exchange for the monies borrowed there to defray the expenses of negotiations with Tunis & Tripoli, and for charges and obligations incurred in Algiers. —

It appears probable that some of our armed vessels will visit the Mediterranean in the ensuing spring or summer. I inclose a list of our growing fleet; besides which, materials for building six seventy fours are collecting.

I am Sir &c &c.

TIMOTHY PICKERING

[SDA. Dip. Cor., Inst. to Min., 1798–1800.]

[Enclosure]

To Doctor Bryan McDonogh, Tripoli, from Secretary of State

DEPARTMENT OF STATE  
*Philad<sup>a</sup> Jan<sup>y</sup> 15<sup>th</sup> 1800*

Doctor BRYAN M<sup>c</sup>DONOGH

SIR, The dispatches of Captain Cathcart, Consul of the United States for Tripoli, as well as former communications from other American Agents, show how friendly and useful you have been in our negotiations with the Bashaw; for which I am directed by the President to render to you his sincere thanks, and to express his approbation of the notice which Captain Cathcart has taken of your services. Other occasions may present hereafter in which your interposition may be beneficial, when your benevolence and friendship will be counted on, as on your part you may count on the gratitude of the United States.

I am Sir, &c &c

TIMOTHY PICKERING

[SDA. Dip. Cor., Inst. to Min., 1798–1800.]

To Captain Silas Talbot, U. S. Navy from Secretary of the Navy

[PHILADELPHIA]

Navy Department 15<sup>th</sup> January 1800

Capt<sup>n</sup> SILAS TALBOT  
of the *Constitution*

SIR I have duly received your letters down to the 15<sup>th</sup> December including the one of that date all of which have been communicated to the President who desires me to mention his approbation of Your measures and his entire confidence in your judgement to execute properly the difficult Service assigned You —

I annex to this letter an extract of one dated the 9<sup>th</sup> December received by the Secretary of State from Doctor Stevens — It would have been as well if he had communicated the same ideas to you — perhaps he has done so. It is impossible to foresee from this Country at what particular Spots, our Vessels can be employed with most advantage for the protection of our Commerce You must consider yourself at full liberty at all times to follow your own judgement in employing the vessels under your Command for the defence of our trade & the capture of Enemy Vessels, not only in the Neighbourhood of Touissants ports but round the whole Island & the other Islands in the vicinity of St Domingo. — But you justly consider it important to maintain a superiority of Naval Force near Cape Francois, & although no circumstance has yet arisen to shew the necessity of this caution, there is no knowing how soon the good policy of it may become too evident — I send the extract of Doctor Stevens letter, not that you shall consider it as making any part of your Instructions but as containing ideas which may be usefull — of which however you are to be the sole Judge You must judge when to keep the vessels within cooperating distance & when to separate them a great distance from each other. — This goes by the *Richmond*, Captain Law, who is to place himself under your command — By this time you have been joined, in addition to the *Gen<sup>l</sup> Greene* & the *Boston*, the *Herald* & the *Experiment* by the *Patapsco* Geddes & the *Augusta* M<sup>r</sup>Elroy It is desirable that you should have small vessels enough to cruise at all the places in the neighbourhood of Saint Domingo including Porto Rico most useful for the protection of our trade, and large ones enough to give you a superiority wherever it shall be necessary over any force belonging to the French or the Island near Touissants ports

The *Richmond* takes under convoy some of the articles of rigging & mentioned by you, as wanting for the *Constitution* — Some of the other vessels besides the *Constitution* may want a part Mess<sup>rs</sup> James & Ebenezer Watson will send you an invoice of the articles. Having sent you provisions under convoy of the *Augusta*, I hope you will not want more before I can hear from you after the arrival of the *Augusta* — On the subject of provisions, I can only repeat what has before been said, that it being very expensive to buy them in the Islands, except green vegetables which you can get cheap, every means must be used to economise — Whenever a vessel under your command returns to the United States for whatever reason she should bring no more provisions than necessary to last her home — the overplus should be distributed among the Vessels remaining — Doctor Stevens as you observe, has a difficult part to act — & may be obliged



to temporize, & to do things not warranted by the arrangement with Touissant but he ought not to give passports, except for the purposes of trade between Touissants ports, & except to Vessels actually employed by Touissant in carrying supplies for his troops

[P. S.]

16 JANUARY 1800

Upon another perusal of your letter, I am more forcibly struck as with the probability of a crisis bearing near at hand, which will require all your prudence to manage, so as to guard our Citizens well on shore as at Sea from very great evils

The machinations against Touissant seem to be encreasing & will too probably encrease, and the arrival of the Frigates with the French Comm<sup>rs</sup> if they do arrive may be the signal for an explosion I can suggest nothing useful to you — In any event that may arise, you will feel it to be your duty to employ your whole force in such manner as shall best contribute to the security of the persons & property of our Citizens —

I am sorry the *General Greene* is in such bad condition — the time of her men will be out in March, April & May — If she can be useful it will be best to keep her with you for the present & send her in so as to arrive about the middle of April — I would send you another Frigate if it was in my power, but it is necessary that we should be a match for 3 Frigates at Guadeloupe, as well as at St Domingo & we have lately sent the *Congress* and the *Essex*, a distant voyage, & our other new Frigates are not yet ready — The french Frigates intended for Saint Domingo will probably be selected for fast sailing, and may be light vessels — The *Constitution* & the *Boston* with the aid of the *Patapsco*, I hope will be a full match for them. Should you be obliged to send in the *General Greene*, & as long as there seems to you to be good reasons to expect the arrival of the French Frigates, it would seem but prudent in you to keep this force within cooperating distance —

I have the honor to be

Sir, Yr obed Serv<sup>t</sup>

[NDA, OSW, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 15 January 1800

Mess<sup>rs</sup> JAMES & EBENEZER WATSON

New York —

GENTLEMEN I am honored with your letter of the 11<sup>th</sup> Inst — A remittance of 20,000 \$ was ordered yesterday. The shipment of the stores for the *Constitution* I presume from your letter is complete You will please direct their delivery, in the absence of Captain Talbot to Nathan Levy Esq<sup>t</sup>, Navy Agent at Cape Francois — Tomorrow I shall send Captain Law his sailing orders when I hope every thing which depends on you will be in perfect readiness as well with respect to the *Richmond* as the stores in question

It is a pleasing circumstance that you have found a conveyance for the stores to Batavia, even at the expence you mention — The crews

of the Frigates without the addition of these stores would be short particularly of the most essential article bread

I have the honor to be

Gentlemen

Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

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To Captain Moses Brown, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 15 January 1800

Capt<sup>n</sup> MOSES BROWN  
of the *Merrimack*, Boston

SIR The Sweedish Consul claims for the Goods claimed by Sweedish Subjects in the French Schooner *Buonaparte* — He can insist on your causing that vessel to be condemned in our Courts before which he could make the claim — If the claim be a just one, you are liable for the amount — Your safe course will be not to distribute for the present the prize money unllss you can ascertain the cost of the Goods in question in which case, you may retain in hand that sum & distribute the residue — You will hear again from me in a few days on this subject —

I have the honor to be Sir

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

[NDA. OSW, Vol. 3, 1799-1800.]

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

[PHILADELPHIA]

Navy Department 15 January 1800

STEPHEN HIGGINSON & C<sup>o</sup>  
Boston —

GENTLEMEN Since my letter of the [7<sup>th</sup>] Inst requesting you to ship 60000 Lbs bread to Batavia, Mess<sup>rs</sup> James & Ebenezer Watson of New York have succeeded in engaging a Conveyance for that article — You will therefore please to consider my order to you as rescinded.

I have the honor to be

Gentlemen

Yr obed St

[NDA. GLB, Vol. 3, 1799-1800.]

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To William Marbury, Navy Agent, Georgetown & Washington, D. C.,  
from Secretary of the Navy

[PHILADELPHIA]

Navy Department 15<sup>th</sup> January 1800

WILLIAM MARBURY Esq<sup>r</sup>  
George Town, Potomack

SIR I request you will purchase 2000 Barrels of Middlings, or if you cannot get so much middlings make up the quantity of con-

demned flour, & of common Flour, but as small a proportion of the latter as possible indeed of the two last — Ship the flour & middlings in the proportion of  $\frac{2}{3}$  to Stephen Higginson & Co at Boston &  $\frac{1}{3}$  to Gibbs & Channing New Port Rhode Island, as opportunities offer — I wish a shipment to be made to Higginson as soon as convenient — You may take your time for the execution of the whole order, a part you will execute as soon as you can — My object is to reduce the price of Ship Bread in the Eastward States and if it can be effected by this means considerable quantities more of this kind of flour will be wanted Write me when you make a shipment, & send me Invoices of the Flour & the cost — I have directed a remittance to be made you of 10,000 D<sup>r</sup> — 4000\$ You will pay the Comm<sup>r</sup> & get a square in the City for Naval purposes — I have written to the Att<sup>y</sup> General, to send you directions as to the form of the Deed — You can at any time draw on me at sight if you want money faster than I supply it.

I have the honor to be

Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Wednesday, 15 January 1800

Light Winds and Calms alternately.

Brought to and Spoke a Hamburg Brig, from S<sup>t</sup> Thomas's bound to Hamburg, out 5 days and no news.

Every appearance of a Strong Current Running.

Excercised Great Guns and Small arms &c. —

The Store Ship within a mile of us.

Longitude Account 58°.20' W.

Latitude Observed 21°.30' N.

[HS of Pa. NDA photostat.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Wednesday, 15 January 1800

Light airs and cloudy, Employd as nessasary, @ 2 bore up N N E, @ 3 shortn'd sail and brought too Gen<sup>l</sup> Greene and *Boston* in company. Rec<sup>d</sup> ships stores and provisions as follows

Viz 3 Pipes of Brandy.	Containing-----	Gallons
2 Puncheons of Rum----	d <sup>o</sup> -----	Gallons
Hogsheads of Mollasses	d <sup>o</sup> -----	Gallon
Cask of Vinegar-----	d <sup>o</sup> -----	Gallons
1 Box of candles-----	d <sup>o</sup> -----	Pounds

Also 2 cask of Stonelime and one cask of Fruit limes together with two live oxen for Ships use.

at the same time in hoisting in a Hhd of Molasses Guagd @ 90 Gallons the head flew out, lost 21 Gallons

@ 10 In the Evening Made sail to the Eastw<sup>d</sup>. @ daylight saw a strange sail E N E, [*General*] *Greene* and *Boston* in company 3 or 4 miles S W. of us, Made sail in chace to the S<sup>d</sup> and E<sup>d</sup> Wind V<sup>b</sup>le

from the Westw<sup>d</sup>. Parted company with the Squadron the Cape S S W 10 or 11 leagues, the Monte S E by S 27 miles the Chace N E by N 10 or 12 miles

Latitude Observed 20°21' N.

[NYHS, NHS.]

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Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Wednesday, 15 January 1800

Commences with light squalls, & following sea with showers of rain. People employ'd at sundries of ships duty.

Middle part moderate breezes and pleasant weather. At 2 Am parted Fore topsail tye. At 5 set m<sup>n</sup>top mast & miz<sup>n</sup> S. sails. At 10 am got up T G masts on end. At 11 am saw a sail to windward, tack ship & gave chase to the same —

Lat. Observed. 35.0 N

Longitude 38.20 W

[LC, EPP, 1799–1800.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Wednesday, 15 January 1800

the first part of these 24 Hours Moderate Breezes and Cloudy Bent the Small Bower Cable at 5 P M Took in Top Gall Royal & T G Stearing Sail

at 6 took in Stearing Sails for & Aft at 7 Hand Top Galls Sails

Middle part fresh Breezes and Rainy

at 2 A M took one Reef in the Mizen Top Sail at 3 Double Reefd the F & M<sup>n</sup> Top Sail Set the M<sup>n</sup> Top Mast Stay Sail and Housed the Guns

at 4 Set the Mizen Stay Sail at 6 Let Reefs out of the Top Sails Set the Top Gall Sails and Top Mast Stearing Sails Saw a Sail bearing West Stearing to the Southward at 8 Saw the Second Sail bearing West

at 10 Took in Stearing Sails Top Gall Sails Stay Sails and Hauld up our Courses and Spoke the Brig *Berkley* from Turks Island 4 Days out of and Bound to Boston Fitz Rowe Master Bore away our Course Dropt our Fore Sail

Latter part Fresh Breezes and Cloudy

Latitude Observed 26°26' N.

Longitude 73°44' W.

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

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[16 January 1800]

To Secretary of the Navy from Richard Soderstrom, Minister of Sweden to the United States

SIR! I have recieved the letter you have honored me with dated the 14. Instant on the Subject of the Swedish property taken on board the French armed Vessel *Buonaparte* — I am sorry to find

that Capt<sup>n</sup> Brown has so mistaken an Idea, as to suppose it improbable that Swedish Subjects should risque their property on board of French Vessels, when their own could pass unmolested — unfortunately a severe experience has often taught our merchants to think otherwise, & has often obliged them to resort for protection to the quarter from which the greatest danger was to be dreaded — From the United States they feared nothing, knowing that their property would be safe in American hands, tho' found on board of hostile Vessels — Your offer to have the business amicably Settled, & the money that may be found due paid here, can only tend to confirm me in this opinion — In consequence, I lose no time in availing myself of it, and have the Honor of inclosing to you the proofs of ownership & Value of the property, which have been transmitted to me by the Secretary of State under the 14<sup>th</sup> Novemb: A<sup>o</sup> P<sup>to</sup> [?], and which I hope will prove Satisfactory — Should any thing further be required, I beg you will be so good as to inform me of it, that I may take immediate measures to give you that Complete Satisfaction which you are entitled to receive —

I have the Honor to be with the greatest respect

Sir

Your most Obed<sup>t</sup> and very  
Humble Ser<sup>t</sup> —

RICH<sup>d</sup> SÖDERSTRÖM

Philad<sup>a</sup> 16: Janu<sup>r</sup> 1800.

The Hon<sup>ble</sup> BEN: STODDERT

*Secre<sup>t</sup> of the Navy*

[NDA, XZ.]

To Master Commandant David Jewett, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 16<sup>th</sup> January 1800*

Capt<sup>n</sup> DAVID JEWITT

*of the Trumbull —*

SIR The *Trumbull* from the time she has been launched ought to be at sea and I am without information when she will be ready — I pray you lose no time in preparing for your departure — I hope your answer to this will inform me that you are ready for your sailing orders if I should not before receive such information —

I have the honor &c

[NDA. OSW, Vol. 3, 1799-1800.]

To Captain Robert Gill, Navy Storekeeper, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 16<sup>th</sup> January 1800*

Capt<sup>n</sup> ROBERT GILL

*Navy Storekeeper —*

SIR Be pleased to inform me whether all the orders respecting the stores for the Ship *Trumbull* building by Joseph Howland have

been completed The last was on the 7<sup>th</sup> October for 2 Guns, in addition to those before ordered, 80 tons kentledge, 30 pair of Pistols 7,200 lb powder —

I am Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

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To Captain Thomas Robinson (Junior), U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 16th January 1800*

Capt<sup>n</sup> THOMAS ROBINSON Jr

*New York —*

SIR The President of the United States by the advice & consent of the Senate having appointed you a Captain in the Navy I inclose your Commission — You will be pleased to take the enclosed oath & return it to this office — It is desirable that you should continue superintending the Construction & Equipment of the *New York*, until other employment can be found for you — Your pay & Emoluments will commence from the date of your letter of acceptance

I have the honor to be

Sir

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

[NDA. OSW, Vol. 3, 1799-1800.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Thursday, 16 January 1800

Light airs and variable.

Employed at doing the various duties of the Ship.

The Store Ship near us at Noon. —

Every Appearance of a Strong Current.

Longitude Account 58° . 20' W.

Latitude Observed 21° . 00' N.

[HS of Pa. NDA photostat.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Thursday, 16 January 1800

Fresh Breezes and cloudy in chace to the Southward @ 1 squally shortnd sail @ 3 Boarded the chace an American Schooner from Cape francois bound to Baltimore @ half past 3 filld and gave chace to two strange sails to the NE by E @ 5 shortnd sail wore and boarded the chace an American Brig and Schooner from Philadelphia bound to Cape francois. Took 3<sup>d</sup> Reef in the Topsails and Single reefd the Courses. @ half past 6 filld and made sail to the S W, saw Monte a christo SE ½ E ten leagues.

Squally with Rain Sent down Top Gallant yards @ half past 8 wore to the southward and came to the wind under Reefd courses and double reefd Topsails

At 12 Midnight Moderate breezes and clear weather wore to the S W.

@ 2 AM saw a sail bearing E S E out all reefs and sent Up Top Gallant Yards. Set the Staysails and Gave chase

@ 4 light airs and variable. Made the private Signal to the chase, which was answerd by the United States Ship *Boston*. wore and came to the wind to the Westward

@ 7 the *Boston* in company the *General Greene* S S E four or five leagues

@ 10 Shortnd sail and boarded an American Schooner a prize to the United States Schooner *Experiment* orderd her to keep company till further orders, @ 12 Cape francois S W by S three leagues *Boston* in company. *General Greene* S S W 9 miles

[NYHS, NHS.]

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Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Thursday, 16 January 1800

Commences with heavy squalls and rough sea, At 2 sat mainsail, at 3 close reef'd topsail, continuing in chase of the brig to windward At 5 PM fired a gun & brot her too prov'd to be an English brig from Plymouth bound to newyork — rough sea — did not board her — At 5 carried away one of the M<sup>s</sup>Shrouds splic'd & set it [word illegible] again, housed M T G mast, let 2 reefs out of Fore sail the day ends squally.

Lat. Observed. 34° . 3' N

Longitude. 35° . 6' W

[LC, EPP, 1799-1800.]

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To David M. Clarkson, U. S. Agent, St. Kitts, from Captain Alexander Murray, U. S. Navy

[U. S. Frigate *Insurgente* Between 17 and 22 January 1800]

DAVID M. CLARKSON

DEAR SIR Cap<sup>t</sup> Champain has been so polite as to offer to be the bearer of this, & presuming that it will be pleasing to you to be inform'd of the very great civilities, & attention that I have received here. I can assure you that I feel myself under the most infinite obligations to Lord H: Seymour for the generous courtesy in which he has replied to my letter, & gave orders to the Officers of the Arsenal to supply me with a mast & every other assistance I stood in need of. I am now on the eve of departure to cruise off Deserada for about a fortnight when I hope to have the pleasure of seeing you

Previous to the reply to my letter, I had the good fortune to meet with one of the most friendly, & worthy Men I ever knew in the Person of Cap<sup>t</sup> Western, of the *Tamer* [*Tamar*], from being perfectly a stranger to him, he at once removed every ceremony, & we became as familiar as Brothers & anxious to shew me every thing that he thought new to me in the Nautical line. I avail'd myself of taking an insight into many things, That we in our Infancy have not yet been able to comprehend fully, or bring to maturity, comparatively. with

so perfect a system of order, & contrivance as prevails in the British Navy so that my time has not only been pass'd agreeably, among his friends, & acquaintance, but usefully, for I will not deny but we have much yet to learn in Our profession.

I have likewise met with great civilities from Cap<sup>t</sup> Kittor, who is here heaving Down his Ship. as my accounts are enter'd on Government acc<sup>t</sup> I have not had occasion to make use of your friends assistance at St Johns

Yours &c

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

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

ENGLISH HARBOUR ANTIGUA

17<sup>th</sup> Jan<sup>y</sup> 1800.

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

SIR The above [12 January 1800] is a copy of what I had the honor to address to you on the 13<sup>th</sup> I have now the pleasure to inform you that I have completed my repairs, & am just on the eve of Departure. I have signed the Accounts for all the supplies I have had from the Arsenal on Governments account, & have received from an American Cap<sup>t</sup> here \$800, which I have given a bill on you for to complete all other demands, in which I have exercised all the oconomy in my power. the attention, & polite deportment of his Majesty's Officers. to me & my Officers. has been genteel & civil to the greatest degree, & which I think it my duty to make known to you. particularly Cap<sup>t</sup> Western who has been unbounded in his friendship, & in giving a spur to our equipment, which has been very expeditious: Owing to this untoward circumstance, & the prospect of a speedy termination to hostilities with France. as well as the crazy state of Our ship. I hope you will agree with me in Opinion that we ought to remain on this station as long as possible. for however anxious I feel with respect to my Family from whom. I have never heard a word since I left America. yet I willingly wave all selfish considerations, when I think my services can be usefully applied in the protection of our commerce, tho' I have before advised you of my intention to leave the West Indies in this Month, yet I now think to extend my time, & not to fix upon any certain period as yet, unless otherwise order'd by you, I sent the Brig out on a cruise a few hours after her arrival, & hope to join her tomorrow

Yours &c —

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

To Gillaspey & Strong, Medical Supply Merchants, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 17th January 1800

Mess<sup>rs</sup> GILLASPEY & STRONG

GENTLEMEN Be pleased to prepare and make up a Chest of Medicine & instruments for the Frigate *Philadelphia* of 44 Guns & 400 men She is allowed one Surgeon & two mates —

I am Gentlemen

Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]



To William Eaton, U. S. Consul, Tunis, from Secretary of State

N<sup>o</sup> 34.

DEPARTMENT OF STATE  
Philad<sup>a</sup> Jany 17<sup>th</sup> 1800

WILLIAM EATON Esq<sup>r</sup>

SIR, I have reserved for a separate letter the President's determination on the subject of the present of jewels *demanded* by the Bey of Tunis. In his letter to the President, of which I inclose a copy, you will see that he persists in his claim; but not in terms so decisive as in his conversations with you. Perhaps it may yet be parried; or at least reduced to one half the amount. Since you wrote, you may have ascertained what other powers, as well as Spain, have given on similar occasions. I am aware that the delay is unfavourable: but if he waits the arrival of the *Hero*, with her valuable cargo of naval and military stores — an earnest besides that the residue will come — I hope he will be softened; and that you will either do away [with] this claim, or reduce it to a small value, in some few of the most conspicuous articles in his list. — You will well consider how this affair may be best conducted; and act as you shall think most advantageous for the interest of the United States. It will not do to *lose* our *peace* with Tunis for the value of this present. You suppose the estimate to be extravagant: doubtless the articles are set at the Jew prices; and that for a much less sum they may be procured in England. If therefore you are compelled to give the present, secure time enough to get them from England. Some articles must probably be manufactured for the purpose; and the whole may require a year to be procured. In the mean time, as he wants something *to be seen*, a few articles most showy may be provided at Tunis. If he objects to the proposed delay; you can answer, that the President felt a confidence, that, on further reflection upon all circumstances in relation to the United States, he would relinquish the claim; and therefore did not give orders to provide the Present.

I suppose the Bey understands French; and therefore, with a copy of the President's letter to him in English, I send you a French translation of it, to be presented or not as you judge proper.

I am with great regard &c &c

TIMOTHY PICKERING

[SDA. Dip. Cor., Inst. to Min., 1798-1800.]

To Captain Moses Brown, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]  
Navy Department 17th January 1800

Capt<sup>n</sup> MOSES BROWN  
of the *Merrimack*—

SIR I am honored with your letter of the 8<sup>th</sup> Inst — You were right in not paying the prize money of the *Buonaparte* until the Sweedish claim should be settled — that business is now in train, the result shall be communicated to you as soon as it is known — Capt<sup>n</sup> Tingey is now in town, I shall let him know what you say respecting his claim — More than 2 dollars p<sup>r</sup> man cannot be allowed for recruiting. — I

am pleased with the progress made in fitting the *Merrimack* for sea  
& shall soon send your sailing orders —

I have the honor to be Sir  
Yr obed Serv<sup>t</sup>

[NDA. OSW, Vol. 3, 1799–1800.]

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To General Swan, Baltimore, Md. from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 17th January 1800*

Gen<sup>l</sup> SWAN

*Baltimore*

D<sup>r</sup> SIR I should like to get bolts and spikes from you for two of the 74<sup>s</sup> perhaps for all — But I have made a Contract here for a supply of all the Copper wanted of Country manufacture — I doubt more & more the success of the attempt — How soon could you import the whole bolts & spikes for 6 ships? What price p<sup>r</sup> Lb will you deliver at — I am with great Esteem

D<sup>r</sup> Sir

Yr &c

[NDA. GLB, Vol. 3, 1799–1800.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Friday, 17 January 1800

Light winds and Variable, all these twenty four hours.

Got a Lunar observation by which the common Reckoning will be corrected in tomorrows transactions.

Find there has been something of a Westerly Current — but not near so strong, as on the last Voyage out to the West Indies.

The Store Vessel astern about two miles. —

Longitude Account 58° 51' W.

Latitude Observed 19° 50' N.

[HS of Pa. NDA photostat.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Friday, 17 January 1800

Moderate Breezes and clear, Lying too Examining the American Schooner lately captur'd by the U S Schooner *Experiment* near Cape Tiberoon. @ 3 Joind company the U. S ship Gen<sup>l</sup> Greene Unbent the Foresail and Spanker and Bent others

@ 6 PM moderate breezes and cloudy Cape francois S by W 3 leagues. @ 9 filld and made sail to the Eastward squadron in company. orderd the *Experiments* prize [*Anne*] to keep company during the Night. @ 11 lost sight of the Schooner @ 12 fresh breezes and clear weather @ daylight saw the *Boston* S W and the *General Greene* E S E and Schooner N N W. @ 8 light breezes and clear brought too for the squadron to Join company Set up the Fore and main topmast Rigging. Employd scraping the Axel trees and trucks of the Gun carriages. @ 12 Moderate breezes and clear weather Wind at S W *Boston* in company *General Greene* E S E six or seven miles. Cape francois S W by S five leagues

[NYHS, NHS.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding  
U. S. Ship *Ganges*, 17 January 1800

Saw St Bartholemews bearing W b S Dist 12 or 13 Leagues —  
At 2 Saw Nevis bearing South 11 or 12 leagues —  
At meridian Saba bore from N W. to N b W. 4 Miles

[NA.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S.  
Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding,  
Friday, 17 January 1800

these 24 Hours 24 begin with Moderate Breezes and Pleasant  
Weather

at 3 P M Saw the Island of Abacco bearing West Dis<sup>t</sup> 5 Leagues  
at 4 in Stearing Sails for & Aft & Hald to the Southward at 5  
Tack'd Ship to the Eastward the South point of the Land bearing  
S W  $\frac{1}{2}$  S at  $5\frac{1}{2}$  In Top G Sails fore and Aft at  $\frac{1}{2}$  past 6 P M  
Capt Newman being in the Cabin Examining the Drafts of the Land  
a Number of the People came to the Cabin Dore and Insisted upon  
having Candles to burn Otherwise they Swore by God they would  
not do Duty and they would go on board of the First British Man of  
War they Could See and Used other Mutenous Language Edward  
Barry, James Leonard, Joseph Curtis, William Standwood, Thomas  
Davis were put in Irons to Stand Trial Will<sup>m</sup> Standwood was found  
with the Cook Hatchet in his hand Edward Barry Swore he would  
Take care of the First Lieutenant if he did not take care of him-Seft  
at 8 P M Double Reefd the Top Sails fore & Aft at 12 Midnight  
Tack to the Westward

Middle part Moderate Breezes and Cloudy wind inclining to the  
Southward

at 4 A M Tackd Ship to the Eastward  
at 5 wore Ship to the Westward  
at 6 Saw a Sail to the Southward and East<sup>rd</sup> at  $\frac{1}{2}$  past 7 Spoke  
His Majestys Sloop of War *Swan* Jacob Watson Commander from  
Burmudas at 10 A M wore Ship and Stood in for the Land  
at 11 A M Spoke the Sloop *Clarisa* of and from New York 17 Day  
out Bound to New Providence

this 24 Hours Ends with fresh Breezes and flying Clouds  
Latitude Observed 26°26' N.

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

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

NEWPORT Jan<sup>y</sup> 18 1800

Agreeable to request of Cap Sever, we have shipped in the Ship  
*Juno* Benjamin Smith master 27 Hhds West India Rum cont<sup>s</sup> 3125  
Galls to be delivered to the *Congress* & *Essex* frigates at Batavia —  
We have made provision, that in case those frigates should have left  
Batavia, that the Rum should be sold, and the proceeds invested in  
good bills on the United States, and remitted us for account of Gov-  
ernment — The papers relative to this shipment will be forwarded  
with this month account to the Accountant —

The repairs of the *George Washington* to light water mark, the Carpenters expect to compleat in Ten days if the weather permits when she will be ready for Coppering, if you conclude on its being done — The repairs on the Ship are faithfully done, and when compleated she will be as good for any service, as when built — We have suspended the rigging, & procuring the articles wanted for her outfitts, should not a sale of her be speedily effected, we wish your directions whether we shall go on with outfitts of her —

Enclosed are letters you forwarded to our care, which did not come to hand untill after the frigates had sailed for Batavia —

HON BENJAMIN STODDERT Esq<sup>r</sup> —

[Newport HS, Gibbs & Channing LB.]

To Captain Christopher Raymond Perry, U. S. Navy, from Captain Silas Talbot,  
U. S. Navy

U. S. FRIGATE *Constitution* at Sea, off Cape Francois.

18<sup>th</sup> January 1800.

Christopher R. PERRY, Esq<sup>r</sup>  
Commanding the U. S. Frigate  
*General Greene*.

SIR, as the continuance of our Ships of war on this station, (off the Cape), at the present time, seems to be very unpromising, of any success, or immediate service to our Country, I have thought it best, that our force should cruise else where, for some time.

Therefore on the receipt of this you will proceed to cruise for seven days in, or off the Turks Island Passage, with a View to capture any French ships that may leave the Ports of St Domingo, immediately after our ships disappear. — After which you will make a cruise, round the Island of St Domingo—first by the way of Nicholas Mole, crossing the Bite to Dona Maria, and paying more particular attention to the South side of the Island —

When you have compleated this circuit of the Island you will run into the Bite of Leogane, meet with the *Boston*, and take her Station in that quarter, where you will continue until further Orders. —

While in the Bay you must pay attention to Convoying the American trade, too, & from Port Republick till they are clear of the Bay, and even thro' the Keys, should appearances seem to make it Necessary — The *Experiment* is now in the Bite, and it is likely she will be found there when you arrive You can therefore command her to assist in securing the Convoy against the Boats of Rigaud in case of Calms so common in that Bay — You will be careful not to capture any Vessels (except those from Rigauds Ports) within one league of any part of the Island under General Tousants Command, or do any one thing, that may Justly give cause to disturb the Harmony between him, and the People of the United States —

The number of American vessels trading to Rigauds part of the Island, has become very considerable You will therefore endeavor to intercept them as much as possible —

I have the Honor to be

Sir,

Your Obed<sup>t</sup> Hble, Serv<sup>t</sup>

SILAS TALBOT

[18 January 1800]

To Edward Stevens, U. S. Consul General at St. Domingo from Nathan Levy,  
Navy Agent, Cape Francois

(Copy)

CAPE FRANCOIS 25<sup>th</sup> Jan<sup>r</sup> 1800

EDWARD STEVENS Esq<sup>r</sup>

*Consul General of the United States at S<sup>t</sup> Domingo*

SIR, I have just been informed of your return to the Cape, and take the earliest opportunity to make known to you, that Commodore Talbot sent in here on the 18<sup>th</sup> Inst, a Schooner, called the *Anna* Cap<sup>t</sup> Dutton, prize to the United States armed Schooner *Enterprise* [Experiment] Cap<sup>t</sup> W<sup>m</sup> Mayley, her papers are all lodged in the office of the Judge of the Peace Citoyen Telemaque. When the Captain late Owner of the prize Sch<sup>t</sup> did undergo an examination. The interrogations put, with his replies, are filed there. I have desired all further proceedings to stop 'till I know from you, how far the Laws of the United States will justify a Trial, Condemnation and Sale (of Prizes taken, bearing the American Flag, by our Ships of War) in any other Ports, except it be one of the United States. —

I have the honor to be,

Sir,

Your very Hble Serv<sup>t</sup>

(Signed) NATHAN LEVY *Navy agent*

[SDA. CL, Cape Haitien, Vol. 2, 1799–1800.]

[18 January 1800]

Interrogation of Captain Benjamin Dulton (or Dutton), commanding the  
Schooner *Anne*, captured by U. S. Schooner *Experiment*

[Translation]

3rd PLUVIOSE year 8 [23 January 1800]

Extract from the minutes of  
the records of the court of  
the justice of the peace of  
the Commune of Cap [Francois].

Interrogation  
of Captain Benjamin Dulton [or Dutton]  
of the schooner *Anne*, a  
prize captured by the  
*Experiment*.

In the name of the French Republic the eighth year of the French Republic one and indivisible and the third Pluviose [23 January 1800]

Before us Charles Cezar Télémaque, justice of the peace of the Commune of Cap [Francois] appeared the master of the schooner *Anne*, at anchor in this roadstead, a prize taken by the armed United States Schooner *Experiment*, the said master assisted by Citizen Blouy government interpreter for the English language to whom we administered the oath prescribed by law; whereupon we put the following questions to the said master through the said interpreter.

Interrogated as to his name, age, profession, place of birth, and habitual domicile, [he] answered that his name was Benjamin Dulton that he was born in pennsylvania was twenty-seven years old; by profession a merchant residing in baltimore, and at present master on board the schooner *Ann*.

Interrogated as to the ownership of the said schooner and by whom, when and in what place she was captured [he] replied that the said schooner belongs to him that she was captured by the schooner *Experiment* Captain Maylay about the tenth [12th] of the month of January as well as he could remember [while] off Cayemitee [Caimite].

Interrogated as to who was the original owner of the schooner *Anna*, he answered that he did not know.

Interrogated as to the ownership of the said vessel and as to who sold her to him, and where she was sold [he] answered that Mr. Richard Beyll had bought her after she had been condemned at St. yague de Cuba as appears from two documents written in the Spanish language and handed over by him at this time to be added to the other documents and that it was in St. yago de Cuba that he bought the said Schooner from the said Richard Beyll.

Interrogated as to the whereabouts of the papers which he handed over, when he delivered those he had to the Captain of the *Experiment* [he] answered that the papers had been handed over by him to the lieutenant who boarded his ship [and] who left them in his possession.

Interrogated as to whether he was acquainted with the facts relating to the said vessel [he] answered that the said Schooner had been built in virginia, that she left norfolk bound for St. Thomas that in the latter place she was sold and that the register and the sea letter were sent back to the Continent according to custom — that she set sail for Porto Rico with Danish papers that she was taken from Porto Rico by an English frigate and sent to jamaica that while on her way there she was recaptured by a Spanish felucca which sent her to St. Yague de Cuba; that she was condemned as an English prize [and] bought after the condemnation by Mr. Richard Beyll.

Interrogated as to the nationality of Mr. Richard Beyll, his present place of residence and how long he has resided there [he] answered that Mr. Richard Beyll is a naturalized Dane, that he does not know the place of his birth, that he now resides at Ste. Croix and that he does not know at all how long he has been residing there.

Interrogated as to why the bill of sale does not bear the signature of any public official I mean the bill of sale made out by Richard Beyll in his favor [he] answered that the united states Consul at St. yago had knowledge of the bill of sale made out in his favor by Richard Beyll as appears from the affidavit which is attached thereto.

Interrogated as to why Richard Beyll the seller, did not appear before the Consul to acknowledge the said bill of sale in his presence and thereby give it more authenticity [he] answered that the said Richard Beyll was present and that no mention was made of his presence, since it was not judged necessary.

Interrogated as to whether the said Schooner, when he purchased her, was laden, what her cargo consisted of, as to whether he sold her at St. yague de Cuba, to whom, and as to what was the amount of the proceeds of the sale [he] answered that the said Schooner had only a cargo of yellow wood [and] that he sold it to Richard Beyll for the sum of one thousand gourdes.

Interrogated as to why no mention is made in the bill of sale of the cargo which amounts to a third of the sum which is specified therein, [he] answered that no mention is made of it because it is not customary to include in the sale of a ship, [the value of] a cargo which may be on board.

Interrogated as to how much the total sum realized by the sale of the ship and cargo amounted to [he] answered that the total amounted to four thousand gourdes.

Interrogated as to the whereabouts of the document which he must have received at St. yago de Cuba from the Spanish officers of the port [he] answered that he only had a clearance which he left with the commanding officer of the fort.

Interrogated as to where he went after leaving St. yague de Cuba, and as to the place he was bound for [he] answered that he was bound for port Républicain and that he went to port antonio on the island of Jamaica.

Interrogated as to why instead of proceeding to his destination, he went to port antonio [he] answered that it was because he had lost his main mast.

Interrogated as to what was his cargo on leaving the island of Cuba [he] answered that he only had a stone ballast.

Interrogated as to the purpose of his going to port Républicain [he] answered that it was for the purpose of taking on freight there for the united states of america.

Interrogated as to why, since he did not have any paper issued by the american government, such as Register sea letter and Clearance, he did not proceed directly to the united states, to obtain them, as he should have done in order to prove in an incontrovertible manner the american ownership of the said ship instead of engaging in a sort of Coasting forbidden by all maritime laws, as much by those of his nation as by those of the other nations of europe [he] answered that he had not gone directly to the united states to obtain these divers papers, not believing it necessary, and that his own interests determined him to go and get freight in a French port for the purpose of selling it later in America.

Interrogated as to where he had the clearance which he must have received at port antonio where he had put in [he] answered that not having made an entry at the custom house of port antonio, seeing that he was in ballast and in distress, he had obtained permission to leave the port with a simple pass which he delivered to the Commanding Officer of the fort.

Interrogated as to the day and hour of his departure from port antonio, as to whether he had been met or searched by any ship and as to where he went [he] answered that he does not remember, that he was met by three English ships two of which searched him, and that on the following day which he thinks was the ninth of January [word illegible] he sighted a large vessel which was waiting for them and in order to avoid her he took refuge with the help of his oars, under the protection of fort dame marie where he spent about five hours; that finding the land between himself and the said vessel he sent a small boat ashore at nightfall to pay anchorage dues and obtain permission to leave; which was done at once.

Interrogated as to whether he had guns or muskets aboard the said Schooner [he] answered that he did not have any. It was represented

to him that in the inventory of the articles found aboard the said Schooner and made by the prize Captain there are entered twelve shot for swivel-guns, powder and ten little bags of shot and [he was asked] why these objects were on board since he had neither swivel-guns nor muskets [he] answered that these objects came from an armed american vessel which was at St. yago [and] from which one of his sailors had brought them on board his ship as they were intending to take some muskets, which they had not done.

Interrogated as to whether he was acquainted with a certain John hugues [he] answered that he knows him because he was a passenger aboard his ship.

Interrogated as to where the said hugues came on board, as to where he intended to go, and as to where he left him, [he] answered that he came on board at St. yague with the intention of going to port Républi-cain and that he stayed aboard the Schooner *Experiment*.

Interrogated as to the place of residence of the said John hugues, as to whether he has not resided at Jeremie, as to whether he knew at what date he was still there and as to whether he and the said hugues are not partners and have not done some business at Jeremie [he] answered that the said John hugues is a Citizen of the united states; that he has resided at Jeremie that he does not know at what date he was still there and that he was charged with his business, about which he was being interrogated, at the said port of Jeremie.

Interrogated as to how far he was from Jeremie, when he was captured [he] answered that he judged that he was seven miles from jeremie.

It being pointed out to him that his statements conflict with the depositions of James Leace who positively states that they were captured a mile and a half from the rocher de la grande anse; of John clement hyle who says that the ship was captured three quarters of a mile from the grande anse; and adds in a second affidavit that he thinks judging from the several circumstances of the voyage that they were bound for Jeremie [he] answered that they were all falsehoods.

Interrogated as to whether the English ships which boarded him found the papers he had sufficient, and as to whether he did not have any others which he no doubt had shown as justification [he] answered that he only showed them the papers which were later handed over by him to the captain of the *Experiment*, and that they were satisfied with them.

Interrogated as to what he thought was the nationality of the ship which forced him to put in at Cap Dame Marie [he] answered that he thought she was English.

Interrogated as to why since he thought she was English he tried to avoid her, seeing that the ships which had previously searched him had assured him that his papers were quite in order [he] answered that he avoided her for fear of being detained and of losing precious time through such detention.

Interrogated as to whether he is not aware of the interdiction by the united states of america against entering one of the ports under the domination of the Rebel Rigaud and as to why he put in at Cap Dame marie he answered that a ship in distress puts in at the first port she comes to.

Interrogated as to why there was not on board among the papers a [sea] protest made out before a public officer of the place at which he



put in [and] showing the reasons for and necessity of putting in [he] answered that he thought that it was not necessary. And he was not interrogated further.

On being shown the papers of the said Schooner, to the number of twelve and including the two papers handed over by him during the present interrogation and interrogated as to whether he recognized them as being the papers found aboard his ship; he declared that they were the same ones and that they were all those he had on board, which he initialed with us and the aforementioned interpreter and the clerk of the court with the exception of items one, two, three, eight and ten.

We then read to him with the aid of the aforementioned interpreter the present interrogation and his answers, and he declared that he stood by the truth of his statements after which we signed with the interpreter and the clerk of the court each one of the pages of the present interrogation, \* \* \* [The said Captain Dulton refused to sign.]

subscribed to the minutes

CEZAR TÉLÉMAQUE, BLOUY, GUERALT,  
*Clerk of the court.*  
A True Copy.

GERAULT  
*Clerk of the Court.*

I the undersigned Charles Cezar Telemaque justice of the peace of the commune of Cap [Francois] certify to all whom it may concern that Citizen Gueralt who signed the foregoing copy is clerk of the court of the justice of the peace of this commune and that in such capacity faith must be placed in his signature in matters of law and otherwise. In witness whereof I have delivered these presents to which I have had affixed the Seal of the court.

off[f] Cap [Francois] the seventeenth Pluviose [6th February 1800]  
Year 8 of the Republic one and indivisible.

CEZAR TÉLÉMAQUE.

[Seal of the Court of the Justice of the Peace of Cap Francois].

[NDA, XZ.]

[18 January 1800]

To Nathan Levy, U. S. Navy Agent, Cape Francois, from Edward Stevens, United States Consul General at St. Domingo

(Copy)

CAP FRANCOIS *Jan<sup>y</sup> 27<sup>th</sup> 1800* —

SIR — In answer to your Letter of this Morning[\*], which I have just had the Honor of receiving, I beg Leave to inform you that I am acquainted with no Tribunal at this Place competent to the Trial of the Prize Schooner *Anna*. — I am rather inclined to think that she ought to be sent for Adjudication to the U. States. —

My Opinion is founded on the 7<sup>th</sup> Section of an Act of Congress, pass'd on the 9<sup>th</sup> Day of July 1798, entitled "an Act further to protect the Commerce of the U. States." It contains the following positive Clause Viz: — "Sec. 7: And be it further enacted that before break-  
"ing Bulk of any Vessel which shall be captured as aforesaid, or other  
"disposal or Conversion thereof, or of any Articles which shall be

“found on board the same, such Capture shall be brought in to some Port of the U. States & shall be libelled and proceeded against before the District Court of the same District &c &c &c” — The Conclusion I have formed is still farther strengthen’d by the Silence which both the Laws of the United States and the different Treaties they have enter’d into with foreign Nations observe respecting the Trial, in foreign Ports, of Prizes made by our Ships of War —

The Schooner *Anna*, it appears, has been captured under American Colours. — She can only, therefore, be tried for a supposed Contravention of the Laws of the U. States. — I submit it to you, Sir, whether sound Policy does not dictate in such a Case, rather to leave it to our Courts of Admiralty to decide whether an Infraction of the Law has really taken Place, than to solicit the Interference of a foreign Jurisdiction — If the Tribunals of this Colony are permitted, — nay invited to determine Questions that solely regard the Interests of American Citizens numberless Inconveniences would result from it. —

When I enquired by what Authority the Judge of the Peace had taken Cognizance of the Capture, it was from a Supposition that no Application had been made to him for that Purpose; and from knowing that our Government had expressed great Solicitude to prevent the Officers, at foreign Places, from determining the Validity of Prizes made by our Ships of War. — In the 17<sup>th</sup> Article of the Treaty of Amity and Commerce between the United States of America and the Monarchy of France, — in the 19<sup>th</sup> Article of the Treaty with Sweden, and in the 19<sup>th</sup> Article of that with Prussia, the wisest Precautions have been taken to prevent this dangerous Species of Interference — Had, therefore, the Judge of the Peace commenced the Trial unsolicited, I should have deemed it my indispensable Duty to have put a Stop to the Proceedings. —

Such, Sir, were the Motives that dictated my Answer to your Letter of the 25<sup>th</sup> Ins<sup>t</sup> — It is my sincere Wish to do every Thing that can in any Measure tend to advance the real Interest of the U. States, and I beg Leave to assure you of my hearty Concurrence with you, whenever that desirable End can be attained. —

I have the Honor to be, with Respect & Consideration

Sir

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

EDWARD STEVENS

N. LEVY Esq<sup>r</sup>

Agent for the Marine of  
the U. States at Cap Francois.

[\*dated 25 January and included herewith under 18 January 1800.]

[SDA. CL, Cape Haitien, Vol. 2, 1799–1800.]

To Nicholas Roosevelt, Soho, near Newark, N. J., from Secretary of the Navy

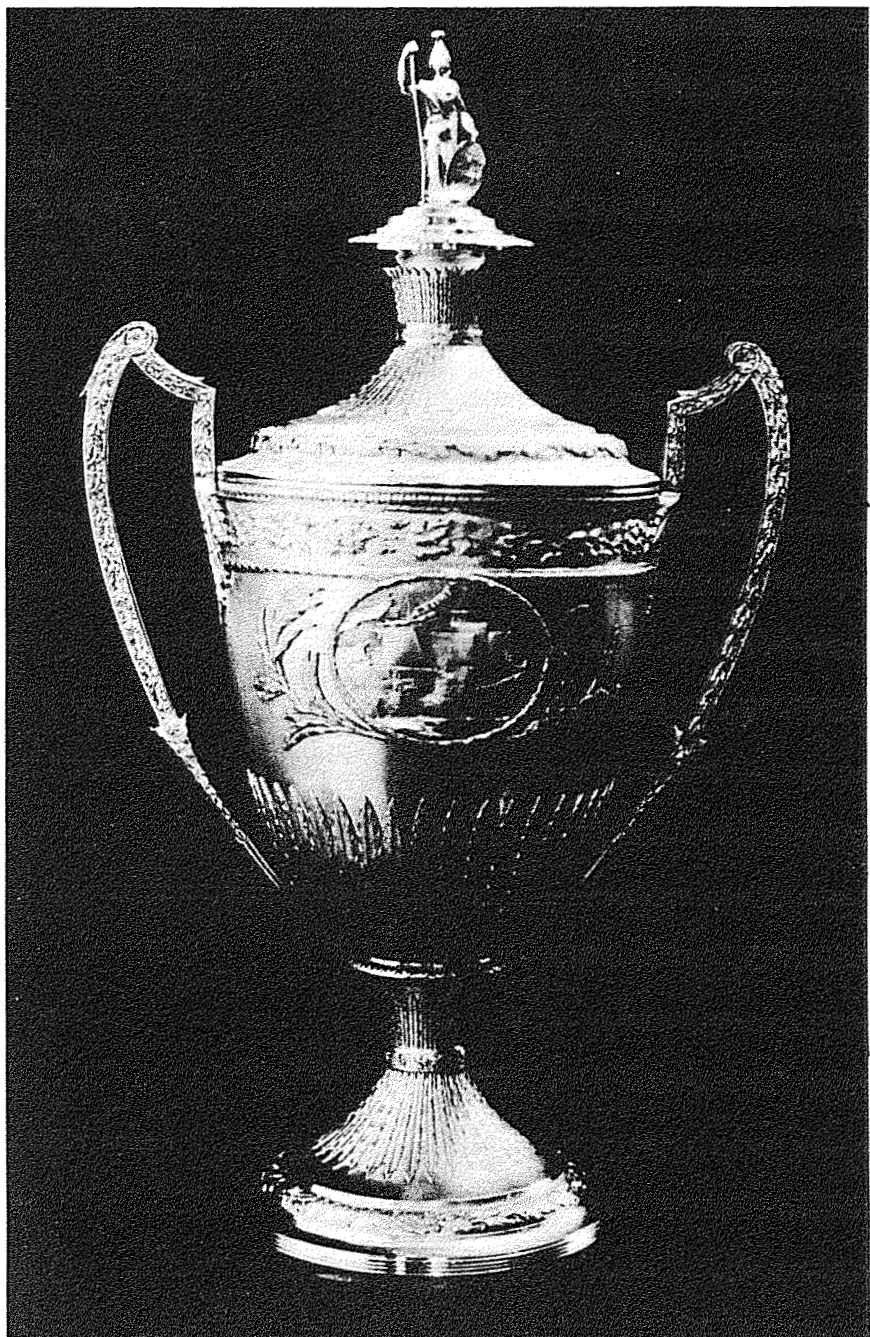
[PHILADELPHIA]

Navy Department 18<sup>th</sup> January 1800

NICHOLAS ROOSEVELT Esq<sup>r</sup>

near Newark —

SIR I send you a Copper Spike made here in a Blacksmiths Shop — The process is to take a piece of Copper, heat it, and draw it near the



SILVER URN PRESENTED TO CAPTAIN THOMAS TRUXTUN, UNITED STATES NAVY  
BY UNDERWRITERS AND MERCHANTS AT LLOYD'S  
COFFEE HOUSE IN LONDON.



Size of a Spike then cool it in water, hammer point & head it cold If hammered hot, the spike will be too soft, will not drive, but bend in driving, & often so far in the Ship as not to be got out without great difficulty

As to cast spikes, there never can be a certainty that they are solid, when they are nearly driven to the head, they frequently break short off — No Bolts or spikes therefore will answer the Public purposes except such Bolts as are rolled, or hammered or sweded [squeezed?] cold — & Such Spikes as are hammered & made cold

M<sup>r</sup> Humphreys is setting by me while I am writing this & indeed it is from his information I write — You can judge whether you can make such bolts & spikes, & if you cannot, the best way will be to give up the thing at once — The hammered spikes you have sent might by being hammered cold be made to answer for smaller spikes — but the Cast Spikes cannot be mended — M<sup>r</sup> Humphreys says that old copper once cast over will not afterwards work under the hammer & cannot be made malleable — or to answer for spikes or bolts —

I have the honor to be

Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Saturday, 18 January 1800

Fresh Breezes, and a head Sea — find a Strong Northerly Current Running.

Store Ship at Noon two Leagues astern.

This Vessel has caused me great delay and vexation in this passage.—

Corrected the Common Reckoning from the observed Longitude of ☉ West of ☽ on the 1<sup>st</sup> Instant to that made yesterday by ☉ East of ☽ with the Run since it was made up to Noon of this day

The Run Since yesterday noon with the difference between the Dead Reckoning & last Lunar observation is made a course of to produce the correction which makes the Longitude to day as per column. —

Longitude Observed ☉ East of ☽ 61°.10' W.

Latitude Observed 18°.46' N.

[HS of Pa. NDA photostat.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy,  
commanding, Saturday, 18 January 1800

Moderate breezes and cloudy, Lying too off Cape francois employd as nessasary Carpenters and Sailmakers as occasionally.

Condemnd by Survey and hove over board 200 pounds of beef it being rotten stinking and unfit for men to eat. Said to have been Received from the Navy contractor at Philadelphia

@ 6 Cape francois S W six leagues Monte a christo East 5 leagues

@ 8 Wore to the Northward and made sail squadron in comp<sup>d</sup> Wore and Tackd as nessasary to keep clear of the land during the

## 102 NAVAL OPERATIONS; JANUARY 1800-MAY 1800

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Night. AM @ 4 d<sup>o</sup> Weather Squadron in company Employd washing and Fumigating between decks

The American Schooner capturd by the United States Schooner *Experiment* Captain Maley was orderd to Join the *Constitution* for examination Captain Talbot not knowing the Exact limits of General Touissants boundary has order'd her in to Cape francois

@ 12 the Cape SW by S three leagues

[NYHS, NHS.]

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Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship *Ganges*, 18 January 1800

At 1 P M Sounded in 12 Fathom got Rocky bottom.

Saba bearing NNE about 9 Miles —

At 4 P M Saba bore N E 7 or 8 leagues —

[NA.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Saturday, 18 January 1800

these 24 Hours begin with Fresh Breezes and Cloudy Weather

at 1 P M Close Reefd the Top Sails Spoke the *Hind* Frigate on a Cruise and a Number of other Vessell with her Capt Lareon [or Larcon] from New Providence the Convoy Bound to London at 6 the Land in Sight

at 2 P M Wore Ship and Stood for the Land

at 4 Set the Main Sail

at 6 P M Wore Ship to the Southward & East<sup>d</sup>

at ½ past 7 Hauld up the Main Sail

at 8 handed the Mizzen Top Sail

at 11 Handed the Fore Top Sail

at 12 Midnight handed the Main Sail

Middle part Fresh Breezes and Cloudy Weather

at 6 A M Set the Fore Top Sail

at 8 Handed the Fore Top Sail

Latter part Fresh and Cloudy

Judging us to be 9 or 10 Leagues from the Land West from us

Latitude Observed 26°06' N.

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

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Sunday, 19 January 1800

Throughout the whole of these twenty four hours — The wind has been very variable, with a high Cross Sea from the S E.

Got a Lunar observation as per Column.

The Store vessel at Noon about three leagues astern, and from her dull sailing, we lose more than one half of our time. —

Having the Longitude minutely determined, we shall Soon make Barbuda and Antigua under our Lee. —

Longitude Observed  $\odot$  East of  $\searrow$   $61^{\circ}.22'$  W.

Latitude Observed  $17^{\circ}.53'$  N.

[HS of Pa. NDA Photostat.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Sunday, 19 January 1800

these 24 Hours Fresh Gales and flying Clouds at 1 P M Spoke the Sloop *Mary* from Philadelphia out 18 Days Will<sup>m</sup> Paul Master in Distress gave him Assistance Supplied him with Rigging & the Ships Fore Top Mast Stay Sail he being without Bowsprit Jibb & Fore Stay Sail took him in Convoy he being bound to Havanah

at 4 P M Spoke the Schooner *Lucy* from & of Providence Bound to the Havanah John Smith Master out 25 Day took her under Convoy Let one Reef out fore and Aft at 5 Close Reefd the Top Sails

at 8 Wore Ship to the North<sup>rd</sup> & Eastward

Middle part Light Breezes and Cloudy

At 5 A M wore Ship to the Southward and Westward our Convoy in Company

at 7 $\frac{1}{2}$  Sent the Ha[w]ser on board of the Sloop and took her in tow Set all Drawing Sail Sent the Sail Maker on board & A Man with him to Assist in Making A Jibb

Latter Part Light Breezes and Pleasant Weather

Saw the Land bearing West Dist<sup>t</sup> 6 Leagues

Latitude Observed  $25^{\circ}58'$  N.

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

Extract from letter to Secretary of the Navy, from Captain Richard V. Morris, U. S. Navy

[OFFICIAL.]

[U. S. S. *Adams*] ST. KITTS, Jan. 20, 1800.

"The *Adams* has captured the *Onze Vendem[i]aire*, of two carriage guns and 70 men — and the *Adams* and *Eagle*, in company, the *Fougeuse*, of two carriage guns and 51 men.

"It is not in my power to send you the names of all the captures by the squadron under my command, owing to part of them being at sea — but the whole is 17."

[LC, "Claypoole's American Daily Advertiser", (Phila.), 15 February 1800.]

To Captain Silas Talbot, U. S. Navy from Secretary of the Navy

[PHILADELPHIA]

Navy Department 20th January 1800

Capt<sup>n</sup> SILAS TALBOT

of the *Constitution*, Cape Francois

SIR Captain Rodgers in the ship *Maryland* has been for sometime in the vicinity of Surinam cruising under the order of Captain

McNiell — Should you fall in with him which is not improbable, you will then order him to join your command — and when you think you have vessels to spare from Saint Domingo, detach them wherever you judge they can be usefully employed in defending our trade, or in capturing the French Privateers —

I have the honor &c &c —

B[ENJAMIN] S[TODDERT.]

[NDA. OSW, Vol. 3, 1799-1800.]

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To Master Commandant Richard Law (Junior), U. S. Navy,  
from Secretary of the Navy

[PHILADELPHIA]

Navy Department 20th January 1800

Capt<sup>r</sup> RICHARD LAW JUN<sup>r</sup>  
of the *Richmond* —

SIR Captain Talbot having transferred to you all the Circulars containing Instructions for the general government of your conduct on a cruise, it only remains for me to direct, that taking under convoy the Storeship now in readiness at New York, a vessel with Block houses & other articles Shipping for the British Government & such Merchant Vessels as may be prepared to sail with you, You proceed with the *Richmond* to join our Squadron on the S<sup>t</sup> Domingo Station, rendezvousing at Cape Francois & place yourself under the Command of Captain Talbot your Senior Officer, from whom you will take your future orders, & to whom you will deliver the enclosed package. Should you not meet with Captain Talbot on your passage to Cape Francois you will deposit the Stores with N Levy Esquire Navy Agent there & proceed to sea & cruise in the vicinity of Saint Domingo until you fall in with him — In this event it may be also proper for you to deliver up the vessel with Stores for the British Government to the convoy of any British armed vessel you may find there — as she is intended for Jamaica — Mess<sup>rs</sup> Watsons will inform you who are the Agents for that vessel at New York, & if she should not be ready to sail with you, you must wait for her

I have the honor to be

Sir

Yr obe<sup>d</sup> Serv<sup>t</sup>

[NDA. OSW, Vol. 3, 1799-1800.]

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To Captain Silas Talbot, U. S. Navy from Secretary of the Navy

[PHILADELPHIA]

Navy Department 20th January 1800

Capt<sup>r</sup> SILAS TALBOT  
of the *Constitution* —  
Cape Francois

SIR Captain Law takes under his convoy a vessel with Block houses & other articles destined for Jamaica, which vessel you will order convoyed to her destination unless you should meet with a British armed vessel, to whom you will then give her up



You will direct in case of your having to convoy this vessel to Jamaica, that every attention be paid her

I have the honor to be

Sir

Yr obed Servt

[NDA. OSW, Vol. 3, 1799-1800.]

To Governor of Virginia from Secretary of the Navy

[PHILADELPHIA]

Navy Department 20th January 1800

His Excellency

JAMES MUNROE Esquire

Governor of the State of Virginia

SIR The United States have heretofore occupied for Navy purposes a piece of ground at Gosport, belonging to the Commonwealth of Virginia — it is supposed to contain about ten acres — The ground is considered to be very well situated for a permanent Navy Yard, and if it should be so appropriated, it will be desirable to commence imm<sup>t</sup> some buildings for the accomodation of Workmen & the security of timber —

Permit me therefore by order of the President to solicit the favor of your Excellency to communicate to the Legislature of Virginia the desire of the Government of the United States to obtain this property, either by purchase or in such other way as the Legislature shall deem proper

I have the honor to be with great respect

Yr Excellencys most obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. GLB, Vol. 3, 1799-1800.]

To Captain Moses Brown, U. S. Navy from Secretary of the Navy

[PHILADELPHIA]

Navy Department 20th January 1800

Capt<sup>t</sup> MOSES BROWN

of the *Merrimack*

SIR I have received yours of the 10<sup>th</sup> Inst — The resignations of Dan<sup>l</sup> [Nathaniel] Bradstreet Francis Salter & John Couch have been received & accepted, but M<sup>r</sup> Platt your Boatswain has not yet forwarded his —

You must select suitable characters for these stations & they must act under your appointment for the present, as there will not be time after receiving your answer to transmit their Warrants, but you will send me a list of their names, and Warrants shall be forwarded to the West Indies — If Doctor Shurtleff is well qualified for a Surgeon, he may occupy that station on board the *Merrimack* — in that case you will select a proper character for Surgeons mate M<sup>r</sup> [Michael] Titcombs Commission shall be sent on in a day or two —

I have the honor to be

Sir

Yr obed Servt

[NDA. OSW, Vol. 3, 1799-1800.]

To Captain Moses Brown, U. S. Navy from Secretary of the Navy

[PHILADELPHIA]

Navy Department 20th January 1800

Capt<sup>n</sup> MOSES BROWN  
of the *Merrimack*, Boston

SIR The Goods claimed as Sweedish property on board the *Buonaparte*, are "3 cases marked DCD, containing 100 Reams of writing papers & 3 cases marked L N<sup>o</sup> 1, 2, 3, containing 50 ½ ps Listados, 23 pieces Ging and Harlem & 50 ps fil ds Epreavel harlem" Have you any evidence of what the cargo did consist; & that these cases or any part of them were not on board of them at the time of capture? If you have not, you will have to pay for the whole, & must deduct from the prize money accordingly — The amount claimed for the first 3 cases is 435 D<sup>r</sup> and for the latter \$1239, making together 1674 D<sup>r</sup>, which sum must remain in the hands of Mess<sup>rs</sup> Higginson & C<sup>o</sup> subject to my order.

The Bills received from M<sup>r</sup> Clarkson for account of the N<sup>t</sup> proceeds of the sales of the *Buonaparte* having been partly sold on credit no settlement can take place with, or payment be made, to you on that A/C out of the money actually received on acct of the Bills — \$1436 25/100 being the Balance due for salvage on the recaptured Brig *Harmony*, and 2820\$ for the prize Schooner *Magicienne*, and if the money received be not sufficient they will make good the deficiency But why should these bills have been sold on credit? were they not Government Bills? and could any doubt exist as to their punctual payment? — The sale however being an act of your own whether by yourself or Mess<sup>rs</sup> Higginson as your Agent you must abide the consequences —

I have the honor to be

Sir

Yr obed Serv<sup>t</sup>

B[ENJAMIN] S[TODDERT.]

[NDA. OSW, Vol. 3, 1799-1800.]

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

[PHILADELPHIA]

Navy Department 20<sup>th</sup> January 1800

STEPHEN HIGGINSON & Co.  
Boston —

GENTLEMEN It appears there is due Captn Brown & the Crew of the *Merrimack* on account of the recaptured Brig *Harmony* D<sup>r</sup> 1436 25/100 and on account of the *Magicienne* \$2820, and half the Nett proceeds of the sales of the *Buonaparte* after deducting therefrom the claim for Sweedish property said to be onboard at the time of Capture amounting to d<sup>r</sup> 1674. It was hoped the two first sums might have been paid out of the part belonging to the Public of the latter prize, but from the manner in which the Bills remitted by M<sup>r</sup> Clarkson have been sold, it appears there has not been enough of money received for this purpose consequently it remains to provide for the deficiency Be pleased therefore to retain in hand out of the money

actually received for bills sold, 1674 D<sup>rs</sup> to meet the Sweedish claim in the event of its being established & pay over the residue to Captain Brown for himself and the Crew of the *Merrimack* on acco<sup>t</sup> of the first two prizes, & if it be not sufficient you will please make up the deficiency — No settlement can take place with or payment made to the Captors on A/C of the *Buonaparte* until this money be received for the bills sold — But why sell these bills on credit! Were they not Govern<sup>t</sup> Bills! & could any doubt exist as to their punctual payment — The sale of those bills however being an act of Captain Brown, whether by himself or you as his Agent he must abide the consequences

I have the honor to be

Gentlemen

Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

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

[PHILADELPHIA]

Navy Department 20<sup>th</sup> Jan<sup>y</sup> 1800. —

M<sup>r</sup> JOSHUA HUMPHREYS

SIR A Dock for the purpose of repairing our largest Ships without the dangerous operation of heaving down is contemplated to be erected at New London, New Port, a place between New Port & Providence, Boston or Portsmouth New Hampshire, and I want to ascertain at which of these places it can be constructed to most advantage — One of the 74 Gun Ships is to be built at Boston — another at Portsmouth, and wherever they are built, it is desirable that a sufficient quantity of Ground should be purchased for a complete Navy Yard for the present occasion, and future uses of the Navy — With these objects in view and wishing to avail the public of your knowledge respecting them, I have to request that you will be pleased to visit the several places mentioned, and with a critical examination of them, report to me your opinion of the advantages and disadvantages of each so far as respects the construction of the Dock — You will also please to designate each place the sites which you may judge most proper for that purpose, with such discriptions that they may be readily ascertained by any person hereafter, and conceal the Spot which in your mind you shall fix on, a competition may be created between the proprietors of the several places and the public be thereby enabled to purchase the necessary quantity of ground on fair and reasonable terms — The appropriation by Congress for a Dock is small, much too small for the object, but it is proper that it should be begun, and at a place, and on a plan capable of great extension. — Although a Dock sufficient to contain not more than one Ship will be attempted in the first instance, it ought to be foreseen that it may be necessary to annex to it hereafter Docks to contain 20 Ships of the line, and that the works now to be erected should constitute a permanent part of the whole establishment — The neighborhood of Boston on many accounts appears to me to be the most desirable place for a Dock — There they have workmen of all kinds, seamen and Fortifications — I wish you to pay pointed attention to that place,

and particularly to the spot pointed out in the Letters of the Reverend Jedediah Morse which you will receive herewith — Let not this opinion of mine however, create any partiality in your mind favorable to this place or unfavorable to any other, but give each a fair thorough examination, and decide according to their respective merits, taking into view situation, convenience for Docking Timber, facility of Navigation, capability of defence, capacity of the harbours to contain a Fleet, in short every thing which your own matured judgement (on which I have great reliance) shall suggest as proper and necessary. — A number of documents relative to the places and objects in question will be delivered to you herewith, of which I request your particular care as Copies of them are not retained in the Office. — With respect to the Navy Yards for building Ships of War, I find that considerable sums of money have been expended in erecting wharves &c for building the Frigates authorized in 1794 on Private property, and in confined places; inadequate to the purposes at present contemplated — To prevent the same evil in future, you will be pleased to designate at or near Boston and Portsmouth, proper sites, to comprize a quantity of ground at each place sufficient for a permanent building Yard, and all the buildings, Dock and seasoning timber &c necessary for such an establishment, I presume from 15 to 50 acres, according to price and situation, and ascertain the price at which it may be purchased — As it is hardly to be expected that a sufficient quantity of ground can be purchased at an eligible price in either of the Towns, I request your attention to situations adjacent to each, particularly to an Island in the neighborhood of Boston, and two or three in the neighborhood of Portsmouth, and in this, as in the former instance create competition between the proprietors of the soil, by ascertaining at each place more than one spot which may answer the object in view — If you fix on either of these places for a Dock for repairing Ships, it is probable the building Yard may be comprized in the same purchase of ground, and it is desirable that it should be so. —

Mess<sup>rs</sup> Howland and Allen at New London, Gibbs & Channing at New Port, Stephen Higginson & C<sup>o</sup> at Boston, and Jacob Sheaf[f]e Esq. at Portsmouth, to all of whom you have Letters will afford you every assistance in their power to facilitate your operations, which as soon as you have completed, you will be pleased to make report of to me — You have also Letters from John Brown Esq. to John J. Clark or Tho<sup>s</sup> Holsey Esq. Mess. Brown & Ives — Benjamin Talman Esq & James Rhodes Esq of Providence, — and a Letter from Theodore Foster Esq. to myself, relative to the situation between New Port and Providence — Great expectations are formed of this place — do full justice to it in your Report — It appears desirable to some of the Members of Congress to the Eastward that some places in the district of Maine should be examined with a view to the construction of a Dock, particularly Portland and Wiscassett. You will therefore be pleased to extend your visit to those places and report on their situation &c in addition to the before resited — Letters to Mathew Cobb and Nath<sup>l</sup> Fosdick of Portland from the Hon: Geo: Thatcher, — and to General Wood and Abiel Wood Jun<sup>r</sup>, John Hues & John Merrill Jun<sup>r</sup> Esquires of Wiscassett from the Hon<sup>ble</sup> Silas Lee are herewith handed you, also a Letter from the Hon: P. Wadsworth

to Joseph M<sup>c</sup>Lellan & Son and one to Weeks & Tucker of Portland. —  
I have the honor &<sup>c</sup>

[NDA. GLB, Vol. 3, 1799–1800.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Monday, 20 January 1800

The Beginning of this Day clear & pleasant the middle and latter  
Squally and Unpleasant.

Made the land at 4 P M. Saw Antigua bearing S S W.  $\frac{1}{2}$  W. and  
Barbuda bearing W B N. —

At  $\odot$  Set the North part of Antigua bore S W B S Seven Leagues  
Distance.

At 7. A M. Monserrat bore West Eight Leagues Distance and at  
Noon Rodondo South three Miles. —

Bent the cables &c &c &c The Store Ship about one Mile astern. —

Longitude Acc<sup>t</sup>  $62^{\circ}.20' W.$

Latitude Acc<sup>t</sup>  $17^{\circ}. 6' N.$

[HS of Pa. NDA photostat.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Monday, 20 January 1800

Moderate breezes and cloudy. @ 1 Gave chase to a strange sail  
bearing N N W. @ 3 shortnd sail and boarded the chase an american  
Schooner from Baltimore bound to Cape francois

@ 4 filld and made sail to the Northward & Parted company with  
the squadron. @ half past 5 Monte a christo South  $61.40$  East Cape  
Francois South  $21.20$  West distance 19 miles from which we take our  
departure. Made and shortn'd sail as nessasary Steerd NW  $\frac{1}{4}$  N  
45 miles. AM @ 2 brought too with the main Topsail to the mast,  
up NW by N off NW by W till half past 5. In which time we had  
drifted W by N six miles Made sail and Steerd NW by N 16 miles

@ 8 Saw the S E end of Heneaga NW  $\frac{1}{2}$  W, 12 or 14 miles saw a  
strange sail bearing W S W which appeard to be steering S W by S.  
@ 9 We bore up W S W and steer'd down the south side of Heneaga.  
@ 10 came by a small Island detachd from the land 2 or 3 miles We  
pass'd 6 or 7 miles to the Southward of this small Island and saw the  
bottom very plane. We then hauld off S W three or four miles and  
steerd down for the S W point 8 or 9 miles to the Eastward of the  
S W end of Heneaga, Came by a Reef which Extends one or two miles  
to the Southward, there we saw two Wrecks, one of which was Totally  
dismasted, the other a Schooner with her fore topmast up

At 12 Meredian Fresh breezes from the Northward and Eastward  
the S W end of Heneaga bore N W, 8 or 9 Miles sounded with 85  
fathoms of line. No Ground

Latitude Observed  $20^{\circ}42' N.$

Longitude Observed  $73^{\circ}40' W.$

[NYHS, NHS.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*,  
Captain Edward Preble, U. S. Navy, commanding, Monday, 20 January 1800

Commences with pleasant weather employ'd setting & taking in sails

At 4 PM, exercis'd the great guns Pleasant & moderate breezes, all sail set to advantage, At 6 am set Studding Sails below & aloft  
Latter part good weather, all sail set.

Lat. Observed. 26°.44' N

Long. Observed. 32°. 7' W

[LC, EPP, 1799-1800.]

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Extracts from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Monday, 20 January 1800

these 24 Hours begin with Moderate Breeze and Cloudy Weather  
Several Sail in Sight

at 2 P M took in T G Sails Fore & Aft

at 5 the South End of Abacco bore W N W the North End bore N N W Dist 4 Leagues

at 5½ P M borought too A Schooner (by A Shot) from Rhode Island Bound to the Havana 20 Day out the *Nancy Right* of Bristol America Caleb Eddy Master offered Assistance He said he would keep Company our Signal for Tacking 2 Light

Wore Ship to the Eastward with our Convoy

Middle part Light Airs and Pleasant

Lost Sight of the *Nancy Right*

People Employd on Sundry parts of Ships Duty

at 2 Meridian Egg Island bore E N E Dist 4 or 5 Leagues

Wore Ship to the Eastward Schooner *Lucy* in Company and Sloop *Mary* in Tow

Latter part Light Breezes and Pleasant Weather

Latitude Observed 25°24' N.

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

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To Josiah Parker, Chairman of the Committee on Naval Affairs, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 21st January 1800

Col. JOSIAH PARKER

SIR The enclosed paper is drawn up by Capt Tingey to meet the difficulty stated therein I believe it is the practice of all Nations to condemn vessels from the papers & without the vessels themselves being arrived into their ports — It is certainly the constant practice of the British & French Nations — and nothing is more certain than that our armed Vessels could cruise but to little purpose for the protection of our trade if they should be obliged in all cases to send the Captured Vessels into ports of the United States for condemnation

as the existing Laws direct — Upon reading Captain Tingey's draft of a Bill & considering a little the subject, you will judge what is proper to be done —

I have the honor to be  
with great respect Sir  
Yr obed Servt

B[ENJAMIN] S[TODDERT]

[NOTE: The enclosure herein mentioned has not been located.]

[NDA. Cong. LB, Vol. I.]

[21 January 1800]

Extract from letter from Lieutenant Charles C. Russell, U. S. Navy, commanding the U. S. Ship *Herald*, concerning the capture of the French Privateer *La Mutine*

[U. S. S. *Herald*] 25th Jan. 1800, off St. JOHN'S, PORTO RICO.

"I have the honor to inform you, that on the 21st inst. at 6 o'clock, A. M. I saw a sail in the N. W. quarter, to which I gave chase, and at 9, after firing seven shot at her, bro't her to. She proved to be a French privateer, called *La Mutine*, commanded by capt. Lauger, from St. John's, Porto Rico, and had been out 14 hours; she mounted six guns, 12 and 4 pounders, with 60 men, half French and half Spanish."

[LC, "Claypoole's American Daily Advertiser", (Phila.), 10 March 1800.]

[21 January 1800]

Extract from a letter from an Officer on board the U. S. Brig *Augusta*, to a Gentleman in Baltimore, Md., concerning capture of the French privateer Schooner *La Mutine*

[U. S. Brig *Augusta*] off PORTO RICO, Jan. 24, 1800

"After compleating our water, and replacing our foretop-mast with a new one, we proceeded off this place, according to the orders of commodore Talbot, who commands on this station, and generally lies off the Cape. Nothing material occurred (having fallen in with nothing but Americans, Danes, &c.) till the night of the 21st inst. saw a sail on our weather beam; we immediately gave chase, but they with sweeps got out of gun shot, it being almost calm. However, we kept her in sight till morning, and then springing up a smart breeze, we pursued her so close that at 9 A. M. the U. S. ship *Herald* being to leeward, she struck. She proved to be the French privateer schooner *Mutine*, of 4 twelve pounders and 2 fours, manned with 65 men. By this capture I hope we have saved some of our defenceless countrymen, as she had been out but 12 hours, intending to cruise three months in which time, had she not been intercepted, she would undoubtedly have done a great deal of mischief to our commerce. We understand there are several others in Porto Rico, which we keep pretty well blockaded, but they will slip out in the night. We brought to a brig two days ago from Philadelphia, who informed us of the death of our worthy and beloved Washington."

[LC, "Claypoole's American Daily Advertiser" (Phila.), 27 March 1800.]

## 112 NAVAL OPERATIONS; JANUARY 1800-MAY 1800

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

[PHILADELPHIA]

Navy Department January 21st 1800.

GIBBS & CHANNING

Newport Rhode Island

SIR I am honored with your letter of the 6<sup>th</sup> Instant. The price at which you have offered the *George Washington* is certainly a fair one, & she ought to command it. If however she will not, you will be pleased to decline selling her, & continue her repairs as if she was again to be fitted for a Cruiser, as must be the case in the event of your not being able to obtain an adequate price for her, and I am decidedly of opinion that by enlarging her Sails and other alterations, she may be improved so as to render her a valuable one — It is still however desirable that she should be sold, and if a private sale cannot be effected you may offer her at Auction under the limitation before prescribed —

I have the honor to be

Gentlemen

Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Tuesday, 21 January 1800

At 7. P M. Arrived and Anchored in Bassateer Road S<sup>t</sup> Kitts, where I found lying at Anchor the following Ships of War of my Squadron.

Frigate *Adams*.

" *John Adams*.

" *Baltimore*.

Brig *Eagle*.

" *Pickering*.

At 10 A M. I dispatched the *Eagle*, in search of the *Enterprize* &c — as I want that Vessel in particular — to send on a Cruise that will be hereafter journalized.

Forwarded dispatches announcing my Arrival &c &c &c (see letter Book) to Secretary of the Navy by a Schooner prize to Captain Morris or one of the Squadron. —

[HS of Pa. NDA photostat.]

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Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Ganges*, 21 January 1800

At ½ past 1 P M Saw the land bearing S W near 10 leagues —

At 4 the Westernmost point of Curacoa bore S S W about 7 leagues Dist.

At ½ past 5 Neil Jacobson fell overboard in attempting to get his hammock out of the netting — — Cut away the life boy and hoisted out the cutter but could not save him —

At Meridian pleasant —

[NA.]



Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding Tuesday, 21 January 1800

the First part of these 24 Hours Light Airs and Pleasant Weather  
At 5 P M Egg Island bore N E b E 4 or 5 Leagues Dist and Land  
to the Southward bore S S E Dist 5 Leagues

Wore Ship Occasionally

Middle part Calm and Pleasant Weather

Wore Ship Occasionally

At 5 A M Saw the Land bearing from N E by N to S B E  
these 24 Hours End with Light Airs and Pleasant Weather

The Sloop *Mary* in tow and Schooner *Lucy* in Company

Latitude Observed 25° 13' N.

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

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

[PHILADELPHIA]

Navy Department 22<sup>nd</sup> January 1800

Capt<sup>n</sup> THOMAS TINGEY

SIR One of the 74 Gun Ships is to be built at the City of Washington, where the public have procured thirty odd acres of Ground with a view to a permanent Navy Yard —

You will be pleased to proceed to that place with a view to Superintend the building of the Ship and as it is very desireable that the improvements to be made for the purpose of building the Ship should be such as will make a part of larger improvements hereafter, I have to request that you will pay particular attention to the placing of these improvements

I know of nothing immediately necessary, but a Wharf and a place for docking timber; but these should be judiciously placed, so as to conform to future arrangements on a larger scale. — At present nothing more is to be attempted than economy and dispatch will require in building the ship in contemplation but I wish you would take a correct view of the ground and suggest a plan of improvement for a complete Navy Yard — M<sup>r</sup> William Marbury is the Navy Agent at that place — He will point out to you the place fixed on for the establishment of a Navy Yard, & will aid you with all the information & assistance in his power — I deem it unnecessary at present to give you any minute instructions relative to the operations you are about to undertake If any should be necessary, in future, they can be given from time to time as circumstances may require — You will be pleased to keep me constantly informed of the progress of the work under your Superintendence —

I have the honor to be

Sir Yr obed Serv<sup>t</sup>

[NDA. OSW, Vol. 3, 1799-1800.]

To William Marbury, Navy Agent, Georgetown & Washington, D. C., from  
Secretary of the Navy

[PHILADELPHIA]

*Navy Department 22<sup>nd</sup> January 1800*

WILLIAM MARBURY Esq<sup>r</sup>

*George Town —*

SIR This will be delivered by Captain Tingey an officer of great merit in our service He goes to Washington with a view to superintend the building of the 74 Gun Ship & to aid in the arrangement of the Navy Yard — the improvements of which he will also superintend — The money as heretofore will pass through your hands —

Captain Tingey being a man of understanding & having Seen the Navy yards of England, will be able to direct the layings of that in Washington to greatest advantage — Still it is not intended that any expence shall for the present be incurred, beyond what is necessary for building the 74 Gun Ship & docking timber — I beg leave to recommend Captain Tingey to your good Offices —

I have the honor to be.

Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799–1800.]

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To Lieutenant John Shaw, U. S. Navy from Captain Alexander Murray, U. S. Navy

OFF DESEADA *Jan<sup>y</sup> 22<sup>d</sup> 1800*

JOHN SHAW Esq<sup>r</sup>

D<sup>r</sup> SIR I have now the pleasure of acknowledging the receipt of two of your favors, one I found at St Kitts on my arrival there, the other handed to me by M<sup>r</sup> Watson, the intelligence it contain'd was truly distressing to me, but 'tis in vain to repine at the unerring will of Providence.

I am very happy you have such a good command, and which I had arranged for you previous to my leaving America and am well convinced that the small fast sailing vessels are the most profitable to the Commanders, it would give me singular pleasure to have you join'd to any command I might have, but at present I am acting as a single Vessel, under the immediate controul of the Secr<sup>y</sup> of the Navy, & have nothing to do with any of the Public Vessels, nor they with me.

I shall at all times be happy to hear of your success & welfare, & am with great regard

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 Captain Alexander Murray,  
U. S. Navy

Off DESEADA *Jan<sup>y</sup> 22<sup>d</sup> 1800*

THO<sup>s</sup> TRUXTUN Esq<sup>r</sup>

D<sup>r</sup> SIR I hope this will find you safe arrived at St Kitts, having spoken with two American Vessels that sail'd under your convoy, it

would give me singular pleasure to have the good luck to meet with you previous to my departure for America. M<sup>r</sup> Clarkson will no doubt be able to detail to you any particulars respecting my Cruise which I am sorry to say has not answer'd my expectations (& I fear) nor that of my Country, but this I am certain of, that it has not been for want of zeal or industry on my part.

I am extremely anxious to hear from my family, having never had a line from them, or the Secretary of the Navy since I left America, & hope you have brought me some intelligence from them, & which I fear will not be of a pleasing nature, having had the report of the death of one of my dear Children.

I must beg the favor of you to leave me a few lines, in case of my not seeing you, to tell me what has been going on in our department in my absence, & whether my conduct has been approved of in the range I have taken, as I have been altogether governed by my own judgment.

As my Ship is now almost a wreck, I feel very anxious to return with her. but as yet fear to encounter the rigor of our Winter Coast, & can make out a while longer in the West Indies, where our services are much required.

As you will now have the command here, & as I propose to be at St Kitts in all this Month, if you should have a convoy ready for America, & will permit the prize Brig *Conquest of Italy*, now Cruising under the command of M<sup>r</sup> Watson (one of my Lieu<sup>ts</sup>) to proceed with me, I will take charge of it & see it as far as the Latitude of 25° 00' N & then send the Brig on to America, with the charge while I return to cruise some days off Porto Rico previous to my departure.

If you can make any better arrangement in the interim you will be so good as to let me know, & should be happy to act in coincidence with your better judgment, being with the greatest respect

Your most Obed<sup>t</sup>

Hum<sup>l</sup> Serv<sup>t</sup>

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

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Extract from a letter from Captain Thomas Truxtun, U. S. Navy, to a Friend in Philadelphia

On board the *Constellation*,  
BASSETERRE ROADS, Jan. 22. [1800]

"I have not time to say much at present, having arrived only two days ago, and have not yet been on shore. A 44 gun ship and a corvette of 28 guns are at Guadaloupe. I shall give them a fair challenge to come out in a day or two, and am hurrying to put all things in readiness for that purpose."

[LC, "Salem Gazette", (Salem, Mass.), 25 February 1800.]

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To Benjamin Lincoln, Collector of Customs, Boston, Mass., from U. S. Consul at St. Jago de Cuba

(The following letter from the American Consul at St. Jago de Cuba, is important as it defines a commercial point in the maritime orders of Spain, not heretofore distinctly understood. This letter was

accompanied with a protest, stating that the sch. *Polly*, Atkins of Boston, sailed from Port de Paix, in Dec. last, for Boston, was taken by a British frigate, retaken by a Spanish falucca, and sent into Cuba where she was condemned.)

ST. JAGO DE CUBA, 22d Jan. 1800.

B. LINCOLN, Esq.

SIR, "On the arrival of the therein mentioned schooner *Polly* of Boston at this port, I claimed her as American property, subject to a salvage. But was told by the court of admiralty here, that by an order of the King of Spain, all neutral vessels retaken, should be considered as good prizes. For an explanation of this, I beg liberty to refer you to Mr. Stoughton the Spanish Consul with you."

I am your most obedient,  
Humble servant,

JOSIAH BLAKELEY,  
Consul of the United States.

P. S. On the 15th we received at this city the awful and distressing account, of the death of that friend of mankind — the great — the good — GEORGE WASHINGTON. The Americans in port wear crape for 13 days, during which time the American flag is raised half mast. On the first day of mourning, two American vessels in port, fired in the morning, at noon, and in the evening 13 minute guns. Many respectable strangers here, requested permission and join us in the solemn tribute of respect. — Reflections the most serious, seem to have taken possession of every countenance; in a gloomy silence, each inhabitant appeared enveloped — In a fearful gloom the whole city seem to set, inshrouded.

[LC, "New Hampshire Gazette", (Portsmouth), 19 March 1800.]

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

[PHILADELPHIA]

Navy Department 22<sup>nd</sup> January 1800

Mess<sup>rs</sup> JAMES & EBENEZER WATSON

New York —

GENTLEMEN Since my Letter of the 17th Inst it has been ascertained that the Carronades directed to be made for the *Philadelphia* Frigate cannot be complete by the time she will be ready in other respects — I have therefore to request that you will purchase the three pair of 32 pounders mentioned in your letter of the 6th inst on the best terms practicable, together with their Carriages and other implements shot &c and ship the same as soon as may be with those already ordered to this place —

I have the honor to be

Gentlemen

Yr obed Servt

[NDA. GLB, Vol. 3, 1799–1800.]

[22 or 23 January 1800]

To Midshipman Richard B. Randolph, U. S. Navy from Captain Alexander Murray, U. S. Navy

M<sup>r</sup> RANDOLPH

SIR You having now been appointed prize Master of the recaptured Schooner *Aurora*, you must proceed with her down to St Kitts & there 'wait the benefit of convoy & wait upon M<sup>r</sup> Clarkson to let him know the circumstances of the recapture, the Cap<sup>t</sup> that belongs to her will take the charge of Navigating her, you are only to lay your claim for Salvage agreeable to the time she was in the Enemies possession & give direction to M<sup>r</sup> Will<sup>m</sup> Miller Agent for the *Insurgent* at Philadelphia, to send forward his authority for recovering the amount of the Salvage, what ever it may be, provided the Schooner does not arrive at Philadel<sup>a</sup> in which case you are to call on him to let him know of your arrival at all events, go to whatever part of America you may happen to arrive at you must (the first you do) write to him about your situation & draw on the Owners of the Vessel for any necessary supplies you may want to be deducted from the Salvage & get to Phil<sup>a</sup> as soon as you can or to Virginia as you may think best giving notice where to find you

Wishing you Success

I am

Your most Obed<sup>t</sup>

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

[22 or 23 January 1800]

Case of Richard Bland Randolph on Schooner *Aurora* re-captured by U. S. Frigate *Insurgente*, Captain Alexander Murray, U. S. Navy, commanding

GEORGE TOWN 7<sup>th</sup> April 1824.

This day Personally appeared before me One of the Justices of the peace for the County of Washington in the District of Columbia; and deposed \* \* \* \* \*

That I, John Shore Webb, of the State of Virginia, late a Midshipman \* \* \* to join the U. S. Frigate *L'Insurgente* at Norf<sup>o</sup> under the command of Alex<sup>r</sup> Murray Esq<sup>r</sup>: \* \* \* Rich<sup>d</sup> Bland Randolph was attached \* \* \* and that He the s<sup>d</sup> Rich<sup>d</sup> Bland Randolph was on the morning of 25<sup>th</sup> January 1800 \* \* \* ordered to board, capture and convoy s<sup>d</sup> vessel [Schooner *Aurora*]; and upon the entry of s<sup>d</sup> Rich<sup>d</sup> B. Randolph on b<sup>d</sup> s<sup>d</sup> vessel: The French Prize Master thereof, did wound, and Maim Rich<sup>d</sup> Bland Randolph by cutting a finger from off the left hand, and shooting him the s<sup>d</sup> Rich<sup>d</sup> in or about the right angle with a positol, and that He did also receive many other wounds in s<sup>d</sup> Encounter: and carried the Prize un-appalled notwithstanding, and thereupon was Honored with appointment of Prize Master of s<sup>d</sup> Vessel and forthwith instructed to repair for the Port of Philadelphia; then and there to report s<sup>d</sup> Vessel to M<sup>r</sup> W<sup>m</sup> Miller Agent for the *L'Insurgente* \* \* \* \*

\* \* \* \* \* JOHN S. WEBB

Subscribed and Sworn to the date first above — before

DAN<sup>l</sup> REINTZEL [?]

Jus. Pea. County Wash: Dist: Col<sup>t</sup>

To the Honb<sup>ls</sup> the Senate and House of Representatives of the United States of America in Congress Assembled. —

The Petition of Richard Bland Randolph respectfully and humbly sheweth. —

That your Petitioner was appointed a Midshipman in the Navy of the United States on the 10<sup>th</sup> day of June 1799 and ordered on board the U. S. Ship *L'Insurgente* on the 1<sup>st</sup> day of May 1800 \* \* \* continued on board of said ship until she departed from Hampton Roads on her Second Cruise, which was in August or September of the same year, at which time, your petitioner was sent on shore to sick quarters on furlough \* \* \* and remained in the state of Valetudenarian until the reducing Bill of 1801 \* \* \* he was during the several cruizes of the ship *L'Insurgente* a Midshipman attached to the said Ship, but from wounds and disabilities, he was as above stated sent on shore to sick quarters, yet he cruised in that ship from Gosport Navy Yard to Hampton roads, thence to the Western Isles, thence to Lisbon, thence to Gibraltar. to Madeira, Salvages, Canaries, thence across the Atlantic towards the Amazon, to Cayenne, Paramarabo, to Surinam, Barbadoes, Martinico, to Antigua, thence off Desoraba, where the Schooner *Aurora* was captured, on her passage from Berbice to Point Petre Guadaloupe — that your petitioner was on the morning of the 25<sup>th</sup> January 1800 at about 4 o'clock A. M. ordered to board, capture and convoy the Sch<sup>r</sup> *Aurora*, upon his boarding her he received a wound on the left hand from the French prize master, from a cutlass which carried away one of his fingers, he also received a pistol ball in his right ancle, which was fired by some person on board the Said Schooner, together with a violent rupture \* \* \* he assisted in taking eighteen valuable prizes while on board said ship, that he was attached to her twenty months and twenty-one days, C[la]ims that he never hath received any thing from the United States, either on account of Wages or prize money \* \* \* \*

[No signature or oath]

[VA., Old Act Navy Inv: Rejected 774, Richard Bland Randolph.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Wednesday, 22 January 1800

the first part of these 24 Hours Light Breezes and Pleasant Weather at 5 P M New Providence Island bore from S E b E to S W 3 or 4 Leagues Dist Saw the Town and fort Wore Ship to the Northward and Eastward

at 10 Cast off the Sloop *Mary* it being Calm and Pleasant

Middle part Light Airs

at 4 A M Lay with the Main Top Sail aback

at 6 Filled away the M<sup>n</sup> Top Sail

at 8 New Providence bore S B W Dist 5 or 6 Leagues

took the Sloop *Mary* in tow Schooner *Lucy* in Company finding A SW Current

Latter part Moderate Breezes and Pleasant Weather

Latitude Observed 25°17' N.

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

To Captain Silas Talbot, U. S. Navy, from Edward Stevens, U. S. Consul General at St. Domingo

(Copy)

CAP FRANCOIS Jan<sup>y</sup> 23<sup>d</sup> 1800

SILAS TALBOT Esquire

SIR, Having this instant returned from Leogane, I hasten to transmit, you a Copy of the arrangements made with the General in chief, Toussaint Louverture respecting french arm'd vessels. I believe you will find them perfectly agreeable, to the instructions, contain'd in an Official letter I had the honor of receiving from the Secretary of State, at the moment of my departure from the Cape: and I flatter myself they will meet the approbation of the Government of the U. States to whom I shall communicate them by first<sup>s</sup> safe conveyance.

### REGULATIONS

Article 1<sup>st</sup> — No Vessel of any description whatever, shall be allowed to arm in that part of the Colony, under the Jurisdiction of General Toussaint, except such as are employ'd by him either for the protection of commerce, or, to co-operate in his military expeditions, against the South —

2<sup>nd</sup> That all arm'd vessels, not in his immediate Service, shall be liable to capture and Confiscation by the Ships of War of the United States —

3<sup>rd</sup> that all the cruisers in his employ (of which a list shall be sent to the Commodore of the United States Squadron on the S<sup>t</sup> Domingo Station) shall be furnished with regular passports, signed by the Consul General, the British agent, and General Toussaint. Those that neglect to apply for such passports (*'tho in his service*) shall be liable to capture and confiscation

4<sup>th</sup> all armed vessels in his service, shall cruise within the Limits prescribed by the secret conventions entered into between General Toussaint, and the British previous to the renewal of commerce: Viz, not more than 5 Leagues from the Island of S<sup>t</sup> Domingo —

5<sup>th</sup> no passports, shall be granted to any vessels but those using the coasting trade of the Island or, those in the service of General Toussaint, and sailing within the limits mentioned in the 4<sup>th</sup> Article —

6<sup>th</sup> The particular agent of the executive Directory shall grant no commissions for arming the vessels of Private individuals, and if any such Vessels shall be found at Sea with commissions of this Description, they shall be liable to Capture and Confiscation

7<sup>th</sup> No arm'd merchantmen which have already arrived in this Colony from France, or, which may hereafter, arrive shall be entitled to a passport and if any such vessels should be captured, either in coming to, or going from this Island by the Ships of war of the United States, such capture shall not be considered by General Toussaint as an infraction of the arrangements entered into with the United States. It is understood, however, that (if it can possibly be avoided) such captures shall not be made, so near to the shores of the Island, as to give a suspicion that the American Ships of war have cruised there for the express purpose of taking such vessels, it is also understood that all such arm'd vessels, belonging to france as may be captured by the ships of War of the United States, shall be sent elsewhere for adjudication, and brought into a port of the Colony —

Such are the regulations, Sir, that have been made, in conformity to the instructions I received from the Government of the United States, I now embrace the earliest opportunity of transmitting them to *you*.

I have already had the honor of informing you, that the strictest, orders have been given to prevent ships of war, or privateers belonging to the French Republic from entering the ports of this colony, as to armed Merchantment coming from France, I do not imagine that the trade of the United States, will incur any risk from them, in future. Those that have already arrived, are so much disgusted with the Government, in consequence of the requisitions to which they have been subjected, that they will return, no more, but should they even think proper to Continue, so disadvantageous a commerce, the most effectual steps have now been taken to intercept them, without interrupting the Harmony between this Island and the U States. I have discuss'd this subject very fully with General Toussaint, and have I believe, effectually done away [with] the unfavorable impressions made in his mind by the unjust, and ill founded Clamors of the French inhabitants at the cape. He sees the conduct of our naval commanders in a true light, and does them the Justice they Merit. I have convinced him that their Orders are positive, and that no arm'd French Vessels can be respected, but such as carry passports agreeable to the above Stipulations.

I have the honor to be with sincere esteem and regard —

Sir,

Your M<sup>o</sup> Obed<sup>t</sup> Servant

(signed) EDW<sup>d</sup> STEVENS

S TALBOT Esq<sup>r</sup>

&<sup>c</sup> &<sup>c</sup> &<sup>c</sup>

[LC, J. Sever Papers, NDA photostat.]

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To Captain Silas Talbot, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 23<sup>rd</sup> January 1800

Capt<sup>n</sup> SILAS TALBOT  
of the *Constitution* —  
Cape Francois —

SIR I observe from letters published in the Rhode Island News papers from Captain Perry, and from other circumstances, that some of the Captains on the Saint Domingo Station think themselves authorized to Capture French property even on board Neutral Vessels —

Mistakes of this kind will lead us into quarrels with all the World — It is our interest and our policy to avoid them — at least not to provoke them by acts of injustice I have the honor to request that you will check this disposition to make captures which our Laws do not authorize in the Officers under your command — They must be governed by the Laws, and by their instructions founded on the Laws — The publication of letters from our Officers to their friends on Public affairs has already done mischief — You will be so good to inform all under your Command, that the President disapproves of the practice of writing private letters from our Ships relative to public



transactions, and requests that it be discontinued. — It is beleived that the officers of the British Navy are injoined to avoid this practice, which from what I have already observed is sometimes injurious not only to the Public interest, but to the Officers themselves —

I understand from M<sup>r</sup> Higginson that the Brig sent in by Captain Little & Perry to Boston will not be condemned and that the most expected is a decree that there was cause to justify the sending her in for trial. —

I have the honor to be

Sir

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

[NDA. OSW, Vol. 3, 1799-1800.]

To Secretary of State from Benjamin Hammell Phillips, U. S. Consul at Curacao

CURACAO. Jan: 23<sup>rd</sup> 1800

To the Secretary of the U. S. at Philadelphia

SIR! I have the satisfaction to inform you that the Crew of the *Delaware* have been generally recover'd — & this morning Capt. Baker finding his Ship's company so sufficiently well — he determin'd to go out after a French Privateer who sail'd yesterday — he will probably stretch as high as Cumana — where french Cruisers have of late done much mischief. The *Scammel* has remain<sup>d</sup> here — & her Commander & many of the Crew, are very unwell — Captain Baker has been very Zealous in the affair of the *Nautilus* — with the Governor, with no more success than myself — the only difference is — he has vouchsafed to answer Captain Baker. —

The calls on me since the *Delaware* & *Scammel* have been here, have been very heavy — for Provisions &c<sup>a</sup> & I am very sorry to add, that the Hospital expences in consequence of the numbers who have been & yet are sick, will amount to a considerable Sum. — I shall be under the necessity of drawing for about 5000 Dollars — in a short time — & I will endeavour to include in my account — which I design to furnish — the whole disbursements when it will be closed. —

I take the liberty to acquaint you that M<sup>r</sup> Phillips & my own Health, & the promotion of my business will render it necessary for me to return home in a few months — & I have resolved to appoint M<sup>r</sup> W<sup>m</sup> D. Robinson, a native born Citizen of the U. S. my Successor, until your pleasure is known — In this Gentleman the United States will find a Faithful servant. — & his Abilities will do Credit to the appointment.

[SDA. French Spol. CA, Curacao, 1797-1801.]

[23 January 1800]

Report of the Committee of Commerce and Manufactures, instructed 15 December 1799, to report in what manner and to what effect the Act suspending commercial intercourse with France, has been executed, accompanied by letter to Chairman of Committee of Commerce and Manufactures, from Secretary of the Treasury

THE committee of Commerce and Manufactures, beg leave to report, on the subject of the suspension of the commercial intercourse

between the United States and France, that the laws which have been enacted for that purpose have been, as far as appears to the committee, faithfully executed in all respects depending on the care of the officers of the United States. It is but too probable however that individuals, engaged in pursuit of private commercial advantages, and regardless of the public welfare, have evaded in many instances the provisions of those laws. Some observations from the Secretary of the Treasury, relative to these practices, and a detail of the cases, which under the sixth section of the last act of Congress, prohibiting commercial intercourse with France, have been transmitted to that department, are herewith submitted. The committee being of opinion, that it is expedient further to suspend all commercial intercourse, between the United States and France have prepared a bill for that purpose, which is also submitted, and in the opinion of the committee ought to be enacted without delay.

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TREASURY DEPARTMENT,  
*Jan. 23d, 1800.*

SIR, I have the honour to enclose a statement of all the cases which have been transmitted to this department for decision pursuant to the act of Congress passed on the 9th of February, 1799, entitled, "an act further to suspend the commercial intercourse between the United States, and France, and the dependencies thereof."

Although this statement contains the substance of the information desired by the committee, and particularly in what manner the power granted by the sixth section of the act has been exercised, yet it may be useful to observe, that the law of Congress passed on the 13th of June, 1798, which imposed the first restrictions on commercial intercourse with France, was by this department understood to declare the following principles, by which the conduct of the collectors of the customs has accordingly been governed.

1st. That all exports to France or her dependencies were prohibited after the first day of July 1798, except the goods and effects of Frenchmen residing in the United States, and about to depart in vessels with permits from the President of the United States.

2d. That the entry of vessels *bona fide* the property of citizens of the United States, or employed by them, and having on board property of such citizens only, was lawful until the first day of December 1798, and no longer.

Although the true interpretation of the law cannot be considered as finally settled by judicial decisions; yet as diversities of opinion are known to exist, it is desirable that the sense of the legislature may be ascertained upon the following points, in case the restrictions upon commerce with France, shall be continued after the third day of March ensuing.

1st. Whether the restrictions shall extend to any, except French and American vessels?

2. Whether trade through a neutral country, by means of a mutual agent of persons residing in the dominions of France and the United States shall be lawful?

3. Whether cartel vessels with passports of the President of the United States, authorizing the departure of French citizens and their

effects shall be exempted from the restrictions imposed on other vessels?

4th. Whether vessels which may be captured or driven by distress into French ports, the cargoes of which may be seized or detained by the French government, shall be allowed to receive merchandise or produce in exchange, or compensation for the cargoes so seized and detained.

The following practices have been discovered and may be expected to increase, in case the law shall not provide a competent remedy.

1st. American citizens have proceeded to the island of St. Thomas, and have there obtained certificates of naturalization for themselves and their vessels; — with such vessels a direct trade between the United States and French ports, has been attempted to be prosecuted in the same manner as before the law was passed.

2d. Agents for commercial houses have been established in the island of St. Thomas, and other neutral places, to whom the productions of the United States have been consigned; these productions have been shipped from thence in other American vessels for French ports. The vessels employed between the neutral French ports, have been generally covered as Danish property.

3d. Although vessels which have been employed in transporting French citizens and their property from the United States, have been carefully restricted by instructions and by the Custom House inspection, from transporting merchandize on account of persons resident in the United States, yet there is reason to suspect that the intentions of the government have in some instances been evaded. In case it shall be deemed reasonable to continue the provision for removing French citizens and their property — precise regulations for preventing the vessels from being employed in commerce will be highly necessary.

4th. Vessels have been carried to the vicinity of French ports, where as is believed, they have been captured by French privateers, in consequence of pre-concerted arrangements; — other vessels have entered French ports, on pretence of distress. — Although the vessels have, in many instances, been liberated, yet the cargoes have been detained by order of government. In some cases, the masters or owners have been permitted to purchase return cargoes — latterly to strengthen the plea for being admitted to entry in the United States, it has been represented, that the masters have been compelled to receive cargoes on board their vessels.

The cases of vessels which have been reported as having been captured by privateers, or driven into French ports in distress, have been attended with particular difficulty. — In some instances the representations have doubtless been fair and correct; but in others they have unquestionably been collusive and fraudulent; the protests and other papers usually produced by masters of vessels could not however furnish the means of a just discrimination.

No effectual remedy is perceived against an abuse which must continue to increase, but by declaring importations from French ports to be unlawful in all cases whatever, without excepting those of vessels really captured or driven into French ports in distress. The capture or arrival in distress may be involuntary and therefore not illegal — but the purchase of a new cargo or any purchase whatever except of necessaries to enable the captured persons to return to their own country, ought as is believed to be declared unlawful.

It may be said that such a regulation would be odious and severe; that it would be cruel to oblige men to suffer unnecessary losses, or to abandon their property to great risques, when an equivalent was offered. Admitting these objections to have some force, yet it may be observed with equal truth — that the act prohibiting commercial intercourse, ought to be considered in connection with other measures, as constituting a part of the system of resistance, adopted by the United States — that prior to the adoption of this system, our vessels were captured and condemned indiscriminately — that the suspension of commerce is a measure, which if well executed, must powerfully influence the conduct of the French colonies — that no system of resistance can be executed without exposing our citizens to some losses: that it is impossible to distinguish cases of real capture or distress, from those which are fictitious — that many of our citizens, will not make reasonable efforts to avoid being captured or entering French ports, if they find themselves exempted from every loss and inconvenience — that the plea of forcible exchange cannot be admitted without permitting the French government virtually to repeal our laws, by means of their own internal regulation; and that if the United States refuse to submit to an insidious policy, and some of our citizens suffer losses, it is against the French and not the American government that their complaints ought to be directed.

I have the honour to be,

With great respect,

Sir,

Your most obedient servant,

OLIVER WOLCOTT.

The Hon. SAMUEL SMITH, Esq. }  
Chairman of the Committee of }  
Commerce and Manufactures. }

[LC, "The Daily Advertiser" (N. Y.), 20 February 1800.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Thursday, 23 January 1800

Fresh breezes and hazy weather, @ half past 12 Gave chase to a strange sail bearing E N E, @ 2 Squally with Rain in Top G<sup>t</sup> sails & down Jib. @  $\frac{1}{4}$  past 3 fir'd a gun to bring too the chase. Shortnd sail and boarded the chase an American Sloop from Philadelphia bound to the Cape, saw another sail bearing SE by S. @  $\frac{1}{2}$  p<sup>t</sup> 4 Tackd to the N<sup>t</sup> In 2<sup>d</sup> reef in the Topsails, Saw one other sail N E which hauld in towards the Reef @  $\frac{1}{4}$  p<sup>t</sup> 6 wore to the S<sup>d</sup> & Brou<sup>t</sup> too Maintopsail to the Mast the S W point of Heneauga N by W 8 miles. Continued lying too till 6 AM the Wind at N E. @  $\frac{1}{2}$  p<sup>t</sup> 6 AM, Wore ship & Made Sail to N N W @ 10 saw Heneauga bearing N by E 6 or 7 leagues Carpenters and sailmakers employd as Nessasary, @ 12 Meredian Fresh breezes and cloudy, the S W point of Heneauga Bearing N by W three leagues. Wind @ N E.

Latitude Observed 20°46' N.

[NYHS, NHS.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Thursday, 23 January 1800

these 24 Hours begin with Moderate Gales  
 At 1 P M Set Top Gall Sails fore and Aft  
 At 3 Egg Island bore E N E Dist 3 Leagues  
 A[t] 4 the Land bore from N E b E to S S E Dist 2 Leag Wore Ship to the Westward  
 at 6 P M took in Top Gall Sails Jibb & Stay Sails Spoke A Sloop from New providence of and Bound to New York  
 Middle part Moderate Breezes  
 at 12 Midnight Wore Ship to the North<sup>wd</sup> & Eastward  
 at 5 A M Wore Ship to the North<sup>wd</sup> & Westward  
 at 10 A M Abacco bore N b E Dist 7 Leagues  
 at Meridian the Land bore from N E b E to N N E Dist 4 Leagues  
 the Sloop *Mary* in tow and Schooner *Lucy* Astern Shortened Sail for her to Come up  
 Latter Part Moderate Breezes and Pleasant  
 Latitude Observed 25°43' N.

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

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To Chester Fitch, Director British Arsenal at Antigua, from Captain Alexander Murray, U. S. Navy

U: S: Frigate *Insurgent* off  
 ANTIGUA 24<sup>th</sup> Jan<sup>y</sup> 1800

CHESTER FITCH Esq<sup>r</sup>

SIR I avail myself of the present Opportunity of writing to you, as one of the Gentlemen who direct the affairs of the Arsenal at English Harbour, & am sorry to say that I have had great injustice done me with regard to my fore mast, we had not been at sea twelve hours before we discover'd it to open & shut in several places & to a dangerous degree. upon close examination we found it full of large knots, that had been work'd out & the Vacancy plugged up & fill'd with putty so as to prevent the discovery of any outward defect. we have secured it as well as our present situation will admit of, but to fish it substantially will be a matter of considerable cost. I think the harder of it as it was evidently the intention of the Admiral to act a friendly and generous part toward us, & the Master Builder and Mast Maker, must have both been very conscious that the mast they gave me was not trust worthy. & such a one as they would not have offer'd to one of their own Ships when at the same time I am charged with the full value of a first rate mast that could be made.

I shall certainly have a proper survey over it the first opportunity I have of meeting with any of his Majesties Men of War, & let the Admiral know the result, which my duty to my country, as well as my own reputation compel me to, I am the more sorry for this event, having been so handsomly treated, & received so many friendly benefactions from all the Gentlemen of Antigua

Be pleased Sir to accept of my assurances of esteem & make my respectful Compliments to Cap<sup>t</sup> Western & the other Gentlemen of our acquaintance

I am

Yours &c

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

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To Master Commandant Richard Law, (Junior), U. S. Navy, from  
Secretary of the Navy

[PHILADELPHIA]

Navy Department 24<sup>th</sup> January 1800.

Capt<sup>n</sup> RICHARD LAW Jun<sup>r</sup>  
of the *Richmond* —

SIR The vessel with British Stores will not be ready to sail for some time, and Your further detention is unnecessary — You will therefore immediately on the receipt hereof proceed to sea, agreeably to my instructions of the 20th Inst.

I have the honor to be

Sir

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

[NDA. OSW, Vol. 3, 1799-1800.]

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To David Pollock, Philadelphia, Pa., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 24<sup>th</sup> January 1800

M<sup>r</sup> DAVID POLLOCK  
*Philad<sup>a</sup>* —

SIR Conformable to your request I inform you that the Island in the State of Georgia called Grovers, being a part of a tract of timber land in that Country offered by Col Tattnall and yourself to the Government of the United States has been purchased by the Navy Agent M<sup>r</sup> Jackson for the sum of Seven thousand five hundred Dollars, the one third part of this sum the Government will pay you on procuring an order from M<sup>r</sup> Jackson for the same, which I beleive you are entitled to from the papers relative to that property in my possession — Indeed I have supposed that I should have been requested by M<sup>r</sup> Jackson to have paid you before this time, as Col Tattnall mentioned to me, that one third of the purchase money would belong to you & should be paid by an order on me — But I have only lately heard from M<sup>r</sup> Jackson of the purchase & perhaps Deeds had not then passed —

I am Sir

Yr obed Serv<sup>t</sup>

[NDA. GLB, Vol. 3, 1799-1800.]

To James & Thomas H. Perkins from William F. Myer

CANTON January 24. 1800

Mess<sup>rs</sup> JAMES & THOMAS H. PERKINS

GENTLEMEN as my Commission will now amount to about six or seven thousand dollars in america on the Ship *Resource* Cargo Cap<sup>t</sup> Pearce you will therefore please to get Insured for me against all Risks Seven thousand dollars as my Commission from Canton to america onboard the Ship *Resource* Cap<sup>t</sup> Nathaniel Pearce, mounting Sixteen six pounders & ten Wooden Guns in all charging twenty Six Guns wood & Iron and fifty six men in all onboard & I Come home in her my self. I leave this tomorrow morning for our delightful Country America & hope to find you all well, our Ship Sails very fast 10.12 & 13 Knotts and man'd with as good a crew of americans as Ever floated the ocean, I should prefer the new Insurance Company or M<sup>r</sup> Brooks. my best regards to your Family & believe me to be Sincerely your Friend

WILLIAM F. MYER

[RIHS.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Friday, 24 January 1800

Fresh Gales and cloudy, Employ'd working to Windward to the West end of Heneauga @ half past 3 saw a strange sail bearing N N W, Tackd as nessasary to work to windward @ 6 wore to the N<sup>d</sup> the S W point of Heneauga N E by E the West point N N E 10 or 11 miles, @ 8 up foresail and brought too, Sounded every half hour with 100 fathoms of line till 12 No Ground, @ 2 AM Squally and Rain with Thunder and lightning settled down the Topsails on the Caps, @ half past 2 clewd up the fore Topsail and close Reefd the Topsails, Wind variable from N E to N N W with heavy squalls, Sounded with 100 fathoms every half hour From 12 Midnight till 4 AM at which time we wore to the southward and came to the wind under a reefd Foresail & close reefd Topsails @ 6 saw a strange sail bearing South out 3<sup>d</sup> Reef and Gave chace, @ 8 saw Cape Maize bearing S by W. @ 9 Shortnd sail and boarded the chace an american Brig from S<sup>t</sup> Yago bound to Baltimore. Made sail to the Eastward, @ 12 Fresh breezes from N E cape Maize S by W. 10 or 11 leagues. Mount Lagoon S S W 12 leagues

[NYHS, NHS.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Friday, 24 January 1800

Commences with strong gales —

At 9 PM under Fore sail, double reef'd fore topsail, M Sail, close reef'd Maintop sail & fore top M S. sail when the Main mast sprung between decks, Immediately down T G yard & launchd the T G mast. In mainsail Down M<sup>a</sup>Yard, Carried away one of the M<sup>a</sup>Shrouds. All hands employd securing the Mast & M shrouds, So ends the day

Lat. Observed. 14°.48' N

Longitude. 28°.21' W

[LC, EPP, 1799-1800.]

Extract from journal of Captain Edward Preble, U. S. Navy, commanding U. S. Frigate *Essex*, Friday, 24 January 1800

Wind E. by N. at 9 P. M. Fresh breezes under close-reefed top-sails and courses. At half past 9 P. M. Lieutenant Phipps (his watch on deck) informed me the mainmast was sprung between decks. I ordered the maintopsail to be taken in. Examined the mast and found it very badly sprung about three feet above the wedges. Got down the top-gallant yard, and masts. Took in the mainsail and set up the weather shrouds; then got the mainyard down and took every precaution to ease the mast and secure it until morning. At 6 A. M. the carpenters were all set to work preparing fishes for the mast. Carried away two of our main shrouds; got up others to replace them. Lat.  $14^{\circ}48'$  N. Lon.  $28^{\circ}15'$  W.

[NR&L, Nr P922<sup>14</sup>.]

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Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Ganges*, 24 January 1800

Fresh breezes: and clear.

Sounded in 25 fathoms.

Saw a large sail at the point which proved to be the British Frigate *Meleager*. Capt Ogle —

At 6 sounded in 20 fathoms.

fine black sand mixed with broken shells —

At  $\frac{1}{2}$  past 6 came too in Samba Bay in 11 fathoms The *Harry* in C<sup>o</sup>

At Meridian the Fort at Carthagea bore S S E. 7 or 8 leagues. and Carthagea. S E 8 or 9 Miles —

[NA.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Friday, 24 January 1800

this 24 Hours begin with fresh Brezes and Pleasant Weather

at 5 P M Stood in under the Land in  $4\frac{1}{2}$  Fathoms water Wore Ship to the South<sup>w<sup>d</sup></sup> and Eastward the [we?] being  $1\frac{1}{2}$  Miles Dist from the Land Wore Ship to the South<sup>w<sup>d</sup></sup> & Eastward Cast off the Sloop *Mary*

at 6 Shortened Sail and Lay with the M<sup>n</sup> Top Sail aback

at 10 P M Wore Ship to the North<sup>w<sup>d</sup></sup> Shew two Light for A Signal for our Convoy to Tack Ship

Middle part Pleasant Weather

at 2 A M Wore Ship and stood off from the Land

At 5 stood in for the Land

at 6 Bore away Lost Sight of our Convoy Made Sail Saw a Ship Stearing to the Westward

at 7 Set Top Mast Stearing Sails

at 8 Fired a Shot and Brot too the Ship AHead off us at  $8\frac{1}{2}$  Spoke her from New providence bound to Savanah the *Grand Turk* of New London Pardon T Taber Master Who Likewise informed us of an American Vessells being retaken by the *General Green & Boston* and Sent into Providence and that they had taken a French Privateer



and Sent to St Christophers. the Berry Islands bearing S S W Dist  
5 Leagues

Latter part Moderate Breezes and Pleasant Weather  
Latitude Observed 26°10' N.

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

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Extract from a letter from a Gentleman on board the U. S. Ship *Connecticut*, Captain  
Moses Tryon, U. S. Navy, commanding, to his friend in Wethersfield, Conn.

[U. S. S. *Connecticut*] BASSETERRE ROAD,  
Jan. 25. [1800]

“Since my last nothing particular has occurred. On the 23d I  
left the ship that I was prize-master of, and to-day the *Connecticut*  
arrived from a cruise, after having sunk a French ship of 18 guns, and  
run ashore a French privateer schooner of 14 guns.”

[LC, “Claypoole’s American Daily Advertiser”, (Phila.), 12 April 1800.]

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To Secretary of the Treasury from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 25. January 1800 —*

*The Secretary of the Treasury*

SIR Cap<sup>t</sup> M<sup>c</sup>Neill of the *Portsmouth*, has just arrived at New York —  
It will require 25000 Dollars to pay the Crew — which I want to  
remit immediately to New York — I have the honor therefore to  
request that you will be pleased to direct the Treasurer of the U. S.  
to pay over to Sam<sup>l</sup> Meredith Esq Treasurer of the Navy, Twenty  
five thousand Dollars out of the appropriation of 2,102,384<sup>41</sup>/<sub>100</sub>

I am

[NDA. Req on US T, 1798-1803.]

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To Captain Daniel McNeill, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 25th January 1800*

Capt<sup>n</sup> DANIEL M<sup>c</sup>NEILL

of the *Portsmouth*. New York

SIR I am honored with your letter of the 24<sup>th</sup> and congratulate  
you on your arrival with your Crew in perfect health — It would  
have been more agreeable if you could have reached Boston, as the  
men would have been better pleased to have been discharged there,  
and the Officers would have been among their friends. — But it  
will not be prudent to think of removing the Ships at this season —  
Be pleased therefore to direct the Purser to prepare the mens accounts  
for immediate settlement that they may be discharged — I will  
on Monday remit you 20,000 Dollars which I suppose will be sufficient  
to pay the whole crew.

I presume some of the men & perhaps some of the officers have  
given powers of Attorney for part of their pay in their absence —

these powers ought to have been witnessed by yourself & by the Purs-  
er, and you ought both to have an account of their names — In  
these cases it will be impossible to ascertain what sums have been  
paid on the powers under a fortnight or more, & it will not do to keep  
the men until it can be ascertained — In all these cases therefore the  
Purs-er must deduct all the money that the Pursers authorized to be  
paid, to be sure of deductions enough — If too much is to be de-  
ducted the men can receive their balances at the ports to which they  
belong. — If you are not extremely attentive to this part of this  
business, there will be great confusion & perhaps considerable loss  
to the United States — The sooner the men can be discharged, the  
better in all respects — Mess<sup>rs</sup> James & Ebenezer Watson are the  
Navy Agents at New York to whom you will apply for any advice  
& assistance you may stand in need of — You have not mentioned  
whether the Ship wants any repairs — Please to inform me of this  
in your next letter, and also what Stores &c will be required for  
another cruise —

I have the honor to be

Sir

Yr obed serv<sup>t</sup>

[NDA. OSW, Vol. 3, 1799–1800.]

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To H. Weld Noble, Purs-er of U. S. S. *Portsmouth*, at New York, from Accountant of  
the Navy Department

NAVY DEPARTMENT

*Accountants Office Jan<sup>y</sup> 25, 1800*

M<sup>r</sup> H. WELD NOBLE

Purs-er of the *Portsmouth*

N. York

SIR Previous to paying the Crew of the *Portsmouth* — you will  
take care to ascertain all charges against them. You I presume know  
whether any of them have authoriz'd Attornies to draw any part of  
their pay and you must be responsible for charging it against their  
wages. it appears from the Accounts of Stephen Higginson Esquire  
rend<sup>d</sup> to this Office that several payments has been made by him to  
Attornies of several of the *Portsmouth* Crew, an abstract of which you  
will herewith receive, but it is more than probable this abstract does  
not contain all the payments that have been made, and in all cases  
where Powers of Attorney have been given it will be best for you to  
presume that all the payments authoriz'd by the Powers of Attorney  
have been made, and to charge the individuals therewith — The  
only charge against you for money advanc'd at this Office, is \$150  
paid on your order — to Captain M<sup>c</sup>Niel — Your pay rolls must  
contain columns for the names & stations of the Ships Company,  
also for the commenc<sup>t</sup> and expiration of service, one for the time of  
service & others for the rates and amount of pay for that time, and  
such other columns either in the pay or receipt roll as are necessary  
to exhibit the charges of money, Slops, payments to Att<sup>ys</sup> &c. as  
circumstances may require, and one for the ballances due, and re-  
maining to be paid at the time the roll is made up to, or time of dis-  
charge, death, or desertion of the individual, for the final payment a

receipt roll will be proper, which besides having in it such of the aforesaid columns for advances as you may not have room for in your pay roll, must have columns for names, stations, and ballances, together with a column for the signature of the person paid and another for the witness to the final payment and signature; the witness should be a commission'd or warrant Officer, one of whom should always be present at the pay table while paying off — deserters forfeit the wages due to them, but the Ex<sup>ts</sup> or Adm<sup>ts</sup> of dead men and the Att<sup>ys</sup> of absentees with leave, upon producing and leaving with you for y<sup>r</sup> Voucher the letters of Attorney or administration, legally executed and authenticated may be paid, such as do not apply while you are paying may hereafter be paid at this office, for which purpose it will be necessary for you to make out, an abstract of the ballances due to dead & discharg'd men or deserters which must be produc'd with your pay and receipt rolls in your Slop account you will shew by approp<sup>te</sup> columns the quantities of each several kinds of articles rec<sup>d</sup> or purchas'd, and the amount, and from whom — when & where, & on the contrary you will shew the q<sup>ties</sup> dispos'd of & remaining on hand, with their amounts respectively so that y<sup>r</sup> Acc<sup>t</sup> will shew both the article & the amount. —

The regulations of the Navy require every person belonging to a vessel of war, to draw one ration and this it will be presumed is always done unless the contrary is shewn, therefore in the subsistence abstract a distinction must be made between the undrawn rations, and the extra rations that some of y<sup>r</sup> commissioned and Warrant Officers are entitled to pay for, the undrawn adds a ration to y<sup>r</sup> provision a/c. which should be accompanied by a statement shewing the number of men, who from time to time, have drawn rations, and the quantities of each several kinds of article, thereby expended & in order to shew the state of the Officers subsistence account, an abstract exhibiting what provisions each of them have drawn, or have been Supplied with, and what may be due to each of them must accompany your provision Account. —

I am Sir

y<sup>r</sup> Obed<sup>t</sup> Servant —

THOMAS TURNER, Acc<sup>t</sup> of  
Navy Departm<sup>t</sup> —

[NDA. LB., N. Dept. Accts. Of., 1798–1800.]

[25 January 1800]

Deposition of Peter Taylor, Captain of the American Armed Brig *Nancy*, captured by the privateer Sloop *Flibustier* belonging to Bourdeaux & sailing with English colors hoisted

Before John Culnan, Consul of the United States of America, for the Canary Islands —

Personally appeared — Peter Taylor master James Dryburgh mate, & John Collins mariner of the American brig *Nancy* of new-York, & owned by Thomas Buchanan Merchant of said place, being duly sworn, deposed, & said —

That on the twentyeth of January 1800 sailed from the harbour of Funchal, in the Island of Madeira bound for Lisbon; on the 21<sup>st</sup> got clear of the Island; on the 23<sup>d</sup> in latitude 32°50' Longitude 13°00'

saw two ships to windw<sup>d</sup> which gave chase, at meridian came up, & boarded us. They proved to be the *Lord Rodney*, & the *Boeswick*, two Liverpool letters of Marque bound to Madeira, after examining our papers permitted us to proceed — at 2 P. M. tacked Ships to the Northward, & westw<sup>d</sup>. On the 25<sup>th</sup> at seven A. M. made the Island of Porto Santo, & tacked again to the Eastward — at 3 P. M. thick weather, twenty leagues to the eastward of Porto Santo, discovered a Sloop on our lee bow, about 3 miles distance under English colours, & suspecting her to be an Enemy, prepared for action, at four we fired a gun ahead of her, & hoisted our colours, when she returned another gun still under English colours, & coming into our wake, hove about, & stood for us — at 5 came up under our stern, & hailed us in English to hoist out my boat (perceiving her superiority, & having two men, & a boy sick, & two of the others not willing to fight) was obliged to go on board the privateer w<sup>th</sup> my papers — she proved to be the *Flisbustier* of eight guns, & sixty five men belonging to Bourdeaux, Comanded by Antoine Watering, who sent a prize master, & fourteen men to take possession of the *Nancy*, & taking out her crew returned me aboard, & Steered for the Island of Palma — the privateer keeping us Company — On the 28<sup>th</sup> came to anchor in the road of Palma; on the 29<sup>th</sup> was taken ashore to make a deposition before the Governor — the 30<sup>th</sup> d<sup>d</sup> myself & crew embarked for the Island of Teneriffe, where we arrived the 2<sup>d</sup> of February. —

Whereupon at the request of the said master & in behalf of his Owner, I do solemnly protest against the said Sloop privateer *Flisbustier*, Antoine Watering master, & all concerned for the capture of the brig *Nancy* for whatever losses, Costs, damages, interest, expences already might have suffered, or hereafter Suffer for, or by reason of the premises. —

Thus done, & protested w<sup>th</sup> my Consular Seal hereunto affixed at my Office in Teneriffe this third day of February 1800, & twenty fourth year of the Independance of said States — the said master, mate & mariner having sworn to the contents of this publick Instrument of protest, & signed the same. —

JOHN CULNAN.

[SDA. Spol. Cl. SC, 1819, Vol. 65.]

[25 January 1800]

From David Harding, Master of the American armed Ship *Portland* to the Owners of the same, captured by a French Privateer and recaptured by U. S. R. C. Brig *Pickering*

Ship *Portland* feb<sup>r</sup> 26<sup>th</sup> 1800

GENTLEMEN Your ankxiety has doubtless been very great with respect to the ship and mine has not been less so as I can only say at present that on the twenty fifth day of Jan<sup>r</sup>, last I was taken by a french Privateer (in Latt<sup>d</sup> 21°50' Long<sup>d</sup> 59°30') after a chace of Eighteen hours during which time I ply'd them with a number of shot unfortunately to no purpose I was but ill able to stand the deck myself. had it have been otherwise our fortune might possibly have been better or worse the particulars you will learn when Ever we meet let it suffice at present to say that on the second inst. the Ship was

Recaptured by the United States Brig<sup>t</sup> *Peckering* Cap<sup>t</sup> B Hiller in Sale Rock Passage and conducted to Tortola Cap<sup>t</sup> Hiller Proceeded on to S<sup>t</sup> Kitts where fortunately I was in pursuit of the Ship in hopes she might be Retaken. You will learn by the within closed protest the rout which I have been oblig<sup>d</sup> to take had I not been there Tortola would have prov<sup>d</sup> as fatal to the property as Guadelupe it was with some difficulty that I got the property out of their hands it now Rests on this that I conduct the ship and cargo to Boston address'd to Mess<sup>rs</sup> Stephen Higgenson & C<sup>o</sup> agent for the American Navy in that place where I hope to see one or more of the gentlemen owners of the Ship or otherwise I shall call on M<sup>r</sup> Eben<sup>t</sup> Preble for advise

I have with me now in the ship of my former crew my two mates W<sup>m</sup> Cross & the Boy the others I left in prison at S<sup>t</sup> Martins

doubtless Gentlemen I shall have advise forw<sup>d</sup> Immediately to Boston on the Receipt of this I shall immediately on my arival protest against the proceedings at Tortola as it has not been in my power to do it before by reason the fleet were under way & I was oblig<sup>d</sup> to join them

the Schoo<sup>r</sup> *Sally* & *Mary* ariv<sup>d</sup> at S<sup>t</sup> Kitts the day before I left had been taken by the same privateer that I was & Retaken by the British Frigate *Dianna* Cap<sup>t</sup> Cross was taken on board the privateer & a Young Clerk only left onboard. I Conclude Subscribing my Self

Your Unfortunate Serv<sup>t</sup>

DAVID HARDING

Latt<sup>o</sup> 22. — Long<sup>o</sup> 66.30  
under Convoy frigate *Baltimore* }  
Commadore COWPER

For Mess<sup>rs</sup> James Deering Asa Clap & Stevens & Hovey Owners Ship *Portland*.

[Ct. of Cl, French Spol., Case No. 1744.]

To Ebenezer Jackson, Navy Agent, Savannah, Ga., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 25<sup>th</sup> January 1800

EBENEZER JACKSON Esq<sup>r</sup>

Savanah —

SIR This will be presented to you by M<sup>r</sup> Samuel Humphreys whom I have appointed to inspect the Timber procuring for the 74 Gun Ships agreeably to your Contract with M<sup>r</sup> Phineas Miller of the 20th November last — I trust you will render him every necessary assistance to facilitate his operations & personally I beg leave to Comend him to your friendly attentions —

I have the honor to be

Sir

Yr obed Servt

[NDA, GLB, Vol. 3, 1799–1800.]

[25 January 1800]

List of Vessels under convoy of the U. S. Brig *Pinckney* from Havana

List of Vessels which sailed under Convoy of the Brig *Pinckney*, from Havanna, January 25, 1800:

Ship *John*, A. Robinson, Charleston, sugars and indigo, J. Pierce.  
 Brig *Aurora*, Corey, Charleston, sugars and indigo, Fitzsimons.  
 Brig *Jane*, Curran, Charleston, sugar and rum, M'Pharon.  
 Brig *Felicity*, Chatte, Baltimore, tobacco and rum, Walsh.  
 Brig *Orion*, Briggs, New-York, mollasses, Richmond.  
 Sch. *Harriot*, Putman, Charleston, molasses, Putman.  
 Sch. *Fanny*, Skiddy, New-York, sugar and logwood, Ingram.  
 Sch. *Hope*, Sinkins, Charleston, molasses and sugar, Maxwell.  
 Sch. *Rebecca*, Cary, Charleston, molasses and coffee, King.  
 Sch. *Planter's Adventure*, Bonner, Charleston, sugar, O'Geer.  
 Sch. *Friends*, Welsh, Norfolk, molasses and sugar, Smith.  
 Sch. *Sally*, Taunton, Charleston, molasses and sugar, Dennis.  
 Sloop *Betsey*, Frazer, Baltimore, molasses and sugar, Ellis.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 20 February 1800.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Saturday, 25 January 1800

Moderate and cloudy. Working to windward between Cape Maize and Heneauga. @ 1 out all reef and set T G<sup>t</sup> sails wind vb<sup>t</sup> from E S E to East, Saw Heneauga bearing N E and Cape Maize S S W. @ half past 5. fresh breezes & Cloudy Shortnd sail and double reefd the Topsail, @ 6 Lost sight of the Island of Heneagua. Stood towards Heneauga till 7 In the Even<sup>g</sup>. We then Tackd to S S E. @ 12 Moderate and hazy Tackd as Nessasary during the night to keep clear of the land @ 3 AM Sounded with 120 fathoms of line No Ground

@ daylight saw the high land bearing NE by N  $\frac{1}{2}$  N 7 or 8 miles to the E<sup>d</sup> of this S W point of heneauga, cleans'd out between decks passd 7 or 8 miles to the Westw<sup>d</sup> of the S W p<sup>t</sup> of Heneauga there sounded 100 fathoms No Ground. 3 or 4 miles from thence the water appeard white and Shallow. @ 12 Calm ships head North the SW p<sup>t</sup> E S E 7 or 8 miles the West point NE by E 6 or 7 miles the N W extreeme NE by N in sight from the deck, Sounded with 120 fathoms of line No Ground —

Latitude Observed 20° 50' N.

[NYHS, NHS.]

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Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Saturday, 25 January 1800

Commences with stiff gales & lofty sea

At 3 PM. close reef'd Foretopsail. At 5 set close reef'd Mizen topsail, At 5 Am carried away a pair of Starboard M<sup>a</sup>Shrouds and found the M<sup>a</sup> trussell trees to be broken. Down M T S yard, All

hands employd fishing & woolding Mast getting up preventer  
Main shrouds So ends the day  
Lat. Observed.  $12^{\circ}.56' N$   
Longitude.  $27^{\circ}44' W$

[LC, EPP, 1799-1800.]

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Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Ganges*, 25 January 1800

Standing off the mouth of the river Boca-Chica At 1 P M the fort fired a shot at us sent the cutter on shore. At 2 P M the two forts an[d] one Gun boat continued firing at us.

At 4 the boat returned with a Pilot after the forts and a gun boat had fired 36 shot at us. Run in and came too in 11 Fathoms close under the fort. At  $\frac{1}{2}$  past 8 AM fired a salute of 13 guns. At 10 weighed the kedge and took it on the beach and moored Ship.

[NA.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Saturday, 25 January 1800

the First part Moderate Gales and Pleasant at 3 P M Saw the Great Bahama bearing N W Dist 5 or 6 Leagues

at  $5\frac{1}{2}$  it bore from E b N to N W Dist from abreast off it 2 Leagues at the Same time took Stearing Sails Top Gall Sails and Reefd Top Sails Fore and Aft

at 7 P M Hauld to the Southward with the Mizzen Top Sail Aback at 10 Close Reefd the Top Sails and handed the Mizzen Top Sail at 11 Handed the Fore Sail

Middle part Fresh Breezes and flying Clouds

at 2 A M Wore Ship to the Southward and Eastward

at 6 Saw the Great Bahama Bearing the Eastern End E b N the Western End in Sight N  $\frac{1}{2}$  E Dist 5 Leagues

at 10 Hauld out the Mizzen Let one Reef out of the Main Top Sail

at 11 A M Set the Fore Sail and Mizzen Top Sail Close Reefd

Latter part Fresh Breezes and flying Clouds

Latitude Observed  $26^{\circ}13' N$ .

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

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Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Sunday, 26 January 1800

These 24 hours commences with stiff gales & rough sea. All hands employd securing the M<sup>a</sup>Mast & other necessary duty. At 5 P M swayd up M<sup>a</sup>Yard set Mainsail & M<sup>a</sup> top mast S. sail Latter part more moderate. Employ'd getting up M T S yard & reducing Main topsail

Lat. Observed.  $10^{\circ}.19' N$

Longitude.  $26^{\circ}.36' W$

[LC, EPP, 1799-1800.]

[26 January 1800]

To William Eaton, U. S. Consul, Tunis, from Secretary of State

(N<sup>o</sup> 4)

DEPARTMENT OF STATE

Philad<sup>a</sup> Feby 12. 1800

WILLIAM EATON Esq<sup>r</sup>

SIR, The brig *Sophia* left the capes of the Delaware for Algiers, on the 26 of January, and I expect will arrive by the last of the present month. Duplicates of my dispatches by her accompany this letter.

I now inclose an invoice and bill of lading of the cargo of the ship *Hero*, Captain Robinson, destined for Tunis, where her arrival will I trust put a good face on our affairs. — The other stores for Tunis will be shipped as early in the Spring as it will be possible to procure them. I hope they may be under convoy. —

I am very respectfully &c. &c.

TIMOTHY PICKERING

[SDA. Dip. Cor., Inst. to Min., 1798-1800.]

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

PHILADELPHIA 26 Jan<sup>y</sup> 1800

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

SIR I beg leave to suggest the propriety of ordering the Marines from the Schooner *Experiment* to the Frigate *Boston* (if an opp<sup>y</sup> offers) as she sailed without her Compliment of Marines. I never Knew of any opportunity to her or would have recommended this measure before. —

L<sup>t</sup> Sheridine can be ordered on board the *Herald*, and then the Marines, & himself will be relieved from the Tyranny spoke of to me by Cap<sup>t</sup> Carnick. —

I have the Honor to be  
your ob<sup>t</sup> Ser<sup>t</sup>

W. W. B[URROWS]  
M[ajor] C[ommandant]  
M[arine] C[orps]

[MCA, LS, 1800.]

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[17 December 1799 to 26 January 1800]

Extract from a private letter from Lieutenant John Shaw, U. S. Navy, commanding the U. S. Schooner *Enterprise*

“On the 17th December we left our capes with a moderate breeze from the S. W., but it shortly increased to a violent gale accompanied by quantities of rain, and having a new vessel and raw hands, had soon many difficulties to encounter. We lost one man overboard besides springing our foremast, but had it condemned by a surveyor as being unfit to proceed to sea with. On the 19th January procured another mast in Martinico, and proceeded to St. Kitts with a convoy of 15 sail. Hauled up for a brig we saw under Guadaloupe, which showed a Swedish jack. As we had every reason to suppose her a



French vessel, beat all hands to quarters, the usual mode we adopt on seeing a strange sail. We gave her a gun, showing our colors, but she kept her wind to the southward until we had fired 14 shot at her, when she hauled down her colors and came under our lee. She proved to be a Swedish brig of twenty 12-pounders and 90 men. After examination let her proceed. On the 19th were ordered out on a cruise. On the 22d recaptured the schooner *Victory* with a valuable cargo from Norfolk bound to Antigua, five days in possession of the French. On the 24th recaptured the brig *Androscoggin* of Topsham, six days in possession of the French. They both arrived safe in St. Kitts. On the 26th inst. we proceeded to Curracoa with dispatches from Commodore Truxtun to Captain Baker of the *Delaware*. She is in port with many of her men sick."

["Gazette of U. S.", March 28, 1800.]

[26 January 1800]

American Brig *Polly*, Lazarus Lovell commanding, describes falling in with certain U. S. Ships of War, and mentions the capture of the French Privateer *La Voltigeuse* by the U. S. R. C. Brig *Pickering*

On the 26th, about 70 miles to windward of Desada, early in the morning I fell in with the United States ship *L'Insurgent*, Alexander Murray, esquire, commander; by his request I lay by until they closed several packages — the lieutenant who came on board informed me that there was also cruising to windward, the U. States ship *Connecticut*, capt. Tryon, the *Adams*, captain Morris, and the *Invincible* [British?] of 74 guns, the *Baltimore* and *Pickering* cruising under the lee of Guadaloupe. Likewise informed me that three weeks before had arrived at Guadaloupe, two French ships, one of 20 and one of 50 guns, which had brought out a new governor, Genet — capt. Murray very politely told me he would stand on a piece with me to the northward, and accordingly did until 2, P. M. a lofty warlike looking ship with a crowd of sail hove in sight to windward, but on getting sight of us she in studding sails and hauled on a wind to the northward; the *l'Insurgente* then made sail and stood to windward after her; night came on, and I lost sight without knowing which had the better of the chase. On the 28th, I fell in with the United States brig *Pickering*, Benjamin Hillar, esquire, commander, on a cruise; eight days before had captured the *Voligeise* [*La Voltigeuse* captured 7 December 1799], of 10 guns, and 61 men, 3 days from Guadaloupe, taken nothing; 3 months provisions on board. It was expected that this privateer would have engaged the *Pickering*, as she shewed 14 ports; but on the *Pickering* firing a shot athwart her fore foot, and giving three cheers, the French colors came down. I had the above news from lieutenant Ingraham, who came on board — he further said, that four days before he was himself on shore at Point Petre, to exchange the above prisoners, and saw there the two French ships before mentioned.

The *Pickering* altering her cruise, has captured 16 sail; she was then full manned, and all her crew in good health: the doctor, Mr. Sargeant, was so good as to come on board and prescribe for a man I had sick, who has since recovered.

[LC, "Federal Gazette & Baltimore Daily Adv." Balt., Md., 7 Feb. 1800.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Sunday, 26 January 1800

Calm and cloudy Ships head N N E, @ half past 12 Sent an officer and a boats crew to Survey the West point of heneauga at Sundown Observed a Smoak on the Northermost part which appear'd to be a mile or two In land, @ half past 5 the N W part of Heneaga NW by N the West point E S E 6 miles the S W point S E 10 or 11 miles. @  $\frac{3}{4}$  past 5 the Cutter returned which had been employd on the Surveying service round the S W point of heneauga. One half a mile from the shore they had 30 fathoms and Gradual Soundings from thence to the Shore they landed on a sandy beach a little to the southward of the West point, the Surf is Generally low Except with a North or a Westerly wind, @ 6 Wore to the southward and Steerd on a SW by S course 11 miles in order to obtain an offing Winds moderate and variable during the night. AM @ 2 Steerd S E till 4 AM. @ 6 Tackd to the Northward wind @ N E by E @  $\frac{3}{4}$  past 8 Saw the land near the S W end of heneauga. @ 11 Saw two small Schooners bearing E N E steering down the south side of heneauga. @ half past 11 out 2<sup>d</sup> reef of the Topsails to work to Windward, @ 12 Fresh breezes from N E saw one of the small schooners anchor in under the S W point of heneauga bearing E N E

[NYHS, NHS.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Sunday, 26 January 1800

this 24 Hours Fresh Gales and Hazy Weather Saw the Great Isaac bearing S W b S Dist 2 or 3 Lea[gues] at 2 P M the Great Isaac bore S b E  $\frac{1}{2}$  E 3 or 4 Leag Dis Saw a Sail Stearing to the Eastward

at 3 Let one Reef out of the F & M<sup>r</sup> Top Sails

at 5 $\frac{1}{2}$  P M the Bemine Island bore S E B E 4 or 5 Leagues Dist

at 8 Sounded with 30 Fath Line no Bottom

Middle part Fresh Breezes and flying Clouds

at 4 A M took one Reef in Each Top Sail Sounded with 115 Fath<sup>m</sup> Line no Bottom

at 6 A M Let one Reef out of Each Top Sail and Set the Main Sail Latter part Fresh Gales and flying Clouds

Latitude Observed 24°15' N.

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

To Robert Goodloe Harper, Chairman of Committee of Ways & Means, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 27th January 1800

Honble

ROBERT GOODLOE HARPER

Chairman Committee Ways & Means

SIR The appropriation of one million of Dollars was made to procure six vessels, to mount not exceeding 18 Guns each — and to commence the building of six Ships of 74 Guns. The six small vessels

have been procured and are in service, and altho their A/cts have not yet been settled little doubt remains that they have cost by the time they were ready for sea nearly 300,000 D<sup>r</sup>s the sum they were estimated to cost —

The frames of Live Oak for the 6 Seventy four gun Ships are now ready for delivery — they were estimated to cost delivered at the different places where the Ships are to be built 240,000 Dollars, but they will really cost 300,000 D<sup>r</sup>s — They are cut to the moulds in Georgia, in order to save the expence of transporting useless timber in consequence of which the cost exceeds the estimate, but in this cost is included the labour of cutting them to the moulds, which is considerable & which will, it is presumed, produce a saving in the article of labour estimated at 510,000 [or 510,600] D<sup>r</sup>s equal to the excess in the cost of the frames. —

The other timber for these Ships will all be delivered & paid for in the course of the present Winter — a great proportion of it has already been obtained, it was estimated at 180,000 D<sup>r</sup>s — The Copper required for the 6 ships will cost 170,000 D<sup>r</sup>s — and as we cannot be certain of getting it from other Countries when we shall want it and as it is of the utmost importance to obtain it in our own, it may be proper to expend the whole sum this year, whether the building of the Ships should go on rapidly, or otherwise — nearly 20,000 D<sup>r</sup>s indeed has already been expended in procuring a part of the Copper.

I find that very large sums have been lost in erecting wharves &c for building the Frigates authorized in 1794 in places so confined as to be totally unfit for building even Frigates hereafter and in every instance where this mistake has occurred, the expenditure of money on objects at this time wholly useless has not amounted to less than 200,000 D<sup>r</sup>s — an other expence has grown out of the circumstance of want of room at such places, the amount of which there is no calculating — I mean the labour of piling and unpling timber heaped together in confusion, because there was not room to admit of its being placed away in any proper order. It would not be hazarding too much to say that the same piece of timber has been removed from this cause twenty times over in Philadelphia where economy in Ship building is pretty well understood — To avoid errors of this kind and that the money now to be laid out shall be useful hereafter, I have contemplated to purchase at the six different places where the Ships are to be built, ground enough for capacious building yards, and to have such wharves erected as would answer for future occasions as well as the present — Each wharf will probably cost 20,000 D<sup>r</sup>s — the Ground Sheds, & Docks for the security of timber & other absolutely necessary expenditures may amount to as much more — in the whole to 240,000 D<sup>r</sup>s and this sum must be expended before even the Keels can be laid to advantage

These several Items for the six small vessels.....	300, 000
for the frames of the 6 — 74 Gun Ships.....	300, 000
for the other Timber.....	180, 000
for the Copper.....	170, 000
for the Navy Yards, Wharves &c.....	240, 000
	<hr/>
	\$1190, 000

amount to 190,000\$ beyond the appropriation of one Million the whole except for the Copper will be expended in the course of the Winter and early in the Spring — a much larger proportion of it than 300,000 D<sup>rs</sup> has already been expended, altho by the Treasury Books it does not appear to have been the case

The Navy Agents are Agents for every purpose of the Navy — several of them have applied of money remitted them out of the appropriation for the maintenance of the Navy, considerable sums towards the Timber &c for the 74 Gun Ships which can only be charged to the appropriation for that object when their Accts are settled — Thus then it appears that an appropriation of 190,000 Dollars will be required to put us in a condition to lay the keels of the 74 Gun Ships. It may be essential that not only the Keels should be laid in the Spring but that such progress should be made in the Ship during the Summer & fall, and an appropriation of an additional 410,000 D<sup>rs</sup> for this purpose seems no more than sufficient to pay for the labour, and to commence a provision for anchors, sails, rigging Guns &c — I do not believe it will be found necessary to go on with those Ships as fast as possible, but I have supposed that our present arrangements must be made upon the Idea that it will be necessary. — Six hundred thousand Dollars in addition to former appropriations will be sufficient to put the Ships in such a state in 1800, as to be got to sea — perhaps early in the summer of 1801

I have the honor to be  
with great respect & Esteem  
Sir Yr most obed Servt

[NDA. Cong. LB, Vol I.]

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To Samuel Humphreys, U. S. Inspector of Timber, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 27th January 1800*

M<sup>r</sup> SAMUEL HUMPHREYS

*Philadelphia —*

SIR Agreeably to a contract between Ebenezer Jackson Esquire Navy Agent at Savanah in Georgia and Phineas Miller Esquire for procuring the timbers for the frames of 6 seventy four Gun Ships of Live oak, a Copy of which is herewith enclosed for your information and Government — You are hereby appointed Inspector on the part of the United States for the purpose of examining & determining whether the said Timber is of the proper quality, cut conformably to the moulds, delivered at proper Landings, & in such quantities at such Landings as said contract stipulates.

Before you proceed to inspect the Timber you will please provide yourself with a Book ruled in columns for each tier of Timber, headed at Top with their respective names, & under with Larboard & Starboard — The columns should be large enough to admit of your marking how much each timber is longer or shorter than the mould, to ascertain that there is sufficient length in the whole timbers to complete each frame. There should also be columns, for the length, breadth depth & contents for cubic feet of each timber The length to be taken from the moulds except otherwise ordered in the directions

for procuring the Timber a Copy of which you will receive herewith — Each Account is to be headed with the name of the Ship the Frame is intended for, or the name of the place where each is to be built, Say Portsmouth (New Hampshire), Boston, New York, Philad\*, Washington, Norfolk — Each piece is to be thus marked, as well as with the name of the timber, both larboard & starboard. — You will observe by the Contract & instructions, in what manner the timber is to be got, and what latitude is given the procurers. — It is essential that all outside pieces shall be of the best quality clear of all defects whatever — Those for the frames generally should also be of sufficient quality but pieces may be admitted for the frames generally that would not do for outside work, tho none should be received that have large heart shakes large splits, or are rotten — Here you must exercise your judgment, taking care not to reject any pieces improperly, nor to receive any unfit for the Ships — It is expected that the frames will be delivered at a number of Landing places, and that there may be pieces for each Ship delivered at each place, and it is essential to avoid mistakes in sending the pieces intended for one Ship to a place where another is building, that the utmost care be observed in making as many piles at each place as there are to be Ships and that each pile contain only the timber designed for one ship and that the piles be placed at a distance from each other so as to prevent the Timbers of one Ship being mixed with those of another

It is also essential that each piece of Timber be so conspicuously marked in a way not to be rubbed out with the name of the place to which it is to be sent, as to be at once distinguishable —

As soon as the season will permit Vessels will be sent for the Timber, and it is hoped that it can all be ready & taken away while you remain in Georgia & under your direction, or that of persons employed by you & to act under your orders in taking an account of the Timbers Shipt & receipts from the Vessels, by which means mistakes & confusion may be avoided —

For your services you will be allowed at the rate of 2000 Drs per Annum & your reasonable expences, of which you must keep an account, while employed in this service M<sup>r</sup> Ebenezer Jackson Naval Agent at Savannah will render you every necessary assistance to facilitate your operations. —

Besides the foregoing there are the frames of two Ships contracted for to be cut by Thomas Shubrick Esq<sup>r</sup> of South Carolina — You are appointed to inspect those also, under the same regulations & restrictions as are prescribed in respect to the frames in Georgia W<sup>m</sup> Crafts Esq<sup>r</sup> Naval Agent in Charleston will render you the requisite information and assistance — to him you will be pleased to present yourself on your arrival in Charleston & in concert with him arrange your plan of operations so as to effect the object of your appointment with the greatest facility of which it is susceptible keeping in view at same time the business you are to transact in Georgia & making your arrangements in such manner that the operations in one State shall not interfere with those to be performed in the other — If the two frames procuring in South Carolina will be ready before the whole six in Georgia, you will be pleased to designate those for two of the Ships now to be built, & let two of the frames in Georgia which shall be last completed be considered as extra, & whether two in Georgia,

or those in South Carolina be so considered let one of them be marked GEORGIA & the other CAROLINA A Copy of the Contract with Col Shubrick is herewith enclosed —

To defray your expences 1000 D<sup>rs</sup> is now advanced you on Account, and if more should be necessary before you return you may draw on me — your Bills shall be duly honored — I am Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

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

[PHILADELPHIA]

*Navy Department 27th January 1800*

WILLIAM CRAFTS Esquire

*Charleston S C*

SIR From your letters and I have no other documents the crew of the *General Pinkney* [*Pinckney*] were engaged in February & March — Be pleased to direct that all the men whose times expire in February & March be imm<sup>d</sup> discharged & paid off — The Purser it is presumed has all the mens Accts ready for settlement He must be furnished with money as wanted to pay off the men & Captain Heyward must direct an Officer to attend the payment — A new Crew must be engaged before the *Pinkney* sails on another cruise, for this purpose instructions shall be sent to Captain Heyward in a day or two, when I will again write you —

I am Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

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

[PHILADELPHIA]

*Navy Department 27th January 1800*

WILLIAM CRAFTS Esq<sup>r</sup>

*Charleston*

SIR I am honored with your letter of the 8th Instant — With respect to M<sup>r</sup> Shubrick I do not know where he got his information that the Stem pieces of the 74 Gun Ship were to be "*of white oak*", certainly no such thing is contained in the Instructions I forwarded to you on the 6<sup>th</sup> August last, nor must it be admitted They must be of live oak, & of the very best quality being for outside work. — If they cannot be got in two pieces, they may in three, taking care to shift the scarfs of the apron, so as to make strong work — The stern post may also be got in two pices, if it cannot be got in one — But the transom must be in one piece —

I have the honor to be

Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

Extract from a letter from Captain Thomas Truxtun, U. S. Navy, to a friend in Norfolk, Va.

"St. CHRISTOPHERS, Jan. 27, 1800.

"The *Pickering* sailed a few days since, with 45 Americans under convoy, and called at St. Thomas for what vessels were ready for the continent. The *Baltimore* I have ordered here the 15th of Feb. to take charge of another convoy, to proceed the same route — and early in March, I shall give a third. Thus, my friend, I intend to guard the property of our fellow citizens, by appointing convoys at stated periods, and spreading our fastest ships to cruize singly with vigilance against the enemy."

[LC, "The Herald", Norfolk, Va., 1 March 1800.]

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

[PHILADELPHIA]

Navy Department 27th January 1800

WILLIAM CRAFTS Esq<sup>r</sup>

Charleston S C —

SIR This will be presented to you by M<sup>r</sup> Samuel Humphreys whom I have appointed to inspect the Timber procuring for the 2 seventy four Gun Ships agreeably to your contract with Thomas Shubrick Esq<sup>r</sup> — I request you will be pleased to render every requisite assistance to facilitate his operations keeping in view at the same time that he has business of a similar nature to perform in Georgia & arrangeing your plan in such manner that the operations in one State shall not interfere with those to be performed in the other — Personally I beg leave to recommend M<sup>r</sup> Humphreys to your consideration

I have the honor to be

Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Monday, 27 January 1800

Fresh breezes and cloudy, Standing to the Northward @ 2 squally close reefd the Topsails and wore to the southward. Saw a strange Sail bearing E S E. @ 3 shortn'd sail and spoke with the strange sail an american Schooner from Baltimore bound to S<sup>t</sup> Yago @ 4 filld and Reefd the courses @ 5 the S W point of Heneauga E by S wind at NE by E steerd S S E 10 miles in order to pass the S W point @ 8 hauld to the wind and steerd S E till 1 AM at which time we wore to the northward till 3 AM. @ ¼ past 3 wore to the S<sup>d</sup> and came to the wind, @ daylight wore to the northward and out 3<sup>d</sup> reef of the Topsails, and Made sail in chace to a strange sail bearing E by S. @ 8 saw 2 strange sail E S E apparently steering south. @ 9 the wind bore round to S E made all plane Sail to chace E by S, 8 or 9 miles Saw the land bearing N N W to N by E. @ ½ past 11 fird two Guns to bring too the chace

@ 12 Moderate breezes from the S E. the S E point of Heneauga  
NE by E ten or twelve miles. the chace East two miles  
Latitude Observed 20°41' N.

[NYHS, NHS.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S.  
Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding,  
Monday, 27 January 1800

the first part Fresh Breezes and Cloudy  
at 4 P M Saw the Land bearing from S S E to N W b N Dist 3  
Leagues which proved to be the Double Headed Shot bore AWAY and  
Hauld to the Northward  
at 5½ the North part of the Land bore N W 3 Leagues Dist  
Close Reefd the Top Sails  
at 12 Midnight Wore Ship to the Southward and Sounded with  
100 Fath Line no bottom  
Middle part Moderate Breezes & Light Rain  
at 4 A M wore Ship to the Northward  
at 6 bore away Saw the North part of the Double Headed Shot  
bearing from W N W to W S W [sic] Dist 3 Leagues at 8 the N E part  
of the Land bore South Dist 4 or 5 Miles it Still Continuing to the  
Westward  
Made Sail fore and Aft  
at 9 A M Saw a Sail bearing W b S 6 Miles Dist  
at 12 Meridian the Western part of the Double Headed Shot bore  
S W Dist 3 Leagues the Sail we Saw proved to be A Ship  
Latter part Moderate Breezes and Dark Weather  
Lat Double Headed Shot 24°8' North N W. part  
Long 80.00 West

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

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

[PHILADELPHIA]

*Navy Department 28th January 1800*

STEPHEN HIGGINSON & Co  
Boston —

GENTLEMEN Captain Brown will now receive his sailing orders —  
If there be any vessels ready he may take them under Convoy — His  
destination St Kitts —

I am Gentlemen  
Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]



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

[PHILADELPHIA]

Navy Department 28th January 1800

Capt<sup>n</sup> THOMAS TRUXTUN  
of the *Constellation*, St Kitts

SIR Captain Brown in the *Merrimack*, is ordered to join Your Squadron and to act under your orders — his ship is a valuable cruiser, and I hope may be profitably employed — Not having heard from you since your arrival on your station I cannot be minute in my observations respecting the object of your command — It appears however that Porto Rico, is more within the range of Capt Talbots cruisers than yours, consequently his attention must be directed to that point — Captain Baker in the *Delaware*, & Lieut Fernald in the *Scammel* having been sometime cruising off Curracoa with little effect, and Captain Bakers crew having become so sickly as to render it necessary for him to put into Port, it may be proper to Recal him, probably indeed to order him home — of this however you must be the Judge, and to order another Cruiser to that station but whether to continue on it altogether or to take a larger range of action & only to look into Curracoa occasionally, is with you to determine, which you can much better do than myself —

It appears there are still some captures made about Saint Thomas — I request your particular attention to this Island — I shall not add but relying on your Zeal & Abilities, I assure myself that the utmost protection will be afforded to our Commerce of which the force under Your command is capable —

Congress have not progressed Rapidly in public business since the commencement of the present Session — It appears that a reduction of the Army is pretty generally contemplated, and that a good disposition prevails in a large proportion of the Members to promote the progress of the Navy, and to authorize the appointment of Officers of higher grades than that of Captain

I send you some news papers, from which you may collect details —

Wishing you a successful & glorious cruise —

I have the honor to be

Sir Yr most obed Serv<sup>t</sup>

[NDA. OSW, Vol. 3, 1799–1800.]

To Captain Moses Brown, U. S. Navy from Secretary of the Navy

[PHILADELPHIA]

Navy Department 28th January 1800

Capt<sup>n</sup> MOSES BROWN  
of the *Merrimack* Boston

SIR With this you will recieve circular instructions for your government on a cruise, which being full & particular, I have nothing to add but the Presidents command, that you proceed from Boston without delay to Saint Kitts with the *Merrimack*, at which place or in the vicinity of Guadeloupe, you will fall in with our Squadron on that Station, which you are to join under the command of the Senior Officer who will be Captain Truxtun, unless some accident has

happened to him — The President desires me to express his confidence, that you will maintain the character you have already acquired —

Wishing you great success & Glory — I have the honor to be Sir  
Yr obed Servt

B[ENJAMIN] S[TODDERT].

NB — Any vessels bound to the vicinity of St Kitts or Guadeloupe you will take under your Convoy, but wait for none that are not ready —

[NDA. OSW, Vol. 3, 1799-1800.]

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[25 October 1799 to 28 January 1800]

Extracts from log book of American Merchant Ship *Carlisle*, Captain Bryden, commanding

October 25, on our passage to Liverpool, fell in with a British man of war, of 74 guns, with a fleet under her convoy, consisting of 30 sail; we went under the lee of the man of war and hailed him; saw the English and French coasts the next day, about 7 o'clock, P. M. and a number of vessels in sight.

January 19, about 7 o'clock, P. M. saw an English sloop of war of 19 eighteen-pounders; at 7 A. M. he came up with us and fired two guns at us, which we returned with our stern chasers, and then we hailed him, asked where bound, answered to Jamaica; but he was bound to Newfoundland; he came on board of us with his boat, looked at our papers, and let us proceed.

January 28, at 2 A. M. saw a sail about one quarter of a mile distant; which kept on her course till she got right astern of us, then tacked about and gave chase to us, and came up with us; but squalls commencing at the time, she was obliged to heave to astern, and when she was coming the third time, we hoisted our colors and gave her a shot, then she came a little closer, hoisted French colors and gave us a shot; and at 10 minutes past 4 A. M. commenced a hot action on both sides till half past 5, A. M. when she bore away from along side of us, but chased us till dark, and then altered her course; she had upwards of 60 or 70 men on board, had three guns, and a great number of small arms; we only had one man wounded, though the shot flew like hail about our ears, and every broadside we gave her, we could perceive did great execution; we saw she would not venture again, and we made sail.

Left Liverpool the 7th of December in company with the ship *Fabius*, of Norfolk, captain Black; when we made Fayal, (one of the Western Islands) we left him. In lat. 24, 00, long. 66, 00, fell in with a French privateer, who engaged us an hour and 25 minutes, within pistol shot the whole time, and sometimes closer; I supposed her to be just come out, as she was quite clean and had not less than 60 men on board; she kept a constant firing on us with small arms under our quarter, so that we could only get our stern chasers to bear on her, until she came up with an intention to board us; but he met

with too warm a reception, and thought proper to sheer off with the loss of about 20 or 30 of his men, and her fore gaff and rigging about their ears; I am happy to say that our officers and men behaved like brave Americans during the whole action, and I have only to lament the loss of one man who died of his wounds next day.

[LC, "Federal Gazette & Baltimore Daily Adv." (Balt., Md.), 17 Feb. 1800]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Tuesday, 28 January 1800

Moderate breezes and clear weather In chase to the southw<sup>d</sup> along shore on the south side of Heneauga, @ 1 shortnd sail Tackd and boarded the chace, an american arm'd schooner from Port au Prince bound to Baltimore, @ 2 the wind S E fill'd and made sail to work to windward Round the S E part of the Island we sounded on a reef 6 or 7 miles from the shore bearing S  $\frac{1}{2}$  E from the S E extreem of heneauga our depth did not exceed 7 fathoms white sand and Coral rocks, when we approach'd the Reef we sounded 12 fathoms, the next Cast 6 $\frac{1}{2}$ . Tack'd Imediately and filld to W S W, there sounded with 70 fathoms of line, No bottom, @ half past 4 Tackd to the Southw<sup>d</sup> @  $\frac{3}{4}$  past 5 the S E extreeme NW  $\frac{1}{2}$  N ten miles the North Extreem N by W. the land to the westward W by N shortnd sail and double reefd the Topsails, Steerd S E 15 miles and E S E 27 miles @ daylight Saw Cape francois bearing S S E 9 or 10 leagues, @ 6 moderate & variable Saw a strange sail bearing E by N wind south. made all plane sail and Gave chace, @ 10 the wind vore round to NW by W made the private signal to the chace, which she did not answer, employd Trimming sails, @ 12 Moderate breezes from NW by W the chace N by E, 10 or 11 miles Cape francois S  $\frac{1}{2}$  E 8 or 9 leagues Latitude Observed 20°15' N.

[NYHS, NHS.]

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Extract from log book of sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Tuesday, 28 January 1800

the First part of these 24 Hours begin with Fresh Breezes and Pleasant Weather.

at 2 P M Spoke the *Citizen* of and from New York bound to the Havana 26 Day out ——— Reyman Master Asked him if he wanted Assistance Answer no the N W part of Double Headed Shot bearing South 2 Leagues Distance

at 3 P M the N W part of Double Headed Shot bore E  $\frac{1}{2}$  S Dist 4 Leagues

Shortened Sail for the *Citizen* to Come up

at 5 Double Reefd the Top Sails

at 7 Shew a Light for the *Citizen* no Answer

at 8 Shew a fals fire for the *Citizen* no Answer Filled away the Top Sails

Midnight took in fore Sail & Jibb Close Reef the Top Sails Fresh Breezes and heavy Rain After 10 P M

at 7 Saw a Sail W b S from us and one North Made Sail fore and Aft out two Reefs Set the Fore Sail and Main Sail

at  $\frac{1}{2}$  past 11 A M Saw the Mountain Call'd Pan De Matanza 9  
or 10 Leagues Distance bearing S S W 20 Leagues East off Havana  
Latter part Fresh Breezes and flying Clouds  
Latitude Observed  $23^{\circ}40'$  N.

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

To Captain Thomas Truxtun, U. S. Navy, presumably from Benjamin Hammell  
Phillips, U. S. Consul at Curacao

CURACAO Jan<sup>y</sup> 29<sup>th</sup> 1800

THOMAS TRUXON Esq<sup>r</sup>

SIR In the Month of Sep<sup>r</sup> last I wrote to our Gov<sup>t</sup> & requested assistance & protection for the Reasons then stated; briefly a Vile combination against the Americans Persons & Property & a threatened Invasion from Tousaint of S<sup>t</sup> Domingo. In consequence thereof the Sec<sup>y</sup> at War directed the Commanding officer in the Windw<sup>d</sup> Station to dispatch 2 Ships, the *Delaware* & *Baltimore* were mentioned — the latter, being then on some other service the *Scammel* was dispatch'd with the *Delaware* — many letters have been written home but we have no intercourse with S<sup>t</sup> Kitts Capt<sup>n</sup> B[aker] will detail to you

The principal Commerce, carried on here is with American & the Spanish Settlements on Terrafirma & is by no means inconsiderable, & prior to the *Delaware* & *Scammel's* coming here was entirely unprotected. —

Privateers frequently call in here to fitt out & clean &ca. but there are not any at present owned here they have lately been very troublesome about Guayra & Cumana Capt<sup>n</sup> Baker made an attempt last Week to get up there but was not able to Stem the Current w<sup>h</sup> runs at the rate of 4 to 5 Knots. —

I am sorry to tell you that the Crews of both vessels have been and are very sickly & for w<sup>h</sup> reason it is not possible to send either of them up to you as soon as the *Scammels* Crew is sufficiently well she will go &c. — I recommend that such a Vessel as the *Enterprize* be sent here in her stead. — If we had, had her here last Week a Privateer formerly the *Eleanor* of Baltimore with the officers of the *Trois Amis* on board & bound to Guadaloup w<sup>d</sup> [not?] have been taken. — It may happen that you come accross them one of these days & for w<sup>h</sup> reason I give you the Names of the Off<sup>rs</sup> who sign'd the Verbal Process. —

Joseph Rival Capt<sup>n</sup>  
De Granche 1<sup>st</sup> Captain  
Brisson 2<sup>nd</sup> Ditto  
Pierre Chariot Prize Master  
Resson  
Niela Mongiardino

These Vagabonds have escaped so far maugre all Capt<sup>n</sup> Bakers & my own endeavours — This Gov<sup>t</sup> do not *chuse* to consider them as Murderers & consequently *will* not be convinced.

The U. S. Cruisers, will always find in me a zealous friend, & theire Off<sup>rs</sup> as much attention as they merit —

I have the Honour to be most respectfully

Sir

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

[SDA. French Spol. CA, Curacao, 1797–1801.]

To Lieutenant Samuel Heyward (also spelled Haywood), U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]  
Navy Department 29th January 1800

Lieu<sup>t</sup> SAMUEL HEYWARD  
of the *General Pinckney*  
Charleston, S. C

SIR The *Pinckney* must be officered, & manned agreeably to the following List

Commander.....	50	Dollars &	4	rations
2 Lieutenants.....	40	"	3	d <sup>o</sup>
1 Surgeon.....	50	"	2	d <sup>o</sup>
1 purser to act as Captains Clerk.....	40	"	2	d <sup>o</sup>
1 Sailing Master.....	40	"	2	d <sup>o</sup>
2 or 4 Midshipmen.....	19	"	1	d <sup>o</sup>
1 Boatswain.....	20	"	2	d <sup>o</sup>
1 Gunner.....	20	"	2	d <sup>o</sup>
1 Steward.....	18	"	1	d <sup>o</sup>
1 Cook.....	18	"	1	d <sup>o</sup>
20 able Seamen.....	17	"		
24 ordinary Seamen and Boys at from 5 to 14 Dollars according to merit—				

After discharging your present crew, you will proceed to the entering a new one with all possible dispatch, to serve one year from the Brigs first weighing anchor on a Cruise —

As I have no information that I can rely on, respecting the Officers of the *Pinckney*, I have written to M<sup>r</sup> Crafts to supply any material defect that may exist — With respect to your crew you will suffer none to be entered but such as are sound and healthy, and suffer no indirect or forcible means to be used to induce persons to enter the Service

You may allow two months advance, but previously take care to obtain sufficient & responsible security to resort to in the event of desertion —

Major Burrows will take orders respecting the detachment of Marines — When you have completed your crew, you will take care to transmit me a list thereof —

Enclosed you have a complete sett of recruiting papers with the form of an oath, which you will require each person entered to take — You will have all these papers kept with the utmost accuracy — You will be supplied with the monies necessary to effect this business by M<sup>r</sup> Crafts Your Recruiting Officers besides their pay & rations will be allowed two dollars for each Recruit duly entered — in full for every expence of attesting &<sup>c</sup> &<sup>c</sup> — Prior to sailing you will transmit your Accounts & Vouchers to Thomas Turner Esq<sup>r</sup> the Acc<sup>t</sup> of this Department for settlement —

I have the honor to be

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

[PHILADELPHIA]

Navy Department 29th January 1800

WILLIAM CRAFTS Esq<sup>r</sup>

Charleston S C

SIR I have this day sent on Lieutenant Heywards recruiting instructions — As he has never made any sort of return to this Office, I am ignorant whether he has his quota or not of Officers —

He is intitled to 2 Lieutenants, 1 Surgeon 1 Purser to act also as Clerk, 2 or 4 Midshipmen, 1 Boatswain & 1 Gunner, besides petty officers — The Steward & Cook If he should not have his proportion of Lieut<sup>s</sup> but should have only one Lieutenant & a Sailing Master, he can very well do without the other. — Those ought to be at Charleston, if not on board the *Pin[c]kney*, Joseph Pritchard Jacob S Motte & Alex<sup>r</sup> Alexander Jun<sup>r</sup> who have been sometime appointed Midshipmen & were originally intended for the *John Adams* but I find from the returns of that Ship, that she sailed without them — If they are at Charleston you will be good enough to order them on board the *Pinkney* — Captain Heywards Comm<sup>d</sup> is sent on this day —

I have the honor to be

Sir

Yr obed Servt

NB. Captain Heyward must receive from the 31 October 1798 to the 25<sup>th</sup> February '99 40 Dollars p<sup>r</sup> mo and 3 rations p<sup>r</sup> day, and from the 25 Febr<sup>y</sup> 50 Dollars & 4 rations. —

[NDA. GLB, Vol. 3, 1799-1800.]

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Extract from journal of the U. S. Frigate *Constitution*. Captain Silas Talbot, U. S. Navy, Commanding, Wednesday, 29 January 1800

Fresh Breezes and cloudy In chace, @  $\frac{3}{4}$  past 12 the chace tack'd passing nearly two miles to windward with a private signal flying which we did not understand, Cleard ship for action and hoisted our colours, the chace then bore up and made the English private signal which we answer'd and shortnd sail she then wore and hauld to the wind in towards Tortudas, we then wore and pursued him till 4 P M with an equal proportion of sail in order to try him at sailing, @ half past 4 shortnd sail and spoke with his Brittanic Majestys Ship *Maidstone* Captain Otway who informd Captain Talbot that two days ago he chac'd a French privateer, and recapturd her prize which was american @  $\frac{3}{4}$  past 4 Bore up and parted company with the *Maidstone* and steer'd towards Cape francois till 8 in the evening, at which time we wore to the Northward and came to the wind under an easy sail wore and tackd as nessasary during the night: @ daylight saw Cape Francois bearing SE by S 5 or 6 leagues, Employd filling salt water in the Ground Tier, and cleansing out the sail room, @ 12 Moderate breezes from N N E cape francois S  $\frac{1}{2}$  E 8 or 9 leagues

Latitude Observed 20°13' N.

[NYHS, NHS.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, Commanding, Wednesday, 29 January 1800

the first part of these 24 Hours Fresh Breezes and flying Clouds  
at 2½ P M past the Ship *Citizen* Blowing Fresh did not Speak her  
Judging she did not want our assistance by her not Answering our  
Light and She being 3 Miles Dist when Shown

at 3 pan Matanza bore S b E Dist 6 Leagues three Sail in Sight  
to Windward

at 6 P M the pan Matanza bore S E b S Dist 8 Leagues the Western  
point in Sight S b W ½ W Shortened Sail

Middle part Fresh Breezes and Cloudy

at ½ past 1 A M Hauld up to the Wind Northward

at 4 Hauld to the Eastward

at 9 A M the Moro Castle bore from us S b E Dist 5 Leagues Made  
Sail

at 12 Meridian the Moro Castle bore S S E ½ S Dist 4 Leagues

at ½ past 2 P M Anchored in the port of Havana Hove out the  
Barge and Cutter Handed Sails and Warped in the Harbour and  
Came to with the Starboard bower and Moored with the Kedge to  
the Westward the Moro Castle bearing N W b W the City bearing  
S E b E Six American Vessells in Company Capt Silsby, the Schooner  
*Lucy* Capt Smith, the Ship *Citizen* and 3 others

Latitude Observed 23°26' N.

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

To Lieutenant Samuel Heyward, U. S. Navy from Secretary of the Navy

[PHILADELPHIA]

Navy Department 30th January 1800

Capt<sup>n</sup> SAMUEL HEYWARD  
of the *General Pinckney*  
Charleston S C

SIR I have received your letter of the 10th ins<sup>d</sup> and now inclose  
your Commission & Recruiting orders — You will also find enclosed  
the Circulars of the 29th December '98, 16<sup>th</sup> Jan<sup>y</sup>, 12<sup>th</sup> March, 29<sup>th</sup>  
June, 29<sup>th</sup> July, 15<sup>th</sup> Sept<sup>r</sup> '99 containing Instructions for the general  
government of your conduct — also two Copies of the Act for the  
Government of the Navy & two Copies of Marine Rules & regulations.

I am not in possession of the necessary information respecting the  
Officers of the *Pinckney* — this proceeds from your having never  
made any sort of return to this Office —

The *Pinckney* is now on the Navy Establishment & her officers are  
to respect those regulations instituted for its Government — which  
you will find in the several dispatches sent herewith.

I have the honor to be

Sir

Yr obed Serv<sup>t</sup>

With respect to your pay and Emoluments you must receive 40  
Dollars p<sup>t</sup> month & 3 rations per day from the 31<sup>st</sup> October 1798 to  
25<sup>th</sup> February '99, the date of the Act for augmenting the pay &  
emoluments — from which you are to receive 50 D<sup>rs</sup> & 4 rations

[NDA. OSW, Vol. 3, 1799-1800.]

To Lieutenant Samuel Heyward (also spelled Haywood), U. S. Navy from Secretary of the Navy

[PHILADELPHIA]

Navy Department, 30th January 1800

Lieut SAM<sup>l</sup> HEYWARD

of the *General Pinckney*, Charleston S.C —

SIR For fear of not being understood in the lettrs already written — Be pleased to take notice —

That you are to discharge all your present Crew, whose times expire sooner than 5 months. — That you are to make a complete settlement with M<sup>r</sup> Crafts for the expenditures of the *Pinckney* till the present time — including the pay of the men &<sup>e</sup> &<sup>e</sup> — That you are to obtain a new crew, and as early as possible to be ready to proceed on a cruise, as soon as you receive instructions for that purpose, which I shall send you in ten days, in full confidence that you will then be prepared —

The Returns directed to be made to this Office in the Circular Instructions you will carefully & immediately attend to —

I have the honor to be

Sir

Yr most obed Servt

[NDA. OSW, Vol. 3, 1799-1800.]

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Extract from a letter from Lieutenant David Ross, formerly of the U. S. Frigate *United States*, now commanding the American private armed ship *Belvedere*

“LONDON, January 30th, 1800.

“I have the pleasure of informing you of the safe arrival here of the ship *Belvedere*, after a very boisterous passage, and experiencing a succession of tremendous gales of wind.

“On the 23d December, in long. 43, lat. 45, 30, we were overtaken by a hurricane from the north-west quarter, and scudded under it for some time, but the sea running extremely cross and a great number rolling over us, I thought it prudent at 10 A. M. to heave her too under a balance reefed mizen — On the 24th at 10 P. M. the vessel having been for a long time on her beam ends, I consulted my officers on the propriety of lightening the vessel for general safety; they agreed with me in opinion, & in consequence we cleared the lee side of the cabin by heaving 119 bags of coffee overboard, with our lee guns, 7 in number, and the shot in our lee shot lockers; the sea constantly breaking over us, one of them started all our bulwarks, and washed overboard a seaman named John Freeman, who was drowned.

“At 8 A. M. it began to moderate; we set the foresail and close reefed main-top sail, but still a violent sea running; it however subsided by degrees.

“On the 6th of Jan. in lat. 49, 42, long. 10, saw a lugger to leeward, with no sail set; we supposed her to be a French cruiser, that had brought to a Dutch dogger. — At 11 A. M. beat all hands to quarters and stood for her — At 2 P. M. came up with her, but found no person on board. I sent my second officer and three hands to take possession



of her and conduct her to the Downs; but I am since informed she has got into Cowes. She proves to be the *St. Seuveur*, French lugger, of 33 tons burthen, loaded with wine.

"January 12th, at 7 A. M. saw a brig a stern coming up with us, beat to quarters and got all clear for action — At half past 7 A. M. she hailed us under National colours, within musket shot, and desired me to haul down mine, which was answered by a broadside, that must have raked him fore and aft; she returned us another, and we lay within pistol shot two hours, when she sheered off. She appeared to be a fine cutter built brig, and to mount 18 guns, and have about 150 men on board. Thank God we have lost none of our men, but have suffered much in our rigging and sails, and have about 50 shot, small and large, in our hull; our only wooden gun was dismounted. On the 14th got a pilot from Dover, and arrived in Standgate creek on the 18th, where I lay 8 days performing quarantine."

[LC, "Claypoole's American Daily Advertiser", (Phila.), 11 April 1800.]

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To Captain Robert Gill, Navy Storekeeper, from Abishai Thomas for Secretary of the Navy

[PHILADELPHIA]

*Navy Department 30th January 1800*

Capt<sup>a</sup> ROBERT GILL  
*Navy Storekeeper —*

SIR Be pleased to advance & pay to M<sup>r</sup> Benjamin Wynkoop One hundred Dollars on account of the Marine Ventilators which he is fabricating for the Frigate *Philad<sup>a</sup>* taking his receipt to be accountable —

I am Sir Yr obed Servt

By order of the Secretary of the Navy

AB: THOMAS.

[NDA. GLB, Vol. 3, 1799–1800.]

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To Doctor Moore, Petersburg, Va., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 30<sup>th</sup> Jan<sup>y</sup> 1800*

Doct<sup>r</sup> MOORE  
*Petersburgh Virgin<sup>a</sup>*

SIR The *Insurgente* may be expected to arrive at Norfolk in February, I think before the 20<sup>th</sup> —

I am &c

[NDA. GLB, Vol. 3, 1799–1800.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Thursday, 30 January 1800

Moderate breezes and cloudy, employd working to windward @ 3 the weather clear'd up saw the shipping at anchor in cape francois

harbour which then bore S by W 3 or 4 leagues. @ half past 5 double reefd the topsails and single reefd the courses

@ 6 Tackd to the northward Cape francois south 4 leagues wind V<sup>bje</sup>

@ 12 Midnight fresh breezes and cloudy Wore and tackd as nes-sary during the night to keep clear of the land

Middle part Fresh breezes with light showers

@ 9 Saw Cape Francois bearing S by W five or six leagues, @ 10 fresh breezes and Rain, taken a back wind from E by N wore and came to the wind to the northward

[NYHS, NHS.]

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Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Ship *Ganges*,  
30 January 1800

The Pilot came on board  
employed unmooring Ship to take her farther in

[NA.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Thursday, 30 January 1800

[Anchored, Harbor of Havana] Pleasant Weather this Day  
People Employd on Clearing the Hold for filling water and Stowing  
Provisions Sent down Top G Yards unbent T G Sails Stearing  
Sails and Clearing Ship in All parts Arrived the U S Brig *Norfolk*  
Capt Bainbridge from A Cruise

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

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To General Mountjoy Bayley from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 31<sup>st</sup> Jan<sup>y</sup> 1800*

Gen<sup>l</sup> MONTJOY BAYLEY

SIR I am honored with your Letter of the 21<sup>st</sup> instant — In letting out the French Prisoners to labour your arrangements have been judicious — You will be guided by your own discretion; it is not material that you keep them in the neighborhood of or County, nor even in the State, as the Bail you have taken is calculated to secure their return. —

You will please to procure medical aid to such of the Prisoners as need it, on such terms as you think most economical and proper. —

I am &c

[NDA. GLB, Vol. 3, 1799–1800.]

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[Rec'd 25 March 1800

But filed in SDA under 31 January 1800]

To Secretary of State, from Turell Tufts, U. S. Consul, Paramaribo

SIR I have the honor to refer you to my Letter of the 1<sup>st</sup> Instant herewith transmitted. Since writing which I have rec<sup>d</sup> a Letter

from His Excell<sup>y</sup> the Gov<sup>t</sup> in answer to mine, mentioned therein. You Sir, will observe, that He avoids remarking on that part of my Letter relating to the General: and that He confirms the credit He gave to my Commission before the Capitulation. — The Office is now of no importance to any body under any view. This appears even from our own Government; for, altho' The Hon<sup>ble</sup> Secretary of the Navy by Letter desired me to furnish Captain M<sup>c</sup>Neill with what necessaries he might want for the *Portsmouth* & take bills on him for payment; He has thought proper to instruct Capt M<sup>c</sup>Neill and Capt Rodgers in such a manner as to make them conceive it is their duty to provide for their Ships themselves at the lowest possible prices in the market. — The business is confided to the purser — and, he is running about Town to know who will supply the Ship and take bills on the U States for payment. When Capt M<sup>c</sup>N. was watching the HUSSAR, he was exceedingly glad to receive Supplies from me. He, however, was not displeased with my account. When he came up to Town — he wanted a great number of articles — and undertook to purchase them himself by orders drawn on me. As He said it was more convenient for him, I assented to it — but I soon saw in it a great inconvenience. — Hourly some person was calling to know where articles were to be found. I therefore told him, it should be the last time I would supply him on that plan. — Capt Rodgers — sent up his Purser — with instructions to purchase provisions — and to present the bills to me for payment: with a Letter, — promising to give me a draft for the Amount. — I answered — something to this effect; that ["I] observed the instructions to the Purser were very particular, in order to get the articles at the lowest rate — for which purpose — He must go to all the Mercht<sup>s</sup>: — that I was not disposed to become an under bidder of any cheating Jew or needy Mercht in the place — and therefore did not think proper to make any proposition for supply: — that if He or the Gov<sup>t</sup> had more confidence in his Purser than in me — the bonds that I had given to render a faithfull account of Public Monies &c were unnecessary, & might as well be cancelled. Nevertheless, rather than the service should be impeded — or delayed I would advance him money on his bill — altho' I did not want — having those I had taken of Capt M<sup>c</sup>N. yet on hand — some of the money for which was advanced in August last". — The Purser addressed himself to an Englishman, (altho here are 2 Americans doing business) — got a dinner, got drunk, and made a bargain. — I assure you Sir, I should not have given you this detail — were it not a matter of some speculation among Americans now here; and were it not, an indication of a want of confidence. If this indication is just — it is my duty not to retain my Commission — and would not a moment longer had the intimation come from you. The respect which the Character, as well as Office of The President demands, — obliges me to defer a resignation, untill an explanation is made. More particularly, as in a former Letter I intimated a desire to be appointed in some other Country.

Almost 5 months are elapsed, and but *One English Ship* has arrived here from Europe. Several Americans & Danes have kept up a full supply of European Goods. The British Custom House has lately demanded of these Vessells — and of Vessells direct from the U States — 5 per Cent, on all articles not of our Growth. This 5

Per C<sup>t</sup> is put into the Pockets of the Officers, & is considered as a fee for permission to Land. — The Planters now feel the want of Fish (now at 10 D<sup>r</sup> per Quintal) and other Negro provisions. — New Beef is worth 12 D<sup>r</sup> — This, and the ill success of the expedition to Holland — occasions — *wild* & various speculations in Politics as well as in Commerce. Should France &c, have any success at sea — I should not be surprised if this place were attempted — and if Victor Hugues is in fact appointed at Cayenne — I should strongly suspect — the design. — I assure you many have expressed to me their fears.

Two Vessells under American Colours lately came in, laden with Slaves from the Coast of Africa. — Herman Smith, who says he was a passenger on board the Brig *Eliza* of Boston, gives me the following account. — That He sailed from Boston master of said Brig, with a Cargo for the Coast, where, He disposed of it — and also sold the Brig to an Englishman, who gave the Command of the Vessell to his mate, whose name was Henry Mayo: that She was laden with 99 slaves and ordered for this place: that in order to get home to Boston, he took passage in her, and on his arrival here having some business that detained him, and having it in contemplation to make a voyage to Europe — He sent home the papers of the Brig by the first Vessell that sailed after his arrival: at that time, Eight persons belonged to the Brig — 7 of whom — including Mayo — the master — are since dead — the other took passage in a Vessell to Salem, Brig *Neptune* Capt Flint: — that, when he sailed from Boston Timothy Gay — of that place — (who is since dead) was the owner. — In this story is readily discerned an attempt to evade the Law of the U States against the Slave Trade.

The Schooner *Clarissa* of Boston, Ellis Cook, master, is the other Slave Vessell. I understand she brought in 81 Slaves, and that Samuel Blake jun<sup>r</sup> of Boston is an owner. — This Ellis Cook and J. Stookman mate having come before me to make Oath to the delivery of some [to] N England from the said Schooner, I asked him for His Vessells papers — who answered that he had delivered them to the owner now here — to be returned into the Office, the Vessell having been disposed of.—

It is very evident that the Laws should be thoroughly executed, or a new modification of them is necessary; for at present the penalties are so great — that the Slaves transported in this clandestine way, are more liable to bad treatment and to be crowded in large numbers on board small Vessells. I had written the foregoing observations before I saw there was a motion in Congress on this subject. — Slavery ought not to be known in Northern Countries, & blacks should not even be allowed to be transported there. In hot Countries blacks should live, & they are scarcely susceptible of the distinction between freeman & slaves. They know it only by the manner of treatment.

However excellent & praise-worthy the prohibition of the Slave trade may be considered by the Philosopher & Christian; the Merchant, Politician & Patriot, in my view, justly complain of the *absolute* prohibition by our Laws. It is well known that the Spanish Governors in the W. I. will admit any Neutral to land almost any Cargo in their Ports — if the Vessell brings 4 or 5 Slaves. The profits of their trade is so alluring, and the transportation of 5 Slaves from one State of Slavery to another & perhaps better, neither in the view of

reason or humanity, producing any compunction to the mind — from the idea of being the real agent of their misery — few people in Trade would scruple or hesitate to adopt such a plan to gain admittance into a Spanish Port. Nothing but the penalties of the Law causes the least fear: and they are so easily evaded — or the transportation of so small a number being seldom or never noticed, — it is pretty generally practised; and those only who respect the Law are injured by it. I conceive therefore that, by a modification of the Law so as to allow of such practice in the W Indies — several important objects would be obtained, and as it would extend our own trade — we should reap the advantage of an Evil with some other nations untill it is entirely removed, without deserving any odium or censure on account of the traffic. — In my view, and perhaps in the view of every one acquainted with the particulars of the Slave-Trade in Africa — the criminality of it consists exclusively in the inhuman treatment of the Slaves; for, arguments v's [versus] the mere transportation of them apply with equal force v's [versus] the transportation of an Irishman to the U States and selling him for a Season. — I would not despise any species of Creation, and am not ashamed of the sentiment, that our Species of man is of the first order, and deserves, as it has taken — the first rank and Command on the Globe: that the Blacks are of a lower degree & will from their constitution and nature of things forever remain so. — Reason & feelings dictate toward them good treatment more than toward a Horse — as they are of our form and possess the same faculties of communication, and Interest enforces it. — To raise them to our rank & importance in the scale of being by instruction & example is a magnanimous or rather liberal idea, and it is equally great, as it cannot be effected — when applied to Monkies. Is it therefore that Monkies should be taught to read & write? — To ameliorate the condition of Slaves & to make them Happy is all that can be done. It is not in the power of man to make them Great, unless formidable as a blind instrument of Power or force: — and as slaves they are instruments of good. I have tho't it necessary to make these observations to justify myself in expressing the wish that our Laws might be modified as above. Otherwise, I should consider them impertinent as addressed to you. —

[Note added to letter in different writing. "T. Tufts 1800. rec<sup>d</sup> March 25 This letter is incomplete — it would seem that a sheet or two were left behind"]

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

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Friday, 31 January 1800

At half past 4 P M. Got underway and stood to Windward. at half past 7 A M. discovered nine sail of Vessels — made sail and gave chase. at half past 9 made the private signal, and discovered that the headmost of the ships which I early discovered to be a frigate — was *L'Insurgente* Captain Murray by his answering the signal, and throwing out, that Ship's particular flag.

At half past 10 spoke Captain Murray, who informed me that his foremast was sprung — I went on Board and examined it, desired him to proceed to St Kitts and have it well fished and secured, and call on David M Clarkson, the Agent for spars and plank, that he was in want of.

Returned from *L'Insurgente* at half past 11 o'clock, and made sail by the wind as per column of Courses.

Montserrat at noon Bore N B E  $\frac{1}{2}$  E Nine Leagues Distance. —

Longitude Account  $62^{\circ}.22'$  W.

Latitude Observed  $16^{\circ}.17'$  N.

[HS of Pa. NDA photostat.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Friday, 31 January 1800

Fresh breezes and rain, Employ'd as nessasary, @ 3 saw cape francois bearing S by W  $\frac{1}{2}$  W tackd to the northward, @ 4 Tackd to the southward @ 5 saw Monte a christo SE by S 6 or 7 leagues and two strange sail bearing south to which we gave chace. @ 6 lost sight of the chace shortnd sail and wore to the Northward, Monte a christo E S E, @ 8 Squally with rain lowr'd down the fore and Mizzen Topsails, @ 2 More moderate wore to the S<sup>d</sup> @ 4 Moderate breezes and clear weather, @ daylight saw Monte a christo bearing SE by S 5 leagues, and two strange sails bearing South, wind @ E by S made all plane sail and Gave chace, @ 7 saw another strange sail bearing S W, with the private signal flying at the fore @ 9 Answer'd the private signal of one of the United States Ships @ 10 Shortnd sail and boarded the chace an American Polacky from St Thomas<sup>d</sup> bound to Cape francois, from this vessel we Received 120 Gallons of Rum. @ 12 Cape francois bore S by W  $\frac{1}{2}$  W 5 leagues

[NYHS, NHS.]

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Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship *Ganges*, 31 January 1800

The Brig *Sally* arrived

[NA.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Friday, 31 January 1800

[Anchored, Harbor of Havana] Pleasant Weather this D'y All Hands Employd on Clearing Hold and Watering the *Norfolk* from our Ship. Got down and up Top Gall Mast Exchanged our Small Engine with the *Norfolk* and Received an Old one for the Same Arrived an American Schooner

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

[1-2 February 1800]

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

UNITED STATES' SHIP *Constellation*,  
at Sea, Feb. 3, 1800.

SIR, I had the honour to address you the day after my arrival at St. Christopher's, the twenty-first ult. as per copy annexed; after which I made every exertion in my power to get the squadron, as well as my own Ship, to sea, in the shortest time possible; and gave all the commanders of the different vessels orders, to cruise separately, in certain situations, agreeably to the copies inclosed.

On the thirtieth, I left St. Christopher's with the *Constellation* in excellent trim for sailing, and stood to windward, in order to occupy the station I had allotted for myself, before the road of the enemy, at Guadaloupe, where I was informed a very large and heavy frigate, of upwards of 50 guns, was then laying; and early on the next day I fell in with *L'Insurgente*, Captain Murray, and the prize brig, *Conquest of Italy*, that had been fitted out to cruise with him in those seas. After a short interview with Captain Murray, I requested him to proceed to St. Christopher's without loss of time, and call on our agent there Mr. Clarkson, for letters that I had lodged for him, which pointed out his further destination. On our parting, he immediately made sail to leeward, and I continued plying to windward. At half past seven A.M. of the following day, I discovered a sail to the S.E. to which I gave chase; and for the further particulars of that chase, and the action after it, I must beg leave to refer you to the extracts from my journal, which is also inclosed, as being the best mode of exhibiting a just, fair, and candid account of all our transactions in the late business, which has ended in the complete dismantlement of the *Constellation*, though, I trust, to the high reputation of the American flag.

I have just fell in with the *Enterprise*, Lieutenant Shaw, returning from Curacao, who I send off to you with my dispatches, and I shall be obliged, by your sending him again to me at Port Royal, Jamaica, as early as possible, as I shall be impatient to hear from you, especially as we are now in want of every thing, being a mere wreck.

If I had met Captain [Richard V.] Morris, of the *Adams*, I should have taken the command of that Ship, and kept the station to windward, leaving him in charge of the *Constellation*, to be refitted at Jamaica; but I have not been so fortunate.

I have the honour to be,

With great respect and esteem,

Your very obedient humble servant,

(Signed) THOMAS TRUXTUN.

The Honourable BENJAMIN STODDERT, Esq.

Secretary of the Navy, Philadelphia.

[NOTE—Documents concerning the capture of *La Vengeance* by HBMS *Seine*, on 20 August 1800, will be included under that date, in the sixth volume of "Naval Documents, Quasi war with France."]

[Nav. Chron. Vol. IV.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Saturday,  
1 February 1800

Throughout these 24 hours, very Unsettled weather. Kept on our tacks, beating up under Gaudaloupe.

At half past 7. A M. The Road of Bassateer Bearing East five Leagues distance, saw a sail in the S E standing to the S W which from her situation, I at first took for a large ship from Martinica, and hoisted English Colours on giving chase by way of inducement for her to come down and speak me, which would have saved a long chase to Leeward, off my intended cruizing ground — but finding she did not attempt to alter her course, I examined her more minutely, as we approached her and discovered that she was a heavy French frigate mounting at least 54 Guns — I immediately gave orders; for the yards to be slung with chaines, top sail sheets &c stoppered, and the Ship cleared and every thing prepared for Action and hawled down the English colours, At Noon the wind became light and I observed the chase that we had before been gaining fast on, held way with us, but I was determined to continue the pursuit, tho' the running to Leeward, I was convinced, would be attended with many serious disadvantages, especially if the object of my wishes were not gratified.

Passed two Schooners Standing to the Northward one of them Showed American Colours, and was a Merchant Vessel, and the other I supposed to be of the same discription. —

Longitude observed  $\odot$  West of  $\mathcal{D}$   $62^{\circ}.1'30''$  W.

Latitude Acc<sup>t</sup>  $15^{\circ}.28'$  N.

[HS of Pa. NDA photostat.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Sunday,  
2 February 1800

At one P M. the wind being some what fresher than at the noon preceeding, and an appe[a]rance of its continuance — and prospect of bringing the enemy to Action, began again to brighten, as I perceived we were coming up with the chase fast, and every inch of canvass being set, that could be of service, Except the Bag Reefs, which I kept in the top sails, in case of the chase finding an Escape from our thunder impracticable, should hawl on a wind, and give us fair Battle, but this did not prove to be her commanders intention, I however got within hail of him at 8 P M. hoisted our Ensign and had the candles in Battle Lanthorns all lighted and the Large trumpet in the Lee gang way, ready to speake him, and to demand the surrender of his Ship, to the United States of America but he at that instant commenced a fire from his Stern and Quarter Guns, directed at our rigging and spars — No parly being then necessary, I sent my principal Aid De camp M<sup>r</sup> Vandyke, to the Different officers commanding Divisions on the Main Battery, to repeat strictly my orders before given, not to throw away a single charge of powder and shot, but to take good aim, and fire directly into the Hull of the enemy, and load principally with two round shot, and now & then with a Round Shot and Stand of Grape &c. to Encourage the Men, at their Quarters, to cause or suffer no noise or confusion whatever; But to



load and fire as fast as possible, when it could be done with certain effect, These orders being given, in a few Moments, I gained a position on his weather Quarter, that enabled us to return effectually his salute, and thus a close and as sharp an action, as ever was fought between two frigates commenced, and continued untill within a few minutes of one A M. — when the Enemy's fire was compleatly silenced and he was again sheering off.

It was at this Moment, that I considered him as my prize, And was trimming in the best manner I could my much shattered sails — when I found the main mast was totally unsupported by rigging, every shroud being shot away and some of them in several places, that even stoppers were useless — and could not be applied with effect, I then gave orders for the Officers to send the men up from the Gun Deck, to endeavour to secure it, in order that we might get along side of the Enemy again as soon as Possible, but every effort was in Vain, for the main mast went over the side in a few minutes after, and carried with it the top Men, among whom was an amiable young Gentleman who commanded the Main top — M<sup>r</sup> James Jarvis, Son of James Jarvis Esq<sup>r</sup> of New York. This young Gentleman it seems was apprized of the mast going in a few Minutes by an old Seaman, but he had already so much of the principle of an officer engrafted on his mind, not to leave his Quarters on any account, that he told the men if the mast went, they must go with it, which was the case, and only one of them were saved.

I Regret much his loss as a promising young Officer and amiable young Man, as well as on Account of a long intimacy that has subsisted between his farther and myself — but have great satisfaction in finding, that I have lost no other, and only two or three slightly wounded out of 39 of the crew killed and wounded; 14 of the former and 25 of the latter.

As soon as the main mast went every effort was made to clear the wreck from the ship, as soon as possible, which was effected in about an hour — (it being impossible to pursue the Enemy) and as her Security was then the great object, I immediately bore away for Jamaica for repairs &c, finding it impracticable to reach a friendly port in any of the Islands to Windward.

I should be wanting in common Justice, was I to omit here to Journalize, the steady attention to order — and the great exertion and Bravery, shown by all my Officers, Seamen and Marines, in this Action, many of whom, I had sufficiently tried before, on a similar occasion, and all their names are recorded, in the Muster Roll I sent to the Secretary of the Navy, Dated the 19<sup>th</sup> of December last, signed by myself.

All hands employed at repairing the Damages sustained in the Action, so far as to get the Ship into Jamaica as soon as Possible. —

Longitude Account 63°.26' W.

Latitude Account 16°.17' N.

[1-2 February 1800]

To Hugh Henry, Philadelphia, Pa., from Surgeon Isaac Henry, U. S. Navy

U. S. Ship *Constellation* 3<sup>d</sup> February 1800 —

MY DEAR SIR — On the 1<sup>st</sup> Ins<sup>t</sup> off Gaudaloupe, (about 7 oClock in the morning) — we fell in with a large Sail [*La Vengeance*] — which bore ahead about 2 leagues — we made sail and gave chase — she made sail & stood from us — about 8 oClock in the Evening — we got within gun shot — when she fired a stern chase at us — we continued the chase — she firing continually her stern chases — without a shot from us untill we got close along side — when a general action commenced — which continued incessantly for five Hours — unfortunately at the expiration of that time our Mainmast was shot away — our Mizzen Topmast had gone early in the action just above the cap — she was running away from us when our Mainmast went — which prevented our following her — we are now Sir the most perfect wreck you ever Saw — scarcely any thing standing — we tore her all to pieces — but the Rascalls fought like cowards in firing at our Rigging to get away — now I have gone so far I will let you know her force — 58 Guns, and heavier metal than ours & suppose full of Men — My Dear Sir if we could have kept our Mainmast she would have been ours — We are now within 48 hours sail of Jamaica — and making the best of our way there — we fortunatly met with the Conveyance by which you get this — a few hours since —

We have had 15 killed & 25 wounded; and, all badly

I write this in great hurry — Give my love to all

I am D<sup>r</sup> Sir — ever

Your aff<sup>e</sup> Son

ISAAC HENRY —

PS. Tom is well & fought like a Brave fellow

IH

[NDA photostat, A-8.]

[1-2 February 1800]

List of officers and men killed, wounded, and missing in U. S. Frigate *Constellation*

## KILLED

<i>Seamen</i> — William Lightfoot,	John Willson,
John Robinson,	James Foster,
John Smith,	Emanuel Manna,
Thomas Stevenson,	Robert Smile, [?]
John Williams,	Emanuel Deist,
William Powell,	
<i>Marine</i> — Christopher M <sup>c</sup> Cormick —	
<i>Boy</i> — Joseph Graves	

## WOUNDED

A. Shirley, 2<sup>d</sup> lieut. slight wound in the leg;  
 Mr. Wederstrand, midshipman, slight wound on the head;  
 Mr. Warren, midshipman, do. do. —  
 Mr. Comerford, master's mate, do. do. —  
 John Highland, quarter gunner, do. in the back;  
 James Rodgers, sergeant of marines, do. on the arm;  
 Jonathan Bell, sail maker's mate, fractured leg —

*Seamen* — Soho Hurst, arm shot off and wounded in the side;  
 Thomas Clarke, fractured leg;  
 William Musgrove, fractured thigh;  
 James Carter, slight wound in the thigh, and side;  
 Ephraim Jabins, slight wound in the arm;  
 Benjamin Cradford, arm shot off — dead;  
 Antonio Payntz [?], slight wound on the head;  
 Edward Hollman, slight wound in the arm and knee;  
 George Matthews, fractured thigh;  
 John Logan, fractured leg;  
 Thomas Fitzgerald, wounded on the gluteous muscle;  
 Charles Lewis, shot through the arm;  
 William Howell, slight wound in the thigh. —  
*Marines* — Cacie Branton, wound in the thigh;  
 William Small, shot through the thigh;  
 Geo. Carson [?], shot through the hand, —  
*Boys* — John Baptist, leg shot off;  
 Phillip Smith, wound in the back of the neck.

### MISSING

Mr, James Jarvis, midshipman.

ISAAC HENRY, *Surgeon*.

[NYHS, "Greenleaf's New York Journal and Patriotic Register", 1 March 1800.]

[1-2 February 1800]

### Strength of the U. S. Frigate *Constellation*, and French Frigate *La Vengeance*

The following is an accurate statement of the force of the U. States frigate *Constellation* of 38 guns, and that of *La Vengeance* French National ship of war, of 54 guns.

### CONSTELLATION.

Mounts on Gun Deck, 28 eighteen pounders, the whole discharge is	Lbs. 504
Mounts on Upper or Spar Deck, 10 carronades of 24 lb. the whole discharge is	240
Total discharge of one round, is	744

### LA VENGEANCE.

Mounts on Gun Deck, 32 French eighteen pounders, carrying each a ball of English wt. 20 lb	640
Mounts on her Upper Deck, 14 French 12 pounders, carrying each a ball of English wt. 13½ lb	189
Mounts on her Upper Deck also, 8 carronades of 36 lb. French, equal to 42 lb. English,	336
Total discharge of one round	1,165

	<i>Lbs.</i>
<i>Constellation's</i> discharge of one round of cannon-----	744
<i>La Vengeance</i> discharge of one round of cannon-----	1, 165
Ballance against the <i>Constellation</i> -----	421

	<i>Men</i>
Officers and Crew of the <i>Constellation</i> -----	320
Officers and crew of <i>La Vengeance</i> 500, Troops and Passengers 60-----	560
Ballance against the <i>Constellation</i> -----	240

[LC, "Claypoole's American Daily Advertiser", (Phila.), 28 April 1800.]

[1–2 February 1800]

Extract from a letter from a Gentleman on board the U. S. Frigate *Constellation*,  
concerning her engagement with French Frigate *La Vengeance*

"*Constellation*, at sea, Feb. 7, 1800.

"TRUXTON, and the *Constellation* FOR EVER!

DEAR SIR, "I promised to write you whenever any circumstance should turn up worthy your attention. I flatter myself the following will be agreeable from me, notwithstanding you must have had the accounts in the papers before this comes to hand, as our worthy Commodore sent dispatches by the *Enterprise* state schooner, whom we fortunately fell in with next day after the action.

"Thursday, January 30th, at 4 P. M. weighed and got under way from Bassaterre roads, St. Kitts, on a cruise, the commodore having intelligence of a national French ship, mounting 54 guns, 600 men. This to his undaunted soul was rare news, and not to be neglected, notwithstanding the superiority of the enemy.

"February 1, very squally weather. At half past 7, A. M. Bassaterre road bearing East, dist. 5 leagues, saw a sail in the S. E. We hoisted English colours, and gave chase, supposing her to be a large ship from Martinico, but coming nearer, it was observed she was a very heavy French Frigate, mounting 54 guns at least, and very heavy metal, which we soon experienced, though to their dishonour. Every thing being settled as to what she was, our honoured commander gave his orders accordingly, which were obeyed with a spirit beyond description by every person in the ship, each vieing with the other who should do most. Every thing was prepared for action and all hands at quarters. At noon the wind fell calm for some time, which damped us much; the chase held way with us, which before we overhauled, passed two schooners standing to the northward; one shewed American colours, and both supposed to be merchantmen.

"At 1, P. M. the wind freshening, the prospect of our bringing the enemy to action, brightened every face, as we were coming up with her fast, and every soul glowed with the approaching honor down to the meanest boy. Every inch of canvas set that could serve to bring

us to the glorious issue. Oh! sir, it is not for my feeble pen to describe the ardor of Columbia's sons of the waves on this great and solemn occasion, seated among the engines of death, some at their gambols, others combing out their hair like Spartan sons of old, their officers and themselves congenial. At 8, P. M. got within hail of the chace, hoisted our ensign, and battle lanthorns ranged fore and aft, the great trumpet in the lee gangway to demand the surrender of his ship. On viewing our colors he was heard to say in French, "she's but a Yankee frigate, and we'll board him;" he then commenced a fire from his stern chases and quarter guns, directed at our rigging and spars. No parley then being necessary, the commodore sent down his aid to the officers of division, to direct their shot as much as possible into the enemy's hull with two round shot and a round of grape occasionally. No confusion no noise was heard. At last the gallant [Lieutenant Andrew] Sterett got his bow gun to bear, and he played him well. — We soon got the weather gage of him, and returned the civility with the candor and integrity that the sons of Colombia will I hope ever be remarkable for, in defence of their country's flag. And now commenced as close and obstinate an action as ever was fought between two ships of war, and continued until within a few minutes of 1, A. M. when the enemy's fire was completely silenced; he then sheered off and fell into our wake.

This was a moment of expectation; our brave officers and men, flushed with victory, happy in executing the orders of their beloved commander, who was then trying to trim his shattered sails, that we might get along side our enemy and reap the fruits of our toil and courage, when it was observed there was not a shroud or stay to support our main mast, all being shot away and cut to pieces, that rendered stopping useless — the commodore had the officers and best men on board to endeavour to secure the mast, but every effort was in vain; it went over the side in a few minutes, carrying with it the unfortunate topmen, among whom was Mr. James Jarvis, midshipman, who commanded in the top: he was an amiable young gentleman and much regretted by his brother officers, and every person who knew his merits. Our mizen topmast being gone before, every effort was made to clear the wreck of the main mast, which was completed in a short time. The security of the ship being now the commodore's only object, he is standing for Jamaica, being the only friendly port we can make in our shattered condition, there to repair; we hope to be in to-morrow. As to the enemy there is not a doubt of his being sunk. As we had the weather gage, he was completely hulled, and must have received many shot between wind and water; he had three ports knocked in one; his bowsprit and fore and main topmasts carried away, and as he was double manned the carnage must have been great. They seemed in great distress at quitting us; their pumps were going, and at 4 o'clock signal guns were heard from them, and shortly after she disappeared. We have to regret the loss of 40 brave fellows, killed and wounded in this action; an action that must forever be recorded to the honor of our brave commander and the infant navy of the United States. Such an unequal task is not to be produced in history. A frigate of 38 guns to destroy a ship of 54 and full of men! To exhibit the greatness of soul displayed by the brave officers of the ship on this occasion is far above my ability; suffice to say, they were to a man actuated by the spirit of

our commodore, whose example would make a coward brave; and our veterans, both sailors and marines followed the great example of their leaders. It is not my wish to discriminate, yet I must transgress in favor of the brave lieut. B. Clinch of marines his corps was raw and never experienced such a scene; but by his manly deportment, he made them equal to the bravest; for when the enemy had manned his rigging and quarters, to have boarded as a last refuge, the promising [Lieutenant John H.] Dent with his cannonades and Clinches' brave marines so well received them, that they fell back and damned the cause."

"P. S. February 8th. This day we arrived safe, and in good health in Port Royal."

[LC, "Claypoole's American Daily Advertiser", (Phila.), 25 March 1800.]

[1-2 February 1800]

Account of Captain F. M. Pitot, commanding the French Frigate *La Vengeance* during her engagement with U. S. Frigate *Constellation*

[Translation]

Account of the engagement which took place during the night from the 12th to the 13th Pluviose [1 Feb.-2 Feb.] between the frigate *La Vengeance* commanded by Citizen Pitot Captain and an enemy frigate.

I set sail from the roadstead of Fleur d'Epée, island of Guadeloupe, with the frigate *La Vengeance* on the 11th of this month about one o'clock in the afternoon. I had felt the necessity of trying out before starting on the voyage, the rate of sailing of the frigate and above all of exercising my crew composed in part of foreigners or of new hands and very weak in Seamen. I made short tacks beating to windward with the intention of returning to the anchorage in the evening, if I should encounter enemy forces or else of proceeding on the course if I did not sight anything.

The winds having veered aft about 5 o'clock in the evening I hoped to be able to pass out to windward of Dominica and I maneuvered in consequence, but they drew forward in the channel of Marie Galante and I was obliged to bear away in order to pass between Dominica and the Saintes. The night favored me, I wanted to get out of sight of these islands before daybreak and then seek my passage out between Porto rico and the island of Mona.

We ran therefore to the SW until half past six in the morning and at that time I gave orders to steer W by N. At a quarter past eight, we sighted a large ship which was following a southerly course on the port tack and which I judged to be a strong frigate. I was charged with a mission and I had been ordered to proceed to france as quickly as possible. I was besides convinced that the ship I saw was not alone in those parts and it was important for me to avoid any encounter at such a short distance from the English possessions and from the cruising grounds.

I had all sails set I had the ship bear to the SW in order to draw away from the ship sighted. He imitated my maneuver and being

in my wake at noon he continued to give me chase. Wherefore being no longer in doubt as to his hostile intentions, I had everything prepared for battle, being determined not to attack, but to defend myself well in case of attack. I immediately hoisted the tricolor flag and pendant and gave orders to bear West. The enemy had hoisted a flag with a red tail and blue burgee at his main-mast and continued to give me chase. I had noticed during the morning that his speed was greater than ours. However as long as it was daylight he did not gain on us, but at nightfall he came up with us rapidly and at a quarter past eight being at  $15^{\circ}17'$  Lat. North by  $66^{\circ}4'$  Longitude West of paris he was on our starboard quarter on our weather side and within half-range. Perceiving that it was impossible to avoid an engagement I had two guns of my battery placed in the stern and had several shots fired at the enemy with a view to disabling him. However he continued to approach while keeping on my quarter. I then gave orders to bring the ship into the wind and I ordered our broadside to be fired as we discerned him. My order was carried out with success after a half hour battle during which our fire was very violent and that of the enemy was poorly sustained, we carried away his head sails and his fore-topgallant-sail. He then let himself fall astern and ceased firing and I proceeded on my course rigging my studding-sails and crowding on sail being well aware that another engagement could by damaging me, prevent me from fulfilling my mission and endanger the frigate in the locality in which we were.

However the enemy had effected very prompt repairs and had again entered our waters and his superior speed did not permit me to avoid him. When I perceived him again within half-range I gave orders to lower the studding sails and the spanker, to clew up my main sail and steer with the wind astern, every one being at his station and in the best frame of mind. The enemy crowded us in the same position as the first time, holding his fire in the hope of sending us his broadside at close quarters. At 10:10 I altered course to starboard and gave orders to open fire to which he replied. The engagement was renewed then within gun-shot and in a most violent manner. At 10 $\frac{1}{2}$ , the enemy, while subjecting us to a running fire from his battery, from his fore-castle and quarter decks, and from his waists well supported by a numerous musketry, all of a sudden bore in on us probably with the intention of enfilading us from astern or of closing with us; I perceived his maneuver through the smoke, at once I ordered "Helm a-lee!" while shouting a warning to prepare for boarding. Our deck was on the instant covered with our men who were only waiting for the moment to hurl themselves onto the enemy ship, But intimidated by my maneuver he himself came again to windward and we were nearly board and board within pistol range. The enemy rained on us a hail of grape shot and of grenades to which we replied vigorously with heavy fire from our battery and from our upper decks. About 11:30 o'clock the enemy attempted a second time to overtake us forward and to enfilade us, but I rendered his maneuver useless by bearing away and by showing him my broadside. At that moment his poop caught on fire. At midnight the enemy fire began to slacken. At twelve thirty A. M. he altered his course to starboard and drew away from us by showing us his quarter and ceasing fire. I continued to cannonade him. The ruined state of my rigging, having neither slings nor bowlines did not permit me to [follow] him because having

wanted to come to, my mizen-topsail, which was the only sail remaining, was caught aback and I necessarily remained in the same position, showing my broadside to the enemy and continuing to fire on him until he was entirely out of range. Thereupon I ordered the guns silenced and we noticed that his fore top was on fire, a few moments later he hoisted and lowered several times lanterns at his yards, etc. I concluded therefrom that he had anchored and that he was asking for assistance; but the condition in which we ourselves were deprived us of all means of communicating with that ship, we could not trim any of our sails, our rigging was cut up, our main mast was unsteady, and at the same time I was occupied in having a studding-sail set forward, the main mast fell onto the bow, smashed a part of our boats got foul of the remainder and carried with it in its fall the fore-topmast and mizen-topmast. We had at that time 66 inches of water in the hold from ten to twelve shot at the water line and below the water line and the water was gaining on every side especially in the powder magazine. We had necessarily to renounce our desire to profit by our victory and the more imperious one to give assistance to our fellow men in order to think about our own safety. We worked without respite to plug the leaks, to secure what few masts we had left and at pumping. It took the pumps till about 5 o'clock in the morning to pump the ship dry with the help of two squads composed of the generals [and] officers of all ranks both civilian and military and other citizens passengers on board who continuously drew water in buckets and wooden bowls and emptied it through the large scuttle; my crew was engaged in repairing the rigging and in placing the battery in condition to stand another engagement if necessary. During that time the enemy had moved away, we had seen his light until three o'clock in the morning, but at that hour he disappeared and we have not seen him since.

The ship which we fought is a ship of the line, quite long and very high in the stern which seemed to us to carry a poop with nettings; she had two batteries like *La Vengeance* and at least as many guns as we. Her caliber was heavy 18 and 12. She had a very numerous crew and a well-served musketry.

The crew of *La Vengeance* was seventy-seven men below full strength, it had been assembled in haste, was not very experienced especially as regards the working of the ship and was so insufficient for the duties on the frigate that I had been obliged to station at each 18 [pound] gun two passengers supported by the colonels and majors. I had besides 35 American passengers [prisoners] on board; they had asked me to be put in the hold in case of an engagement which I was not able to refuse them nor had I ought to have done so. However in spite of all these disadvantages and the fatigue of all my crew which had spent the two preceding days and nights in continuous work, we had the good fortune to bring victory to the flag of the Republic.

Everything transpired in the greatest order, the working of the ship was carried out with precision, the fire was constantly well sustained, every one gave full proof of zeal and courage, and in general officers, chief petty officers, gunners, helmsmen, soldiers, sailors and passengers conducted themselves in such manner as to merit the esteem and praise of all good Frenchmen.

We have to deplore the death in action of 14 men the death of 14 men after [the action] and 40 wounded some of them dangerously,



I attach hereto the complete list. Citizen Lavaud lieutenant in command of the battery had his leg broken Citizen Marc[eau?] second lieutenant, had his right arm broken, Citizen Leclainche, second lieutenant had his left foot crushed. Citizens Boscur Colonel, Moreau captain of artillery, Aiguier lieutenant of infantry Dussere, assistant navy paymaster and Lapaire were wounded.

We have on board Citizens Schmitz commander, Benet de la Jaille C. F. Kieralff, officers of the Batavian navy and Fontenille Batavian infantry officer [all of whom] conducted themselves very well during the action.

According to the report of the master gunner, we fired 742 rounds from our guns and 400 cartridges at the enemy.

Captain in command of the  
frigate *La Vengeance*

F. M. PITOT

on Board the frigate *La Vengeance* the 13th pluviöse Year 8 [2nd February 1800] of the French Republic one and indivisible.

[Ministry of Marine, via American Embassy, Paris, France.]

[1-2 February 1800]

Account of James Howe, an American on board the French frigate *La Vengeance* during her action with the U. S. frigate *Constellation*; also Captain F. M. Pitot's certificate concerning James Howe

The readers of the New-York Gazette of yesterday morning were exclusively informed that the 54 with which the gallant Commodore Truxton had an engagement, was called the *Vengeance*, and had arrived at Curacao, entirely dismasted, with the loss of 100 men killed, and 60 wounded.

We are this day enabled to give further interesting particulars of this almost unparalleled action, from the mouth of Mr. James Howe, who was on board of the *Vengeance*, before, during, and some days after the conflict.

Mr. Howe, who is sensible and intelligent, informs us, that the *Vengeance* mounted on her gun deck 32 long 18's, including 2 that were used as stern chasers—on her quarter 12 36 pound brass carronade, with 4 long 12's—and on her fore-castle 6 long 12's—That she had on board 400 men, including 80 passengers, who all assisted during the engagement; besides 36 American Seamen, who were taken out of the prison at Gaudaloupe to work on board this ship some weeks before she sailed, and who nobly refused to fight, and said they considered themselves as prisoners of war, and rather than act offensively against their country, or any nation at peace with them, they would DIE BY THE SWORD! They were then ordered below, where they remained till the firing ceased, as will appear by the sub-joined Certificate from the Captain of the *Vengeance*—of which we have obtained a translation from the original now in the hands of Mr. Howe. A similar certificate was given to each of the prisoners, agreeably to promise, on condition that they would exert themselves in getting the wreck into port, which they effected on the fifth day after the engagement.

The *Vengeance* had 186 bullet holes in her hull above water, some of the balls having gone through and through. Most of the passengers were killed, and from three to five of the wounded died each day before she reached port, one of whom was the sailing master.

Capt. Pitot is said to be an old and a brave commander, having lost a hand, &c. in former battles. In the present one he had his trumpet knocked out of his hand by the same ball which took off the arm of a Lieutenant who was standing near him.

It was the number of passengers, with upwards of a million of dollars on board, that made the *Vengeance* unwilling to come to action. She had been out only 36 hours from Gaudaloupe, and was bound to Brest.

The particulars of the chase, &c. from Mr. Howe, correspond exactly with those of commodore Truxton, to the Secretary of the Navy.

[TRANSLATION].

I, the undersigned *Capitaine de Vaisseau*, commanding the frigate *Vengeance*, belonging to the French Republic, at present in the harbour of Curracoa, Certify, to all whom it may concern, that James Howe, an American seaman, embarked on board the said frigate, at Port Liberty, as a passenger, by order of the Agents of the *Consuls* at Guadaloupe — and that he continued on board from the 8th *Pluvisoise* to this day. — I also certify, that in consequence of a just demand made by the said James Howe, to me, not to serve in case of an engagement, he was put below during the combat which this frigate had from the 12th to the 13th of the present month; that he remained there throughout the whole of it; and that after the action, he wrought with all possible zeal and activity in repairing the damages which this frigate sustained.

In consequence of the services which he rendered on this occasion, I owe him the justice to request every officer commanding French ships of war or privateers not to give nor suffer to be given, to the said James Howe, any hindrance or molestation on his return from this port to the United States; but on the contrary to render him every assistance in their power, unless he should be found on board a vessel armed against France. In testimony whereof I have signed these presents on board the *Vengeance*, Curracoa, the 20th *Pluvisoise*, 8th year, &c.

D. M. PITOT.

Certified by the Delegate of the Agents of the Consuls  
of the French Republic to the windward Islands  
Curracoa, 20th, Pluvisoise, 8th year &c. JOUBERT.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 18 March 1800.]

[1-2 February 1800]

Extract of a letter to Thomas Truxtun from Benjamin Stoddert dated Bladensburg, 13th September 1808

"I now send you a letter from R. T. Lownes, Esq. to me on your subject; he is my brother-in-law, and is a man well known in this State and elsewhere, to be of the highest respectability. You are at liberty to make any use of this letter you please."

[Enclosure No. 1]

BLADENSBURGH, September 13, 1808.

DEAR SIR, The gentleman who commanded the French ship *L'Eole*, which lay so long at Annapolis, was first lieutenant of the *Vengeance*, at the time she was attacked by the *Constellation*, commanded by Commodore Truxtun. This gentleman had on all occasions, the magnanimity to speak in the highest terms of praise of his brave enemy Truxtun; and declared that the *Vengeance* struck twice; (I think it was three times) but perceiving that the fire from the *Constellation* continued, and concluding that it was the determination of the enemy to sink them, they renewed the combat from necessity, until, fortunately for them, the *Constellation's* mast went overboard, of which they took advantage and got off. This generous Frenchman frequently declared he had never met with an enemy so gallant as Truxtun, nor one more expert. This tribute from an enemy may be grateful to Commodore Truxtun, at a time when some of his own countrymen appear to have forgotten his distinguished services; and as you are in correspondence with him, I wish you would communicate it to him.

Yours truly,

(Signed) R. T. LOWNES.

BENJAMIN STODDERT.

[“The Port Folio”, Vol. I. March 1809 No. 3.]

[Enclosure No. 2]

[1–2 February 1809]

Extract from the answer of Thomas Truxtun to Benjamin Stoddert

“Nothing was necessary to convince me that the French ship of war *La Vengeance* had struck to me, and was my prize, when the mainmast of the *Constellation* went over the side, and that she took advantage of the darkness of the night (the moon having gone down at about 1 A. M.) and made off, knowing I could not pursue her from my disabled situation, and the wreck being along side. In the morning at day-light (having bore up for Jamaica when cleared of the wreck, knowing I could not make in our dismantled situation, a friendly port to windward) she was not to be seen, the weather being very hazy, I was of opinion that she had gone down; but her getting off under those circumstances was nothing uncommon. It was no more, nor indeed so much, as the escape of the *Santa Anna*, from Admiral Nelson's fleet off Trafalgar, after she had struck, and arriving safe at Cadiz; because Lord Nelson had look-out ships stationed to guard his prizes, whereas I was alone, and in a more than crippled state.

Among my official documents on this occasion which I had the honour to address to you as Secretary of the Navy under date third of February, 1800 (which documents I observe are printed in the British Naval Chronicle Vol. IV, pages 119 to 123) you will find in the circumstantial account, that I had no doubt but *La Vengeance* was my prize (as the captain of the French 74 *L'Eole* has declared)

at the time my mainmast went over the side. The following are my own words officially given: "And thus as close and as sharp an action as ever was fought between two frigates, commenced and continued until within a few minutes of 1 A. M. when the enemy's fire was completely silenced, and he was again sheering off. It was at this moment that I considered him as my prize, and was trimming in the best manner I could my much-shattered sails, when I found the mainmast was totally unsupported by rigging, every shroud being shot away, and some of them in many places, so as to render stoppers useless, which, in fact, could not be applied with effect, I then gave orders for all the men to be sent up from the main gun deck, to endeavor to secure the mast, in order that we might get alongside of the enemy again as soon as possible. — But every effort was in vain, for it went over the side a few minutes after."

Lieutenant Robertson [Thomas Robinson Jr.], now Captain Robertson, who directed several of the carronades on the quarter deck, and whose station being near my person in this engagement, will remember that at the time the fire of *La Vengeance* was silenced, we were close on her weather quarter, not half pistol-shot off, he observed to me in these words: "I cannot, sir, bring the carronades to bear." I replied to him, Never mind, Robertson, she is all our own, we have nothing to do but get alongside of her. In a moment after we became a wreck, and she took advantage of it, after having yielded to our close and persevered attack of five hours, and after a previous chace of twelve hours.

Be good enough, Sir, to present my best acknowledgements to your friend Mr. Lownes, for his obliging communication, which he rightly judged was very acceptable to my feelings. And it is grateful to find a foreigner and an enemy able to appreciate, and candid enough to declare my services."

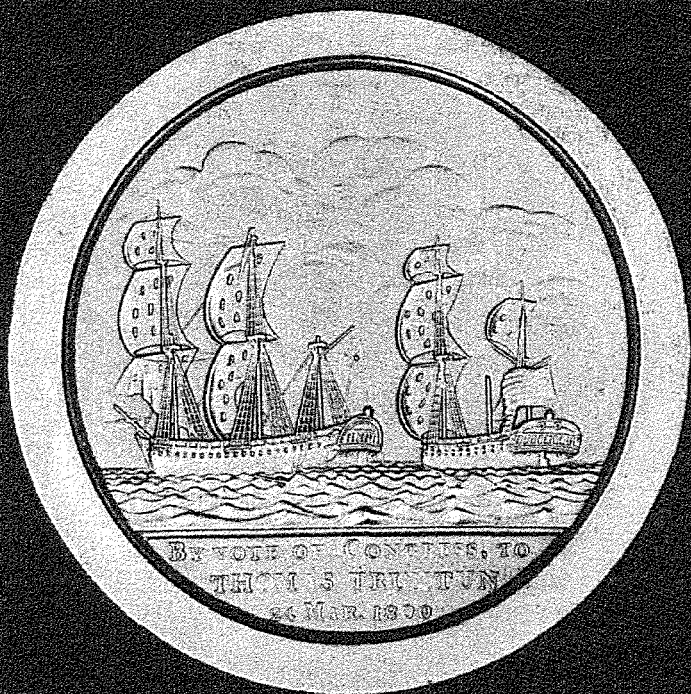
["The Port Folio", Vol. I. March 1809 No. 3.]

[1-2 February 1800]

Address of Captain Thomas Truxtun, U. S. Navy, to officers and crew of U. S. Frigate *Constellation*

"Public thanks, though but a small tribute, is nevertheless justly due, to seamen and soldiers, who have manifested their zeal, activity, and bravery so conspicuously, in support of the honor and dignity of their country's flag, as the crew of the *Constellation*, of thirty six guns, did last evening, in an engagement with a French national Frigate of fifty-four guns or upwards, (carrying much heavier metal,) in which the enemy was completely beaten, and would have become their prize, but the damages sustained in making the first effort to get along side of her, together with the loss of the mainmast, main-topmast, main-topgallantmast, mizen-topmast, and several other spars, which also went over the side, at the moment of her sheering off, together with the dismantled state of the ship otherwise, made a further pursuit impracticable.

"As the commander, therefore, I feel infinite satisfaction in returning my thanks to the officers of every description, seamen, marines, and others, for the gallantry they displayed on this occasion, which



GOLD MEDAL VOTED BY CONGRESS TO  
CAPTAIN THOMAS TRUXTUN, UNITED STATES NAVY.



under a beneficent Providence, has enabled me to add another laurel to the American character, on the records of the Navy; and you may be assured, gentlemen, seamen, and soldiers, that you shall be properly noticed to the President of the United States, and such of you as have been unfortunately wounded, and survive, will, no doubt be put on the pension list, and while their misfortunes I regret, I shall state with pleasure their just claims to the government, in order that they may have that protection and care taken of them, which is provided by a grateful country, for those that the fortune of war has been unkind to.

THOS. TRUXTUN."

UNITED STATES' SHIP *Constellation*,  
February 2, 1800.

[Naval Chronicle, Vol. 1.]

[1-2 February 1800]

To Captain Thomas Truxtun, U. S. Navy, from the crew of the  
U. S. S. *Constellation*

To Commodore TRUXTUN

SIR The Officers of every description, the Seamen Marines and every other of the Crew belonging to the United States Ship *Constellation* cannot suppress their lively feelings at the kind tribute which you have paid to their respective meritorious Exertions —

They with one Voice proclaim, That under such a Commander whose Example would have made even Cowardice Brave, they must have been less than Men, not to have Acted by the same Stimulus of Valour which they Exhibited in the late Engagement with the French National Ship of 54 Guns.

They have with sincere regret to lament the loss of some of their faithful Comrades who fell in the Lap of Victory. The Circumstance of losing the Prize is a secondary Consideration, which could only devolve pecuniary Advantages to the Survivors, the Glory and Honour of the Combat being diffused to the Whole. —

In behalf of Ourselves and the rest of the Ship's Company

And<sup>r</sup> Sterett 1<sup>st</sup> Lieut

Bat. Clinch Lieut<sup>t</sup> Marines

Daniel Eldredge Sail<sup>r</sup> M<sup>t</sup>

Henry Vandyke Mids<sup>n</sup>

James Morgan Gunner

Lat. M<sup>c</sup>Donnald Carpenter

Abraham Long Boatswain —

David { his  
X } Kearns } Q<sup>r</sup> Mast<sup>r</sup>  
Mark }  
John M<sup>c</sup>Sayle

At Sea 4 February 1800.

[T. Truxtun Hare Col.]

[1-2 February 1800]

A Resolution honoring Captain Thomas Truxtun, U. S. Navy, and Midshipman James Jarvis, U. S. Navy, of the U. S. Frigate *Constellation*

[United States Statutes at Large. Sixth Congress. Sess I]

RESOLVED by the Senate and House of Representatives of the United States of America in Congress assembled, That the President of the

United States be requested to present to Captain Thomas Truxton, a golden medal, emblematical of the late action between the United States frigate *Constellation*, of thirty-eight guns, and the French ship of war *La Vengeance*, of fifty-four; in testimony of the high sense entertained by Congress of his gallantry and good conduct in the above engagement, wherein an example was exhibited by the captain, officers, sailors, and marines, honourable to the American name, and instructive to its rising navy.

And it is further resolved, That the conduct of James Jarvis, a midshipman in said frigate, who gloriously preferred certain death to an abandonment of his post, is deserving of the highest praise, and that the loss of so promising an officer is a subject of national regret.

Approved, MARCH 29, 1800.

[Statutes II, p. 87.]

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[1-2 February 1800]

To Secretary of the Navy from President John Adams

31 MARCH, 1800.

The President of the United States requests the Secretary of the Navy to take immediate measures for carrying into execution the resolution of Congress of the 29th, for presenting to Capt Thomas Truxton a gold medal, emblematical of the late action between the United States frigate *Constellation*, of thirty-eight guns, and the French ship of war *La Vengeance*, of fifty-four, in testimony of the high sense entertained by Congress of his gallantry and good conduct in the above engagement, wherein an example was exhibited by the Captain, officers, sailors, and mariners, honorable to the American name and instructive to its rising navy.

[JOHN ADAMS]

SECRETARY OF THE NAVY.

[NDA photostat.]

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[1-2 February 1800]

To Captain Thomas Truxtun, U. S. Navy, from President John Adams

30<sup>th</sup> NOVEMBER 1802.

"DEAR SIR, The copy you have done me the honour to present to me of the Medal voted by Congress, and executed according to my direction to the Secretary of the Navy, I accept with great pleasure, not only from a personal regard to the giver, but I esteem every laurel conferred upon you for the glorious action of the first of February, 1800, as an honour done to our beloved country. From both of those motives, I have been highly gratified with the honour the gentlemen of Lloyd's Coffee House [\*] has done themselves in the handsome acknowledgement they have made of their obligation to you.

I regret that the artist had not completed the Medal in season, that I might have had the satisfaction of presenting it to an officer who had so greatly deserved it; and I lament still more that I had not the power of promoting merit to its just rank in the navy, that of an



admiral. The council which Themistocles gave to Athens — Pompey to Rome — Cromwell to England — DeWitt to Holland — and Colbert to France, I have always given, and shall continue to give to my countrymen — That as the great questions of commerce between nations and empires must be decided by a military marine, and war or peace are determined by sea, all reasonable encouragement should be given to a navy. The trident of Neptune is the sceptre of the world.

With sincere esteem and affection, I have the honour to be,

Sir, your friend and servant,

JOHN ADAMS."

Commodore TRUXTUN.

[\*This has reference to the silver urn presented to Captain Thomas Truxtun, U. S. Navy, in honor of his capturing the French National Frigate *L'Insurgente*, while commanding the U. S. Frigate *Constellation*, on 9 February 1799. The following letter is quoted, but the correspondence referred to therein, has not been located: —

"LONDON 4<sup>th</sup> February 1801

DEAR SIR, I have the pleasure of sending you annexed copies of a letter, which I sometime ago received from the Master of Lloyds Coffee House, and my answer: the piece of Plate [made by John Robins, Plateworker, of 13 Clerkenwell Green, in 1800, who was apprenticed in 1763, became a Freeman of the Goldsmiths' Company in 1771, and registered his mark at the Assay Office at Goldsmiths Hall in 1774.] referred to in this Correspondence, will be delivered to the particular care of the Master of the Ship *Two Friends*, which will sail in a day or two for New York.

As no one has been more persuaded of the importance of our little Navy, nor more gratified by its conduct, in every instance in which its gallantry has had opportunity to shew itself, I beg you to be assured, that no person could receive greater satisfaction than I do in transmitting to you this suffrage in its favour, from a Nation, familiar with naval talents, and capable of appreciating the merit it so honourably applauds.

With great Respect and Esteem,

I have the honor to be,

Dear Sir,

Your obedient and faithful servant

Rufus King

U. S. Minister to London, England

To Captain THOMAS TRUXTUN, U. S. Navy.

NB The communication from the Merchants and Underwriters of Lloyd's, directed to him, they caused to be inscribed on the urn.

This urn is at present in the possession of Mrs. Truxtun Beale of Washington, D. C., who has permitted this office to photograph it, and to copy the inscription thereon, as follows:

"Presented by the Underwriters, and Merchants, at Lloyds Coffee House in London, to Captain Thomas Truxtun, of the American Frigate *Constellation*, as a mark of their Sense of his Services, and Admiration of his Gallant Conduct, in taking the *Insurgente* French Frigate of 44 Guns in the West Indies in Feb<sup>r</sup> 1799."

["The Port Folio", Vol. 1. March 1809 No. 3.]

[1-2 February 1800]

John R. Fenwick's certification of Declaration made by John Reese reference injury of Seth Hibbard

WASHINGTON Novem<sup>r</sup> 24<sup>th</sup> 1809

I do hereby certify that the following is a Declaration made by John Reese in the case of Seth Hibbard — who claims a Pension from the United States for an Injury received in their Service whilst doing

duty as a Soldier — the said Reese states that Hibbard was a marine on board the *Constellation* Frigate Comodore Truxton Commander that on the 1<sup>st</sup> of February 1799 [1800] — in an Action with the French Frigate *Le Vengeance* the main mast of the *Constellation* being shot away Hibbard received his wound in the Back occasioned by the Fall of said Mast — that he lay on the Deck the whole night — & that he assisted him the next morning to his Hamock, where he was confined a considerable time, that he always after complained of violent pain & appeared to be so much affected that he at times was scarcely able to assist himself.

JOHN R. FENWICK  
Capt. U. S. Marines

[VA. Navy Inv. 737.]

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

U: S. Frigate *Insurgent*  
St Kitts 1<sup>st</sup> Feb<sup>y</sup> 1800 —

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

SIR I have just arrived here after a Sho[r]t Cruise of a fortnight, since I left English Harbour, mostly to windward of Deserada, & retook one American Schooner [*Aurora*] & the Prize Brig *Conquest of Italy*, an American Ship from Liverpool blown off the Coast & bound to Norfolk

I yesterday fell in with the *Constellation* under the lee of Guadeloupe by whom I received your favor of the 12<sup>th</sup> of Novem<sup>r</sup> & shall sail tomorrow to comply with your wishes, Cap<sup>t</sup> Truxton thinks it will be best to keep the Brig along — with me as she is well Mann'd & every way fitted for a Cruiser, & sails remarkably fast.

As I expect to be in New York by the time this will reach you, I do not think it necessary to trespass further upon you & shall not lose a moment but endeavour to be there in all this Month.

With great respect

I am

Sir

Your Most Obed<sup>t</sup>

Hum<sup>e</sup> Serv<sup>t</sup>

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

To Captain Thomas Truxton, U. S. Navy, from Captain Alexander Murray,  
U. S. Navy

U: S. Frigate *Insurgente*  
St Kitts 1<sup>st</sup> Feb<sup>y</sup> 1800

D<sup>r</sup> SIR I arrived here the evening I left you and received both your esteem'd favors, I shall attend particularly to the route you have been so kind as to assign to my trust, & be at Kingston without delay, tomorrow I shall sail from hence.

I very much approve of the Arrangements you have made with your Squadron, but in despite of all our Vigilance, the Enemy will continue to trespass upon our commerce. in addition to your plan, I would advise you to order one of your small vessels, to hover close

about Pette terre where they may anchor without fear, & be ready at a moment to dash out whenever they see a Vessel. another eligible place is near Antigua Point, the N E part of Grandeterre, but the Major part of the Privateers, Cruise far to windward from the Longit<sup>d</sup> of 50° to 59 Degrees in the range from latit<sup>d</sup> 17°. 13' to 14°. 30' & they can seldom be taken by our large Frigates unless by chance they are discover'd to leeward. they lie there generally with all sails handed, till they see their prey, & are readily decoy'd by brigs, or schooners latterly we have found the small fry of Privateers take their stations under the lee of the Islands, Viz<sup>t</sup> Martinico, Dominico & Guadaloupe, in fact their art & ingenuity puzzles the imagination, for one would suppose the Vast number of our Cruisers, as well as those of the British would discourage them, but the fact is not so, they bid us defiance & feed themselves very handsomely at our expence for they are like Hydra's heads & multiply daily.

Your superior judgment, will give you a better insight into the eligibility of checking their depredations, but the most effectual method would be to delay any further exchange of Prisoners till they had paid off old scores, did not humanity call forth our feelings for those now in Captivity, for I fear such a plan would irritate & be a mean of severe treatment to those in their power for we are not to expect, Law or Justice on their part.

Wishing health happiness, honor & success

I am very truly

Your most Obed<sup>t</sup> H<sup>t</sup> S<sup>t</sup>

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

To Lieutenant James P. Watson, U. S. Navy, from Captain Alexander Murray,  
U. S. Navy

U: S. Frigate *Insurgente*  
St Kitts 1<sup>st</sup> Feb<sup>r</sup> 1800

M<sup>r</sup> WATSON

SIR In consequence of an application from a number of the American Captains now here I have consented that you take them under your convoy, and see them through the Samberaro Passage, & cleverly out of sight of the Islands, keeping them with you till the approach of evening, so that they may have a good run off before day light, after which you may run down the North side of Porto Rico, & so through the Mona Passage & join me at Kingston as soon as you can, should you in your tract, take any thing, you may send them to the nearest Port, if bound to the West Indies or if their Cargoes will suit at Jamaica, you can send them there, but if bound to America, you must send them on to their destination, & if not inconvenient to the Owners thereof, I would recommend sending them to Phila<sup>a</sup> to M<sup>r</sup> Will<sup>m</sup> Miller agent for the *Insurgente*, I leave all these queries pretty much to your discession

& am

With regard

your most Obed<sup>t</sup>

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

To Secretary of State from William Smith, U. S. Minister, Lisbon, Portugal

(Private)

LISBON, Feb. 1. 1800.

DEAR SIR Since my last we have rec<sup>d</sup> the very afflicting acc<sup>t</sup> of the death of our beloved fellow Citizen, Washington, the great & good whose memory must be ever dear to Am<sup>a</sup> — you who knew him so particu<sup>r</sup> must feel his death with uncommon anguish & I most sinc<sup>r</sup> condole with you. — Please to enclose & frank the letter to M<sup>r</sup> Izard which is of importance. —

Yesterday I heard from Spain that the Frig. *U. S.* after much bad weather had landed the Envoys at Corunna, from whence they'll proceed by land to Paris. Ad<sup>t</sup> Duckworth, just arriv'd here reports that he spoke the Frigate the 18<sup>th</sup> or 20<sup>th</sup> Ult. off Corunna, after leaving it, & that she had suffer'd much by storms: I hope in my next to send you a more particular report, which I have applied for. — The Frigate sailed from Lisbon 22<sup>d</sup> Dec<sup>r</sup> —

The letter of Bonaparte to the K. of G.-B. was intended to have a double effect, one in France — the other in Eng<sup>d</sup> — it will fail in the latter; the answer of L. Grenville will soon be confirm'd if we may judge from some of the late Paris gazettes, for it appears there is already a project of breaking the constitution, by setting aside the members named to the Legis. Body & Tribunate & naming a new Sett, to be approv'd by the people. —

Since writing the above I am inform'd that Ad. D[uckworth]. fell in with the *U. S.* the 21<sup>st</sup> Jan<sup>r</sup> off Corunna, her topmasts struck, had been obliged from the violence of the weather to put into a Bay between Ferrol & C. where she was near being lost, that she had lost two Anchors & Cables in said bay — and had no commun<sup>s</sup> with the shore but thru the means of a fishing boat & had thus landed the Envoys. — We have no late intellig<sup>s</sup> of any moment — The Paris papers to the 12<sup>th</sup> Ult. contain complaints of the composition of the Leg. Body & Tribunate & hints that the new gov<sup>t</sup> can't go on without some change. The Royalists were encreasing in power & numbers; they are now regul<sup>r</sup> supp<sup>d</sup> by Enge<sup>d</sup> —

With great reg<sup>d</sup> Y<sup>r</sup> ob<sup>t</sup> Serv<sup>t</sup>

W[ILLIAM] S[MITH]

It is remark<sup>d</sup> that the new Monarch of France is a Corsican & the Chief of oppos<sup>n</sup> in the Tribunate a Swiss; it seems these Swiss are to be the torments of all gov<sup>ts</sup>

[SDA. Disp., Lisbon, Bk. 5, 1797–1801.]

To Master Commandant David Jewett, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]  
N Dep<sup>t</sup> 1 Feb<sup>r</sup> 1800

Cap<sup>t</sup> DAVID JEWETT

Norwich

SIR, I am honored with your letter of the 27 ins. I am sorry it is not more explicit as to the time you will be ready to sail. I have not heard from M<sup>r</sup> Howland.

I request you will inform me at least twice every week of the state of your preparations. After you are ready for sea, if you are then to wait for Instructions until you can inform me, a Fortnight will be lost, with all your Crew on board.

It will be necessary that you should touch at New York, to take under convoy, some vessels at that place. As soon as you are ready therefore, if you should not have other orders on the subject, you will repair with the ship to New York, where you shall receive your Instructions for a cruise. Your destination will I believe be S<sup>t</sup> Domingo

I have the honor &c

[NDA, OSW, Vol. 3, 1799-1800.]

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To Master Commandant Cyrus Talbot, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Dep<sup>t</sup> 1 Feb<sup>y</sup> 1800*

CYRUS TALBOTT Esquire

Dighton Massa —

SIR I do myself the honor to enclose your Comm<sup>s</sup> as a Master Commandant "to take rank from the 21st day of May 1799". —

You will be pleased to return the commission, you first received.

I have the honor to be &c

[NDA. OSW, Vol. 3, 1799.]

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To Mr. Foster (presumably Hon. Dwight Foster, U. S. Senate) from  
Secretary of the Navy

[PHILADELPHIA]

*Navy Department 1<sup>st</sup> Feb<sup>y</sup> 1800*

M<sup>r</sup> FOSTER

in Congress

The Secretary of the Navy informs M<sup>r</sup> Foster that he is about to send M<sup>r</sup> Humphreys to the Eastward to view and make report on, the situations recommended as proper for constructing Docks for the use of the Navy — and as the Secretary has no correspondent in Providence, he will thank M<sup>r</sup> Foster to name a person there or in its neighbourhood to whom he may write to assist M<sup>r</sup> Humphreys in his operations relative to the place contemplated on Providence River. The Secretary will also be obliged to M<sup>r</sup> Foster to write to the person whom he may recommend the more certainly to engage his cooperation. —

[Similar letter written to Hon. John Brown, Member of Congress, on 1 February 1800.]

[NDA. GLB, Vol. 3, 1799-1800.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Saturday, 1 February 1800

Moderate breezes and cloudy, employd working to windward between Cape francois and Monte a christo made and shortned sail

## 180 NAVAL OPERATIONS; JANUARY 1800—MAY 1800

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as nessasary to work to windw<sup>d</sup> @ 8 In the evening the Monte bore S by W 3 or 4 leagues Wind @ SE by S *Gen<sup>l</sup> Green* in Comp<sup>r</sup>

At 12 Midnight moderate breezes from SE saw the Monte SSW Six or seven leagues. @ daylight wind variable from E by S tackd in towards the land. @ 7 the wind vore round to the southward tackd to the Eastward, employd as nessasary, Sailmakers employ'd repairing a Foretopsail. Carpenters employd as nessasary. @ 12 Meredian Isabella Point bore SE 5 or 6 leagues Monte a christo SW by W. 10 or 11 leagues Parted company with the *General Green*

Latitude Observed 20° 16' N.

[NYHS, NHS.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Saturday, 1 February 1800

[In harbor of Havana] Moderate Breezes and Pleasant People Employd on Sundry parts of Ship Duty Delivered to the U S Brig *Norfolk* 5 bbl Beef 5 bbls Pork 3 Hogs<sup>d</sup> Bread 2 Boxes Fish 1 Furkin Butter 2 Cask Cheese 1 Box Candles 1½ Gall Lamp Oyl — Paint Oyl Twine Cord 1 Bbl Tar

Arrived here an American Brig Librated Will<sup>m</sup> Stanwood. Joseph Curtis & E Barry from Iron

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

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Sunday, 2 February 1800

Moderate breezes and clear weather. In chace to the SW @ 1 shortn'd sail and boarded the chace an american Schooner from Cape francois said to be bound to Philadelphia which Appears to agress the Navigation act — Sent two officers and 8 men to Navigate her to America with orders to proceed to Newyork and there deliver her in charge of George Talbot Esq<sup>r</sup> who is appointed acting Navy Agent at that place

Rec<sup>d</sup> 8 men from this Schooner and sent 2 french prisoners in the schooner who have been borne on the Ships books from the 16<sup>th</sup> of Sep<sup>r</sup> 99. @ 8 filld and parted company with the Schooner Cape francois SW by W ½ W 3 or 4 leagues. Wore and Tack'd as nessasary during the night to keep clear of the land. @ daylight Saw the Cape S by W 8 or 9 leagues made sail to the ENE @ 10 Assembled the ships company and perform'd divine Service. @ 12 Moderate breezes from SE Monte a christo SE by S 10 or 11 leagues

Latitude observed 20° 26' N

[NYHS, NHS.]

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Extract from journal of U. S. Schooner *Experiment*, Lieutenant William Maley, U. S. Navy, commanding, 2 February 1800

Captured the Sloop from Auxcayes to Jacquemell put a prize Master & seven Men on Board. —

NDA. NO, Vol. 1.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Ganges* 2 February 1800

Arrived the American brig [space] Capt. [space] prise to a Spanish privateer taken off the East End of Jamaica.

[NA.]

Result of court martial of Captain Barreaut, late commander of the French National Frigate *L'Insurgente* captured by the U. S. Frigate *Constellation*

Boston, Feb. 3. [1800]

Citizen Barreaut, who commanded *L'Insurgente* frigate, captured in the West-Indies by the American frigate *Constellation*, has been tried at L'Orient, by a Court-Martial; and, after an investigation of 9 days, acquitted.

[LC, "Newport Mercury" (R. I.), 11 February, 1800.]

[3 February 1800]

To Secretary of State, from Turrell Tufts, U. S. Consul, Paramaribo

SIR, I will just give you a sketch of the situation of this Trade — the details of which I have transmitted to Capt Rodgers of the *Maryland* to forward in one of the fleet he conveys.

Victor Hugues has arrived at Cayenne — left France with 2 Frigates, 2 Brigs & 2 Corvettes — & it is said with 600 Troops — all of w<sup>ch</sup> but one of the Frigates had arrived 25 days since — Accounts of which were brought in by the return of a Cartel to Cayenne. He is able to scour the Coast: and should any of the Brest Fleet escape out — as has been reported — they are undoubtedly destined & will make this Coast a very interesting scene. — Not a Ship has arrived from England, excepting one & which went away. We imagine, no force can be spared from Martinique, as Jeannet has arrived at Guadaloupe in force, & caused apprehensions.

In consequence of these events, the British Officers are perfectly accommodating to us — in regard to landing & taking away — if we will submit to a *demandé douceur* of 5 per Cent: — Instead of bringing provisions &c for this Colony, British Vessels have had scarcely any other employment — than taking it away to their Island: — The absurd policy of the Captors toward the Captured — particular events, & the present state of trade, have brought the parties to a state of wrangling — and should the Batavian Flag appear, I should not be surprised to see it in place of the one that now waves. — The necessity of admitting our intercourse on more liberal terms every moment impresses the minds of the Gov<sup>t</sup> & Governed; and tho' mortifying in the extreme, will have its effect. — In respect to the protection of it — I have had but one opinion — that is to withdraw all protection from it. This is fact — if the present protection is not withdrawn or increased to Hugher force — we shall loose the *Maryland* — and the trade also. Should the French desist from Plundering — this whole trade will probably be in our hands — unless the Brest Fleet is divided or destroyed — the Events in Europe will materially effect this trade. It is therefore essential only to inform you

of the feelings of the people — and of the arrival of Hugues, to enable you to judge of the propriety of abandoning the trade to its fortune or not.

You Sir will be pleased to excuse the incorrectness of this Letter w<sup>ch</sup> I have scrawled in haste deeming it of importance to send a duplicate statement of our situation. Capt Rodgers will have from this port under his Convoy 10 or 12 Vessels having on board about 1200 Hhds Mel<sup>r</sup> & 700 Hhds Sugar.

I am Sir with highest respect

Your most humble servant

T TUFTS *Consul*

PARAMARIBO *Feb<sup>y</sup> 3, 1800*

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

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

[PHILADELPHIA]

*Navy Department 3<sup>d</sup> February 1800. —*

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

GENTLEMEN This will be presented to you by Joshua Humphreys Esq<sup>r</sup> principal Naval Constructor of the United States, who goes to your place for the purpose of examining and reporting on situations in its vicinity which have been or may be deemed eligible for the Construction of Docks for the use of the Navy of the United States, and also for a permanent Navy Yard for building Ships of War —

I have therefore to request that you will be pleased to afford every assistance in your power to promote and facilitate his views, and personally I take the liberty to recommend him to your civilities. —

I am &c &c

[Similar letters addressed to Navy Agents at Newport, R. I., New London, Conn., and Portsmouth, N. H.]

[NDA. GLB, Vol. 3, 1799–1800.]

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To John Randolph (junior), of Roanoke, Va., from Secretaries of War and the Navy

[PHILADELPHIA]

*Navy Department 3<sup>rd</sup> Febr<sup>y</sup> 1800*

JOHN RANDOLPH JUN<sup>r</sup> Esqr

SIR The President of the United States having directed us to institute an enquiry into the conduct of Officers of the Army or Navy, in relation to the insult complained of by you in your letter to him of the 11th January, We have the honor to request that you will be pleased to furnish us with a statement of the particulars of the insult,[\*] the names of the Officers implicated and the names of such witnesses as you deem material to be examined — We have the honor to be

Sir Yr obt Servt

Sign<sup>d</sup> JAMES M<sup>c</sup>HENRY  
BEN STODDERT

[\*For an account of this incident see "John Randolph of Roanoke" by William Cabell Bruce, volume 1, pp. 158 to 162.]

[NDA. Con. LB, Vol. 1.]



Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Monday, 3 February 1800

Pleasant breezes and clear weather. Employed in refitting the ship and preparing to make more Sail.

at half past 11 A M. saw a schooner bearing down — Exchanged signals with her and found it was the *Enterprize* United States Schooner — that I dispatched on the 25<sup>th</sup> Ul<sup>re</sup> for Curracoa. Made the signal for him to speak me which was obeyed.

Porto Rica at Noon Bore North 15 or 16 Leagues Distance. —

Longitude Account 65°.00' W.

Latitude Observed 17°.20' N.

[HS of Pa. NDA photostat.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren* Master Commandant Timothy Newman, U. S. Navy, commanding, Monday, 3 February 1800

[In harbor of Havana] Fresh Breezes and Cloudy from the N W All Hands Employd on Sundry parts of Ships Duty Clearing the Hold for Receiving Water put Feet Irons on the Prisoner James Leonard for Striking James Runlet with his Irons and Threatning other Abuse

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

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[4 February 1800]

To Secretary of State from Edward Stevens, U. S. Consul General at St. Domingo

CAP FRANCOIS Feb<sup>y</sup> 13<sup>th</sup> 1800. —

DEAR SIR I have the Honor of enclosing you Copy of a Letter which I have, this Day, received from Cap<sup>t</sup> W<sup>m</sup> Maley, Commander of the U. States armed Schooner *Experiment* together with a Copy of my last to Cap<sup>t</sup> Talbot

The Schooner [*Amphitheatre*] which was captured by the *Experiment*, arrived in this Harbour Today. She was taken on the 4<sup>th</sup>, & was dispatched by Cap<sup>t</sup> Maley on the 7<sup>th</sup> Ins<sup>t</sup>. He has also taken a Sloop & a Barge, under french Colours, carrying Troops from Aux Cayes to Jackmel. The Sloop was dismantled & Sunk; & the Barge, (after being disarmed,) was given to the Prisoners, who became so numerous on board of the *Experiment* that Cap<sup>t</sup> Maley did not deem it safe or prudent to keep them any longer. By several Papers found on board of these Vessels it appears, that Rigaud has given positive orders to evacuate Jackmel, & withdraw his Forces to Benet. It is, therefore, probable that, by this Time, that District has surrender'd to Gen<sup>l</sup> Toussaint.

If the Schooner *Amphitheatre* is tried by the Tribunal at the Cape she will be condemned without Hesitation, as the Fact of her coming from Jackmel can be clearly proved. But as I am ignorant whether the Ships of War of the U. States are authorized or not to capture neutral Vessels, even 'tho' engaged in an illicit Trade, & do not know whether it comes witlin my Province to take Cognizance of any kind of Cap-

tures, I have sent the Papers of this Vessel to Cap<sup>t</sup> Talbot. I shall wait his Decision, and be guided by his Advice. — I must, however, repeat my Wish, Sir, that you would be good enough to instruct me how to act in similar Cases, in future. —

The political State of this Colony is approaching rapidly towards a very important Crisis. Even the nominal Power of the Agent [Rigaud] & his Adherents is now nearly annihilated. The flying Artillery which has cost near half a Million of Dollars, & which was to have laid the flourishing Colony of Jamaica in Blood & Ashes, is disbanded. The Command of the Treasury & a control of the civil as well as military Departments has been openly assumed by the Gen<sup>l</sup> in Chief & his subordinate Officers. Every Thing announces a speedy Dissolution of those Ties, which once connected this important Colony with the Mother Country. —

While I was uncertain of the real Intentions of Tousaint, I was loth to say any Thing to you about them. Now that I think I know them, it is my Duty to announce them to you. He is taking his measures slowly but securely. All connection with France will soon be broken off. If he is not disturbed he will preserve appearances a little longer. But as soon as France interferes with this colony he will throw off the mask, and declare it independent.[\*] Of this very interesting Business I shall have the Honor of writing you at full Length by the first safe Conveyance. —

I remain with great Respect & Esteem

D<sup>r</sup> Sir

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

EDWARD STEVENS

The Hon<sup>e</sup> TIMOTHY PICKERING

&<sup>e</sup> — &<sup>e</sup> — &<sup>e</sup>

P. S. I must beg you to inform me whether it will be consistent w<sup>th</sup> the Presidents Intentions to suffer Vessels to go to Jackamel or any of the other Ports of the South that may successively fall into the Hands of Gen<sup>l</sup> T. If he should permit it some Arrangements must be made with the British to prevent them from interrupting our Commerce. —

E. S.

[\* From "While I was" to "independent" is in code in the original, the words being written above the code numbers.]

[SDA. CL, Cape Haitien, Vol. 2, 1799–1800.]

[Enclosure]

[4 February 1800]

To Captain Silas Talbot, U. S. Navy, from Edward Stevens, U. S. Consul  
General at St. Domingo

CAP FRANCOIS Feb<sup>r</sup> 13<sup>th</sup> 1800. —

SIR I beg Leave to enclose you a Copy of a Letter I have received from Cap<sup>t</sup> W<sup>m</sup> Maley of the U. States armed Schooner *Experiment*, together with one addressed to yourself. The Vessel [Schooner *Amphitheatre*] he has captured is now in this Harbour. I enclose you all the Papers that were found on board of her. After perusing them you will be able to determine what ought to be done with her, & whether she should be tried here, or sent to America. As soon as I know your Wish it shall be complied with. Until I hear from you no steps shall be taken respecting her. —

Your last Favor has been handed me. I shall have the Honor of answering it when you send in your Boat. — With great Respect I remain

Sir

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

EDWARD STEVENS.

S. TALBOT Esq<sup>r</sup>

&c: — &c: — &c:

[SDA, CL, Cape Haitien, Vol. 2, 1799–1800.]

[4 February 1800]

Statement of Midshipman Thomas Gordon, U. S. Navy, concerning Lieutenant William Maley, U. S. Navy

Thomas Gordon Midshipman on board the armed Schooner *Experiment* commanded by William Maley being duly sworn on his oath says, that on the fourth day of february last off the harbour of Benet in the Island of St Domingo about eleven OClock in the evening the said Schooner discovered a strange sail bearing towards her, that Captain Maley thereupon ordered the Bow Gun to be cleared in order to give her a Shot, Upon her approach nearly within Gun Shot of the Schooner aforesaid Captain Maley finding that she proved a larger vessel than was at first suspected ordered every thing to be made ready for action, that when she came within musket shot Captain Maley ordered the Bow Gun to be fired, that the Bow Gun was accordingly fired and that the strange vessel returned the fire with a volley of Musketry and (as the deponent & others supposed from the report) two four pounders, that Captain Maley immediately ordered a Broadside but on examination it was found that but three or four of the *Experiment's* Guns were ready for Action and but six or eight men could be found at their Quarters, that Captain Maley with the Assistance of one of the Carpenter's Crew (Philip Emerick) fired the aftermost Gun on the quarter Deck twice, repeatedly giving orders that the other Guns should be fired, that in the whole about five or six Guns were fired, that Captain Maley finding things were not in readiness for action and that his orders were not obeyed ordered his vessel to be hove about and to bear away from the enemy, that as the *Experiment* made sail from the enemy every thing was prepared for action in case she should be followed by the Enemy of which the deponent informed Captain Maley, the deponent during these transactions acting as the aid of Captain Maley, that Captain Maley said he would not fire another Gun until David Porter the first Lieutenant and Shubel Downs Sailing Master who with a number of Men were on board two prizes which had been recently captured by the *Experiment* & were at that time within three miles of her, that the strange sail did not pursue the *Experiment* and the deponent was then ordered to go on board the prize Schooner *Amphitrite* in the room of Lieutenant Porter and to request him to go on board the *Experiment* & also to hail the other prize & make a similar request of the Sailing Master Shubel Downs which orders the deponent complied [with] and the said Porter & Downs going on board the *Experiment* the deponent remained in the *Amphitrite* & knows nothing of any subsequent events — that Captain Maley appeared to the Deponent to act with great courage & good con-

duct on the occasion and in no wise agitated except at the circumstance of his Orders not being obeyed, and that the deponent has never seen in Captain Maley the least appearance of Cowardice, but directly the contrary on every occasion, — that the deponent well knows orders were always given by Captain Maley to have the powder horns cartridges and Matches in their proper places on Deck every night, but those orders were not obeyed on the night of the above Action, that orders were also given to the Captain of each Gun to report to the Officer of the Watch on Deck each night that the Gun was in order & also to see that it was so but on this occasion the guns were several of them out of order in the way above mentioned.

THOS. GORDON

Sworn & Subscribed before me

M<sup>r</sup> HILLEGAS

26<sup>th</sup> July 1800.

[NDA. NO, Vol. 1.]

[4 February 1800]

Statement of Thomas Tickner, boatswain, in U. S. Schooner *Experiment*

Thomas Tickner Boatswain of the Schooner *Experiment* commanded by William Maley being duly sworn on his oath says, that he was on board in the capacity aforesaid off the port of Benet in the Island of S<sup>t</sup>. Domingo on the evening of the fourth day of febr<sup>y</sup> last when a strange sail hove in sight, that at this time a considerable part of the Officers and Crew were not on board the *Experiment* having been sent on board of prizes which had been previously captured by her and there were upwards of forty prisoners on board the *Experiment* in Irons, that the deponent being asleep below was awakened and ordered on Deck to call all hands to quarters which this deponent accordingly did, that Captain Maley called out to loose the flying Gib, on which the deponent called out for some person to come and do it but no one offering to come forward the deponent did it himself, that Captain Maley then ordered the bow gun to be cleared & fired to bring the strange sail to, which was done, that as the deponent came in from the flying Gib boom the strange sail returned the fire with a volley of Musketry and some great Guns, that the Captain repeated the call of all hands to stand to their Quarters, that the deponent observed there were no men at the Bow Gun on which he ran to it and on the order of Capt. Maley fired it that the *Experiment* then hove about that the deponent then loaded the Bow Gun and ordered the men to run it out but one of them was immediately wounded, that the peak of the enemy's mainsail dropped and a sound was then heard by the deponent which he thought to be a hale from her, that he informed Captain Maley that the enemy hailed and some of the people of the *Experiment* said they were calling for Quarter on which Captain Maley gave Orders to cease firing, that the enemy however returned another volley of great Guns & small arms and stood in for land, that Captain Maley then gave orders to about ship but as the deponent believes through the misconduct of the officers and people the Schooner mis[s]tayed, that Captain Maley then ordered to bear up after his prizes to get his other officers and people on board and he would then pursue her, that during the whole

of these Transactions Captain Maley behaved with the greatest courage and intrepidity and was very much enraged at the misconduct of the people and officers calling them cowards and reproaching them for the loss of the vessel, that before the officers and people could be got on board from the prizes the enemy got into the harbour of Benet, that the deponent heard Nathan Sheredin Lieutenant of Marines say that if ever he caught that [two words illegible] Maley on shore he would make him beg his pardon, for what he had said of him.

THOMAS TICKNER

Sworn & Subscribed before me

M<sup>r</sup> HILLEGAS

26 July 1800

[NDA. NO, Vol. 1.]

[4 February 1800]

Statement of George Diggs, Quarter-Master, in U. S. Schooner *Experiment*

George Diggs a free man of Color a quarter Master on board the armed Schooner *Experiment* commanded by Captain William Maley being sworn on his oath says that between ten and eleven OClock of the evening of the fourth of february last a sail hove in sight, that Captain Maley ordered all hands to their quarters and the bow gun to be cleared and fired, that the firing of the Bow Gun of the *Experiment* was followed by a volley of small arms and Cannon from the enemy, that Capt. Maley then ordered all hands to quarters for a broadside telling them to take good aim so as to strike her hull if possible and not overshoot her, that as many Guns as were manned were fired but that several Guns were not manned owing to the men being on board the prizes which had been captured by the *Experiment*, that three powder horns were wanting which the deponent found and handed out of the Skylight abaft, that Philip Emerick the Carpenters Mate went to the aftermost gun where he belonged but having no one to assist him Captain Maley with his left arm elevated the gun & told Emerick to clap the match to her which he did & she went off, that the fire of the *Experiment* was returned by a volley of Musketry & Cannon from the enemy, that it being a clear moonlight night the deponent saw Joshua Blake the second Lieutenant immediately as the enemy fired lay down on his belly between the two after guns behind the Shot Locker, that when the firing ceased he got up, that there was a report on board that the enemy called for quarter on which Captain Maley ordered the firing to cease that Captain Maley ordered the *Experiment* to heave about, but thro' the misconduct as the deponent believes of the other officers that the vessel mis[s]tayed, that Captain Maley then gave orders for bearing away for the prizes to get our people on board & then pursue the enemy but she made her Escape & got into Benet — That Captain Maley acted as bravely as any man could do in his situation & the deponent never saw him behave otherwise.

GEORGE X DIGGS  
his Mark

Sworn before me } July 26<sup>th</sup> 1800  
M<sup>r</sup> HILLEGAS }

[NDA. NO, Vol. 1.]

[4 February 1800]

## Statement of Carpenter's Mate Philip Emerich, U. S. Navy

Philip Emerich Carpenters Mate on board the Armed Schooner *Experiment* commanded by Captain William Maley that on or about the fourth day of Feb<sup>y</sup> last the *Experiment* about one OClock in the evening hove in sight of a strange sail on which the boatswain as the deponent supposes by the Captains orders called all hands to quarters, that the deponent was below it not being his Watch and on hearing the call came on Deck, that the deponent was ordered and immediately went to his Gun the aftermost of all, that no one who belonged to that Gun was on board but the deponent & he could not himself get it to bear, that Captain Maley told him to fire & on his telling him he could not get it to bear Captain Maley being lamed [in] his right hand which was in a Sling took hold of the Gun with his left and elevated it and told the deponent to fire which he did, that after the Gun was fired the deponent felt some thing against his foot and looking round saw Joshua Blake the Second Lieutenant lying flat on his belly below the Shot locker between the two after Guns, that when the firing had ceased said Blake jumped up and asked Captain Maley what he should do that he had no one to assist him, that Captain Maley then ordered the Schooner to bear down for the prize that we might get our people on board, which was done but the enemy bore away and got into the harbour of Benet, that Captain Maley acted with as much bravery and courage as any man could do in his situation as this deponent verily and truly believes.

PHILIP EMERICH

Sworn &amp; Subscribed before me

M<sup>t</sup> HILLEGAS

26 July 1800

[NDA. NO, Vol. 1.]

[4 February 1800]

Statement of Ordinary Seaman George Weaver, in U. S. Schooner *Experiment*

George Weaver ordinary Seaman on board the Armed Schooner *Experiment* commanded by William Maley being duly sworn on his oath says that he was on board said vessel during her action with a french Schooner near the harbour of Benet in february last, that it was about eleven OClock when she hove in sight — on which Captain Maley ordered all hands to be called to quarters, he then ordered the Bow Gun & the one next to her to be cleared away & the Bow Gun fired, that when the Bow Gun of the *Experiment* was fired the Schooner returned a volley small arms & a large Gun, that Captain Maley instantly ordered all the Guns to be cleared to give the enemy a broadside, that he called out to take our time, take good aim & be sure not to overshoot her, that the deponent saw Captain Maley assisting the Carpenters Mate at the aftermost Gun, that the deponent was at the Gun next to the aftermost and Lieutenant Blake was there also that the deponent went further aft for a match & on his return Lieutenant Blake ordered the deponent to fire, that the deponent asked him if he had elevated the gun to which he answered yes fire!

and laid himself down very close to the Deck between the two guns & behind the Shot Locker, that after the deponent had fired said Gun no one was at the Gun but himself M<sup>r</sup> Blake still lying beside her and not offering to hand the deponent a wad tho' he asked him & they laid beside him or to give him any Assistance in loading, that about this time somebody called out to Captain Maley that the enemy hailed, that Captain Maley then hailed the Enemy but she bore from the *Experiment* after giving one more fire, that the *Experiment* was then ordered about but mistaid [misstayed], that Captain Maley then ordered the *Experiment* to bear off for the prizes to get the remainder of her men. — that as far as the deponent could observe Captain Maley behaved with great courage on the occasion.

GEORGE WEAVER

Sworn & Subscribed before me

M<sup>r</sup> HILLEGAS

26 July 1800

[NDA. NO, Vol. 1.]

[4 February 1800]

To William Vans Murray, Envoy Extraordinary and Minister Plenipotentiary of the United States to France, from Secretary of State

DEPARTMENT OF STATE

Washington 16<sup>th</sup> June 1800

WILLIAM V. MURRAY Esq<sup>r</sup>

SIR, The ship *Mary*, belonging to M<sup>r</sup> Jeremiah Yellett of Baltimore, and whereof Isaac Phillips was master, was captured on the 4<sup>th</sup> February last by the French privateer *Renommée* and carried to Curacao. She had on board a valuable property, consisting of Coffee and specie, also belonging to M<sup>r</sup> Yellett and the Captain, and was bound from Batavia to Baltimore.

On his arrival at Curacao Capt Phillips demanded, in a petition to the Governor, the benefit of the 2<sup>nd</sup> article of the Proclamation of the Intermediate Executive Power of the Batavian Republic, dated Hague, 12<sup>th</sup> August 1798, which renders the Captors of any Dutch or neutral vessel bound from one Dutch Port to another, or to a neutral Port, who shall bring their prize within the Dutch jurisdiction, not only liable to restitution of the prize, but to a pecuniary penalty. Captain Phillips had the better right to expect the execution of this proclamation in his favor, since it had been officially published at Curacao about a year before. But notwithstanding these circumstances the Council decreed the sale of both vessel and cargo, and ordered the proceeds to be deposited in the hands of the government, to await the determination of the Batavian Executive Directory; the Council affecting to doubt whether the case was embraced by the article of the Proclamation cited by Capt Phillips

M<sup>r</sup> Yellett will of course charge his friends in Holland with the solicitation of this business in his behalf, and I request you to be pleased to render them every official aid and countenance, which may be proper and necessary.

I have the honor to be &c

J MARSHALL

To Comptroller of the Treasury, from Accountant of Navy Department

[PHILADELPHIA]

NAVY DEPARTMENT ACCOUNTANTS OFFICE

February 4<sup>th</sup> 1800

JOHN STEELE Esq<sup>r</sup>

SIR I observe by remarks made by you, on accounts settled, and Admitted, in this office — by my predecessor — that you think it absolutely necessary, that Receipts, shou'd accompany all vouchers, for Expenditures on account of the Navy —

I must therefore beg leave to mention, that if that Determination, is adhered to, it will be impossible for me to settle *scarcely* an Account with this Department — I presume that determination was predicated, upon the Idea, that the United States, were responsible for the Transactions of the Navy Agents — this I apprehend is not the case — but that the agents always purchase on their Individual credit — Indeed it appears to me, that it wou'd be a Dangerous principle, to establish the Contrary — and if the United States are not Responsible, I cannot see the necessity of Requiring Receipts — it can then only be necessary to Establish that the articles have been purchased on account of the Navy, and of course the Bills unaccompanied by Receipts wou'd be deemed sufficient —

The Accounts with this Department, are very much behind hand, owing I beleive principally to the circumstance alluded to, and as I feel very anxious, that they shou'd be brought up, and settled, I am Induced to trouble you with these Remarks, and to request your answer thereto —

I Have the Honor to be

Sir

Y<sup>r</sup> ob Servt

THO<sup>s</sup> TURNER

Acc<sup>t</sup>

[NDA. A, 11.]

[4 February 1800]

Case of the Cutter *Le Gourdi Le Pelicain*, prize to a French Privateer when captured by the U. S. S. *Boston* and the U. S. Brig *Norfolk*

New York District Court. —

George Little & W<sup>m</sup> Bainbridge  
Quitam &<sup>s</sup> Libellant.

v<sup>s</sup>

The Cutter *Le Gourdie Le [Pelicain]*  
Tackle &<sup>s</sup>

Samuel La Fortain being sworn saith that he belonged to a French Privateer or armed Vessel which captured the above Cutter *Le Gourdie Le Pelican* off the Mole — That when the said Cutter was so taken she had two Tomahawks on board but no Cannon or other Arms — That the Cutter when taken by the French Privateer belonged to Jeremie, and that both the Privateer and Cutter were taken together by the *Boston & Norfolk* armed American Vessels, and that



the Privateer being too small to come to the United States was sunk by the Orders of the Commanders of the American Vessels —

his  
SAMUEL + LA FORTAIN  
Mark

Sworn in open Court }  
January 13<sup>th</sup> 1800 — }

EDWARD DUNSCOMB  
Clerk

[See documents dated 20 February 1800.]

[4 February 1800]

Case of the Cutter *Le Gourdi Le Pelicain*, prize to a French Privateer when captured by the U. S. S. *Boston* and the U. S. Brig *Norfolk*

New York District Court.

George Little and W<sup>m</sup> Bainbridge  
quitam &<sup>s</sup> Libellants

v<sup>s</sup>  
The Cutter *Le Gourdi Le Pelicain*  
her Tackle &<sup>s</sup> &<sup>s</sup> Cargo —

Peter Menage being sworn saith, that he was in the Character of an Apprentice on board the French Privateer which captured the Cutter *Le Gourdi Le Pelicain* — That he has heard the Testimony or Evidence given in this Cause by Samuel La Fortain and that such Evidence is strictly true —

his  
PETER + MENAGE  
Mark

Sworn in open court  
This 13<sup>th</sup> Day of Jany.  
1800. —

EDWARD DUNSCOMB  
Clerk

[See documents dated 20 February 1800.]

[4 February 1800]

Case of the Cutter *Le Gourdi Le Pelicain*, prize to a French Privateer when captured by the U. S. S. *Boston* and the U. S. Brig *Norfolk*

At a Special District Court of the United States, held for the New York District at the City of New York on Monday the Sixteenth Day of December 1799 at 11 O'clock A. M. —

PRESENT,

The Honorable John Sloss Hobart Esquire Judge of the District. —

George Little Esquire Commander of the United States Ship of War the *Boston* and William Bainbridge Commander of the United States Sloop [Brig] of War the *Norfolk* on behalf as well of the United States as of themselves and the Officers and Crews of their said respective Vessels — Libellants —

V<sup>s</sup>

The Cutter *Le Gourdi Le Pelicain* her Apparel, Guns, Appurtenances and Cargo —

The Libel filed in this Cause being read, and the Deposition of Henry Kenyon Lieutenant of the United States Sloop of War the *Norfolk* taken in Open Court, Stating, "that the Papers "now by him brought and delivered to Edward Dunscomb "Esquire the Clerk of this "Court are the only Papers "found on board the Cutter *De "Gourdi Le Pelican* at the Time "of her Capture by the United "States Frigate the *Boston* and

"Sloop of War the *Norfolk*, and that no Papers whatsoever found as "aforesaid on board of the said Cutter have been destroyed or concealed to his knowledge or Belief", being also read, THEREUPON, and on motion of M<sup>r</sup> Harison, Proctor for the Libellants —

It is ordered by the Court that the said Deposition and the said Papers produced by the said Henry Kenyon and marked or distinguished as follows, to wit

A.	B.	C.	D.	E.	F.	G.	H.	I.	J.
ED.	ED.	ED.	ED.	ED.	ED.	ED.	ED.	ED.	ED.
K.	L.	M.	N.	O.	and		P.[*]		
ED.	ED.	ED.	ED.	ED.			ED.		

be filed with the Clerk of this Court. —

WHEREUPON, and on reading a certain other Deposition of the said Henry Kenyon, also taken in Open Court, Stating, "That the "Cargo of the said Cutter consists principally if not altogether of "Coffee, that the same is already Damaged and in a perishing Condition, and that there is great Danger of the whole or a principal Part "of the said Cargo being spoiled if it is not Speedily sold" — and on motion of M<sup>r</sup> Harison Proctor for the Libellants —

IT IS ORDERED by the Court that the said last mentioned Deposition be also filed with the Clerk of this Court and that the said Cutter her Apparel, Guns, Appurtenances and Cargo be sold by the Marshal of this District at Public Auction in the City of New York after giving Four Days notice of the Time and Place of such sale in three of the Public News-Papers printed in the said City. — And that the Marshal forthwith after such Sale bring into Court the Monies arising from the said Sale — and that he then pay the same to the Clerk of this Court, and that the Clerk hold the said Monies in his hands, subject to the future Order of the Court respecting the same. —

(A true Copy)

EDWARD DUNSCOMB

Clerk

A. GILES Esquire }  
 Marshal &c }

In Obedience to the Within Order, I have sold the Vessell & Cargo, therein named, and that such Sales amount to fifteen thousand, five hundred & Seventy three Dollars & fifty six Cents, which Amount, I have paid to the Clerk of this Court

New York 4<sup>th</sup> February 1800

A GILES Marshal

[\*Papers marked A to P inclusive are in French and are too voluminous to include here. Photostatic copies are in Navy Department Archives. See documents dated 20 February 1800.]

[Federal Archives, New York City.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
 Tuesday, 4 February 1800

Charming weather. at 2 P M. Saw a large Frigate Bearing down on us. Soon after I delivered my Dispatches for the Secretary of Navy to Lieu<sup>t</sup> Shaw of the U. S. Schooner *Enterprize* and dispatched him for Amboy and to proceed himself from thence with them immediately for Philadelphia, at the same time I desired him to Stand towards the strange Sail, and make the private signal, and if she answered it, to fire a Gun to Leeward and make the best of his way he accordingly made the Signal &c &c and stood on his course — the strange sail proving to be the British frigate *Unity* of 44 Guns on a Cruise.

at 7 A M. Saw a Nother frigate bearing down and at 8 D<sup>o</sup> Exchanged Signals with her She proved to be the U. S. Ship *L'Insurgente* Captain Murray who came on Board and I desired him to keep us Company down to Jamaica. Emp[lo]yed at doing the necessary duty of the Ship — and I gave directions to the Surgeon not to suffer the sick or wounded by any Means to want for any thing that I had on Board. —

Longitude Account 67° . 00' W.

Latitude Observed 17° . 7' N.

[HS of Pa. NDA photostat.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Tuesday, 4 February 1800

Moderate breezes and cloudy, Employd working to windward along the North side of Hispanolia. Made and shortnd sail as nessasary. @ 6 Moderate and clear, the Monte W by S  $\frac{1}{2}$  S ten leagues Isabella Point SE which is 12 or 13 leagues to the Eastw<sup>d</sup> of the Monte Exercised Great Guns and small arms. @  $\frac{1}{2}$  p<sup>l</sup> 6 tackd to the Northw<sup>d</sup> @ 10 Fresh breezes. split the Jib which we unbent and bent another @ 12 Midnight moderate Tackd as nessasary during the night

A M @ 5 the wind vore round to the ESE stood in towards the land. @ 9 moderate and clear, Sent an officer and a boats crew to sound in toward Cape Isabella and off Port Cavally, after the boat had stood in shore nearly two miles we filld and stood after her, as she was to make signal of the first approach of soundings At 12

Fresh breezes and clear, Port cavally SE  $\frac{1}{2}$  S. 7 or 8 miles Sounded with 120 fathom of line no Ground, Wind at E by N, the boat in shore three or four miles a head a Sounding

[NYHS, NHS.]

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Extract from journal of U. S. Schooner, *Experiment*, Lieutenant William Maley, U. S. Navy, commanding, 4 February 1800

Captured a schooner under Danish colors from Jacquemell to Acquin with troops and amunition sent M<sup>r</sup> Porter on Board as prize Master — At 11 AM between Jacquemel & Bennet saw a sail in shore I ordered all hands to quarters and gave chase at 12 gave her a Gun which she returned. I ordered a firing to commence with cannon & Muskets and directed every effort to be made [by] my Officers, I found that the men would not stand to their quarters and in consequence of the neglect of the Gunner by not having his Matches Powder Horns on Deck. fired only 6 or 8 Guns, and in consequence of the Infamous conduct of my Marines not more than 12 or 18 Mus[ke]ts were fired. — Captured a Sloop from Bennetts to Jacquemell one of Rigauds Privateers armed with Swivels Muskets &c after disarming her, permitted the Captain to ransom her and put 50 Prisoners on board and let her depart the reasons why I released these prisoners were, because, first, I was 18 [?] Leagues from the Commodore and could leave my station merely for the purpose, 2<sup>d</sup> for fear of being overpowered should they liberate themselves, and thirdly on Acc<sup>t</sup> of my not having a sufficiency of provisions for them & my Crew during my Cruize. —

[NDA. NO, Vol. 1.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Tuesday, 4 February 1800

[In harbor of Havana] Moderate Breezes this Day All Hands Employd on Sundry parts of Ships Duty Sent our boats to Assist the U S Brig *Norfolk* in getting to Sea Arrived here two Spanish 74 Gun Ships and one Sloop of War from Vera Crus

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

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To Captain Daniel McNeill, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 5<sup>th</sup> Feb<sup>y</sup> 1800

DAN<sup>d</sup> M<sup>c</sup>NEILL Esq<sup>r</sup>

N York

SIR, I am honored with yours of the 3rd ins.

I have this day sent orders to Lieut<sup>s</sup> Wilson Jacobs & Zachariah Rhodes, to place themselves under your command, without delay — They are at present, I beleive, at Newport, & ought to join you in ten or twelve days at farthest.

With respect to a Sailing Master, I know of none qualified for that station; but you will be pleased to select a suitable character, & let me know his name, and an appointment shall be forwarded him.

The two Lieutenants ordered to join you, are both older in Commission than M<sup>r</sup> Tibbitts. If he is a meritorious officer, I would not wish to hurt his feelings, by appointing Lieutenants to the prejudice of his present command. I beleive, therefore, it will be better to give M<sup>r</sup> Tibbitts a Furlough, until again called into service by me, desiring him to inform me from time to time where he may be; unless indeed, he should have no objection to acting under the Lieutenants at present ordered to join you.

As to your other Officers who wish Furloughs, & mean to continue in the service, they must return to the Ship in three weeks from the date of their respective Furloughs.

It is a matter of mortification to me — uselessly expensive to the Public, & must be creative of discontent among the crew, that they are kept so long without being paid off & discharged. Be pleased, Sir, to instruct your Purser to prepare his accounts immediately that the crew may be paid off without further delay — and when this business is effected, he must come on to Phila<sup>a</sup> with his accounts & vouchers, for settlement, before he can receive a Furlough.

I have the honor to be &c

[NDA. OSW, Vol. 3, 1799-1800.]

To certain Midshipmen of the U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 5<sup>th</sup> February 1800*

M<sup>r</sup> Thomas McDonough, Midshipman  
care of Doctor Latimer

John Wotherspoon d<sup>o</sup> D<sup>o</sup>

William Page, care of Col Parker

William Clarke . . .

Charles Chilton care of Gen<sup>l</sup> Marshall

Robert Dorsey, care of M<sup>r</sup> Hill

Jonathan Blakely care of D<sup>o</sup>

Skinkin Moore . . . care of D<sup>o</sup>

Henry Page, Cumberland, Virginia

Midshipmen

SIR The President having appointed you a Midshipman in the Navy I enclose your Warrant

You will take the inclosed oath and return it to this Office, and hold yourself in readiness to enter the Service imm<sup>o</sup> when called upon —

Your pay and emoluments will commence from the date of your letter of acceptance —

I am

Sir

Yr obed Servt

[NDA. OSW, Vol. 3, 1799-1800.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Wednesday, 5 February 1800

Moderate Breezes and smooth water with some squalls, *L'Insurgente* in Company. Employed putting the ship in order — the Sick and Wounded remain without much alteration. —

Longitude Account  $69^{\circ}.26'$  W.

Latitude Observed  $17^{\circ}.18'$  N.

[HS of Pa. NDA photostat.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Wednesday, 5 February 1800

Moderate breezes and clear weather. Standing off and on Port cavally, waiting for the Boat to return from sounding @ 2 the boat return'd Brought too Ships head to the Northward The officer reports 18 fathoms within  $\frac{3}{4}$  of a mile from the shore and a ship at anchor with French National colours flying under the protection of a small Fort. @ half past 5 Tack'd to the Northward the harbours Mouth of Port Cavally South 3 or 4 miles. Sounded there with 120 fathoms of line, No Ground Continued Standing to the Northward under an easy sail during the Night Sprung the Fore top Gallant yard sent it down and sent up another. @ daylight saw a sail NW by W Made sail In chace wind Variable from E by N to SSW. employ'd Trimming Sails. @ 10 the wind vore round to N by E @ 12 light airs from NNE the chace W by N In Sight from the Mast head Port Cavally S by E six or seven leagues

Latitude Observed  $20^{\circ}15'$  N.

[NYHS, NHS.]

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Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Wednesday, 5 February 1800

Commences with light breezes, variable winds and plenty of rain, Set royals fore & aft & Fore top gallant stud<sup>s</sup> sails. At 5 PM took the latter. —

Moderate breezes & variable. all hands employ'd setting riging fore & aft. parted one of the M<sup>rs</sup> Shrouds, which appeared to have nearly parted before near the trussell trees, prepared another pair.

Lat. Observed  $1^{\circ}.55'$  N

Longitude in  $17^{\circ}.00'$  W

[LC, EPP, 1799-1800.]

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[6 February 1800]

Extract from a letter to Secretary of the Navy from Captain Thomas Baker, U. S. Navy, commanding the U. S. S. *Delaware*, concerning arrival of *La Vengeance* at Curacao

[U. S. S. *Delaware*] CURRACOA,  
8th Feb, 1800.

On the 6th instant, appeared off this harbour, a French ship of 52 guns, called *La Vengeance*, and from what I can learn, she left Guada-

loupe last Sunday, bound to France, with a great deal of money, &c. on board; and also two French Generals, and a number of other officers and passengers: but on Monday evening she was overtaken by an American or British frigate (but generally believed to be the former) and from her shattered condition, she must have had a very severe action, *La Vengeance* having left standing but her bowsprit, fore and mizen-mast; her fore and mizen shrouds, ratlings, &c. being cut up so, that you could scarce see any of them for stoppers. In short, there appears no place that has escaped a shot: her starboard side has been much hulled, and it is said, she had 140 killed and wounded, and when she parted she had 8 feet water in the hold. They say the other vessel was in a similar situation, and in fact, that neither of them had the command of their ships. The French ship is now hauled up in the harbour, and will require some months to refit, not having masts, cordage, &c. necessary for that purpose.

P. S. This moment arrived a schooner from St. Thomas's with an American gentleman on board. They were spoke by a British frigate this morning at 8 o'clock, who informed them that yesterday he spoke Commodore Truxtun going down to Jamaica, who informed them, that last Monday night he got alongside of a French 50 gun ship, and after a long and severe action, had the misfortune to lose his main-mast, fore and mizen top-mast; the ship became unmanageable, at which time the French ship made her escape, severely wounded.

Capt. Truxtun said, that if he could have kept along side 15 minutes longer, he would have taken her. This agrees with the French report, for they say they were in such a situation, they could not have defended the ship much longer.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 17 March 1800.]

[6 February 1800]

To Captain Thomas Truxtun, U. S. Navy, presumably from Benjamin Hammell Phillips, U. S. Consul at Curacao

THOMAS TRUXTON Esq<sup>r</sup>

SIR May I congratulate you, I hope I may on your safety and that of your gallant Crew

The French Ship of War *Vengeance* of 56 Guns arrived here last Week [6 February] in a most distress'd situation without a Mast standing except the lower Fore & Mizen Masts, & not original Rope to be seen except the fore & bobstay that was not knotted or spliced — they reported that the Engagement had been with a British 74 & when the action ended had 7 feet water in her hold. —

We have rece<sup>d</sup> certain accounts from S<sup>t</sup> Thomas that instead of a British 74 it was the *Constellation*, the brilliant & glorious *Constellation* and that she had gone down in a distress'd situation to Jamaica I hope she may arrive there safe

If you get a sufficient repair at Jamaica & return to this W<sup>d</sup> Station can you on your way take a look at us I shall be exceedingly happy to see you & I think your visit here may be conducive to the good of the service — I w<sup>d</sup> say many things that I cannot write

I most sincerely wish you Health & safety & have the Honour to be  
Your Mo<sup>t</sup> Ob<sup>t</sup> Serv<sup>t</sup>

[SDA. French Spol. CA Curacao, 1797-1801.]

[6 February 1800]

Extract from a letter from a Gentleman who was in Curacao when the French National Frigate *La Vengeance* arrived, after her engagement with U. S. Frigate *Constellation*

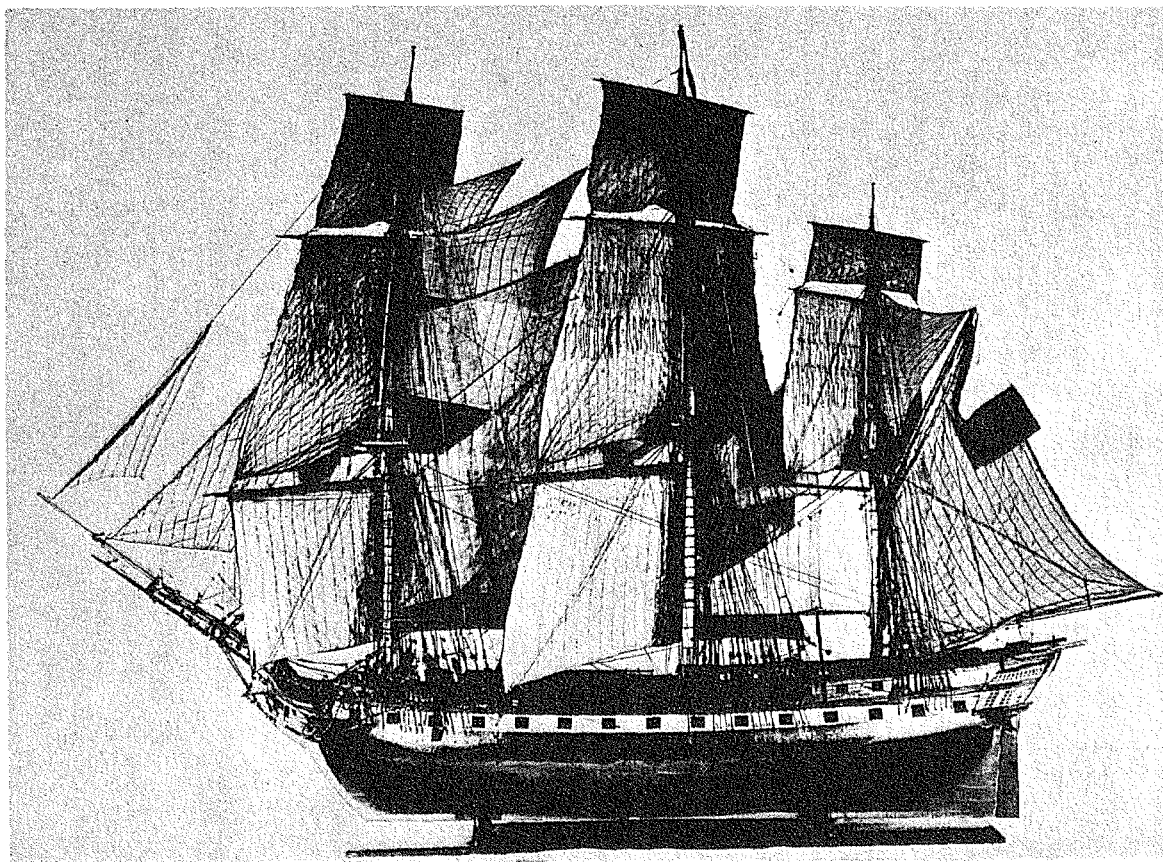
"I have the pleasure to inform you that I was in Curacao when the French National frigate *L'Vengeance* arrived at that place, very much disabled, and scarcely an original rope left. Her main-mast, foretop-mast, and mizen-top-mast gone with 66 French inches of water in her hold, agreeable to her commander's own account. You may conceive her situation in respect to equipment, when she was purposely run on shore to the windward of the port to secure her entrance into that place. She had 52 guns mounted, and supposed to have had nearly 600 men, including passengers amongst whom were Gens. PELLARDIE and LA GRANDE, with a number of artillery officers which enabled the commander to station at least one of those to each gun, during the action. I was in the habit of conversing frequently with Capt. PETTOR—He supposed on his first arrival in Curacao, it was an English ship, of two complete batteries, he had engaged, and concluded from not seeing his adversary at day light, that she had sunk.\* The report was 114 killed and wounded. But this must be incorrect as I am well assured there were more. Capt. PETTOR spoke in high terms of the conduct and gallantry of his adversary and described in raptures the vivid fire from the *Constellation* as superior to any thing he had ever seen, his own words were '*Superbe et Grande*' and mentioned when the flying jib boom of the *Constellation* run into his mizen shrouds, he supposed his adversary intended to board, and called all his men upon the upper deck, at which moment he received a shower of grape &c.

"When TRUXTON's official account came out, he said nothing. His main-mast went away in the act of setting studden sails, and about two hours after the action. There were 35 American prisoners on board, whom he said saved the ship by pumping after the combat, in which they took no active part, being below at their own request. He lamented much the blood that had been spilt between two nations that he said were probably then at peace and good friends, and said he avoided a battle by every exertion in his power.\* On his mentioning this circumstance, I observed that the action could not have been well avoided by his adversary. PETTOR felt as an officer on the observation, and acknowledged the propriety of TRUXTON's conduct. The sides of the *Vengeance* were lined with shot, and many of them from their direction, I suppose must have done great execution. The fore and mizen-masts were perforated with round and double headed shot in such a manner as to surprize a person how they could hold together without the top-mast an end."

(\* He supposed it an English vessel, and yet attempted to avoid an action for fear of shedding *American* blood. A very good story indeed. His confession is a complete answer to what our Jacobins have said, as to the Frenchman's declining a combat)

[LC, "The Mass. Mercury", (Boston, Mass.), 19 August 1800.]





MODEL OF FRENCH FRIGATE LA VENGEANCE.



To Hon. Chauncey Goodrich, House of Representatives, from Secretary  
of the Navy

[PHILADELPHIA]

Navy Department 6<sup>th</sup> February 1800. —

CHAUNCEY GOODRICH Esquire

SIR I am sorry that your Connecticut Correspondent should have had so much reason to complain of the capture of any Vessel in the vicinity of Porto Rico — We have never for 12 months past been without Cruisers off Guadaloupe, and always in sufficient force and numbers to prevent much injury to our Commerce from the Privateers of that Island, except for about two months in the early part of last Summer — when from some circumstances not necessary to detail, only two Vessels were left on that station — But from August to the present time, there have never been less than five, and for nearly the whole of the time, seven, eight & Nine — nor is it contemplated that the number should be decreased —

Ever since the opening of the St Domingo Trade, we have had Cruisers at that Island — at this time, and for some months past the number has amounted to 8 or 9 — there never were less than three — and the Commanding Officer at this Island, as well as the one at Guadaloupe has constantly acted under Instructions to pay great attention to Porto Rico — to scour the coasts frequently, and to keep always one Cruiser out at least in this service — In addition to this I have sent from this Country in Septem<sup>r</sup> Octo<sup>r</sup> and November three Vessels to cruise each one month about Porto Rico. — These arrangements I had hoped would have secured our Trade from much injury in that quarter — but the fact has been otherwise — I know not how to account for it — It is more difficult to guard against Privateers from Spanish than from french Ports — and there is too much reason to suspect that our Vessels are sometimes with the consent of the Commanders of them [sic]. Your correspondent observes (I think) that if our public Vessels are to remain in Port during the Winter the Merchants should know it — If he had been a resident of a Seaport, he would have spared the observation, and would have known that no reason had been given for it. —

I have the honor &c —

[NDA. GLB, Vol. 3, 1799-1800.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Thursday, 6 February 1800

Fresh breezes and squally Weather all these 24 Hours.

At ☉ Rise made the Land of Hispaniola, and at 8 AM the Rock Altavella bore North about three Leagues Distance.

Employed Bending another Fore top Sail & fore Sail &c. &c.  
*L'Insurgente* in Company — Sick & wounded as before.

Latitude Account 17°.21' N.

Longitude Account 72 . 6 W.

ALTAVELLA.

[HS of Pa., NDA photostat.]

200 NAVAL OPERATIONS; JANUARY 1800-MAY 1800

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Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Thursday, 6 February 1800

Light airs and Variable,  $\frac{3}{4}$  past 12 the wind Vore round to E N E made all Sail & Continued our chace, at 4 fresh breezes and clear, the chace West 10 or 11 miles, the Mont S W by S 9 or 10 leagues At 7 In the Evening lost sight of the chace, contin<sup>d</sup> chaceing till  $\frac{1}{2}$  past 9 but could not Get sight of her shortnd sail and came to the wind to the Southw<sup>d</sup> under double reefd Topsails and reefd courses At 12 Midnight Moderate breezes from the Eastw<sup>d</sup> Tackd to the Northward,  $\frac{1}{2}$  past 1 Saw a strange sail to the Eastward, which made the private Signal which we answerd and brought too. At 2 Joind company with the *Boston*, Cap<sup>t</sup> Little came on board, At  $\frac{1}{2}$  past 3 Cap<sup>t</sup> Little returnd to his Ship parted company, At daylight Saw Monte a christo S  $\frac{1}{2}$  W. 7 leagues, at 10 saw three strange Sails that Appeard to be coming out of the cape

At 12 Cape Francois S by W 5 or 6 leagues

Latitude Observed 19° 52' North

[NDA photostat.]

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To Officers of the Wardroom, U. S. Frigate *Insurgente*, from Captain Alexander Murray, U. S. Navy

U: S. Frigate *Insurgente*  
Off JAMAICA 7<sup>th</sup> Feb<sup>r</sup> 1800

Officers of the Wardroom

SIRS As we are now about to enter a Port where the eyes of the Multitude. both in the Private as well as the Public line, will be full of scrutiny with regard to the discipline, order & cleanliness of our Ship & Crew. as well as to every part of our private department. Let us all unite in our exertions to shew them that we know how to conduct ourselves with that decorum & regularity, that will do credit to the Navy of the United States, for there will be many people at Jamaica who will be very fond of drawing comparisons between us & their own Navy to our discredit if they can see cause so to do. therefore let us all be upon our guard & convince them, that tho' young in our profession, we will not yield to any Nation whatsoever in dignity, honor, or any other accomplishment that stamps the Character of a Nation.

I give you this loose hint in hopes you will all improve upon it.

& am

With true regard

Your most Obed<sup>t</sup>

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

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[7 February 1800]

To Secretary of State, from Turell Tufts, U. S. Consul, Paramaribo

SIR, At the arrival of the Fleet sailing under the protection of the *Maryland* Captain Rodgers it will be reported that this Government

has given permission to Neutral Vessells to be laden with *any* produce to any place. *It is not true.* No official declaration has, or will be made to that effect. Were an American Ship now here, permission most probably could be obtained to lade her with *any* produce, giving bond that her Cargo should be landed in England, and paying the Usual Colonial duty of 14½ per Ct, and a *demandé douceur* of 5 per Cent to the British Custom Officers. Should no Americans arrive in the Course of 2 or 3 Mo<sup>s</sup> with provisions — "*Permission would then be given to do as we please*"

I am most respectfully  
Y<sup>r</sup> humble servant

T TUFTS Consul

PARAMARIBO Feb<sup>y</sup> 7, 1800

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

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

CITY OF WASHINGTON 7 Feb<sup>y</sup> 1800

SIR Since my arrival here (which the heavy snow materially retarded) nothing has occur'd worthy your notice — As soon as convenient to M<sup>r</sup> Marbury shall visit the Naval yard, endeavor to investigate every matter relative thereto and inform you fully my opinions on the various subjects therein contemplated. —

I have the honor &c &c

Hon<sup>bl</sup> B STODDERT.

[NDA, Tingey LB, 1798-1800.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Friday, 7 February 1800

The first part of these 24 hours fresh breezes, the latter Moderate. — find the ship roll's very much, in consequence of the loss of her Main Mast &c &c and so much Water being expended out of the Hold.

Employed as before securing the foremast & bending the second suit of Sails &c — Died John Heyland Quarter Gunner of his wounds. committed his body to the Deep. —

*L'Insurgente* in company. —

Cap Tiberon at Noon bore N B W 7 or 8 Leagues Distance.

Longitude Account 74°.16' W.

Latitude Observed 17°.58' N.

[HS of Pa. NDA photostat.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Friday, 7 February 1800

[In harbor of Havana] Moderate Breezes this Day from Southward All Hands Employd on Sundry parts of Duty Arrived the Ship *Fanny* from Salem Sloop *Mary* Capt Paul Whom we had in tow and A

Schooner from Salem Sent our boats to Assist them in getting up the Harbour

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

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To Purser Thomas J. Chew, U. S. Navy, from Accountant of the Navy

[PHILADELPHIA]

Navy Department

Accountant's Office 8 Feb<sup>y</sup> 1800.

MR THOMAS J CHEW

Purser of the *Trumbull*

SIR In answer to your letter of the 4 instant, I have to observe that if it is the request of the Officers of the *Trumbull*, that their pay and subsistence should be adjusted & settled up to the time of sailing, there will be no impropriety in doing it: but in case it is done, you must take care to forward to this Office, previous to your sailing, an abstract of such settlement, and the amount paid to each Officer, as well as an abstract of the sums advanced. — The undrawn rations are to be settled at 28 cents, a price that has been established by this Department —

Vinegar, must be considered as a part of the Hospital Stores, & distributed under the direction of the Surgeon in such quantities as he may think necessary — Candles are allow'd for the use of the Ship, & will of course be us'd under the direction of the Captain — There is no allowance of Soap, but I believe it is customary (and will be consider'd proper) for the pursers to lay in a supply on their own account, and to furnish the Crew with it — as they may want it, charging them therewith at a moderate advance on the Cost, and deduct the amount from their pay. —

I am Sir

Y<sup>rs</sup> &c

THOMAS TURNER

Acc<sup>t</sup> —

[NDA. LB Acct., 1798-1800.]

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To Secretary of War from Secretary of the Navy

[PHILADELPHIA]

Navy Department, 8th February 1800.

SECRETARY AT WAR

SIR Be pleased to grant an order in favor of Captain Decatur for three pair long 12 pounders if you have them to spare at this place — They are wanted for the Frigate *Philadelphia* — —

I have the honor to be

Sir Yr obed Servt

I have loaned to you more than 100 Guns —

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

To Robert Goodloe Harper, Chairman of Committee Ways and Means, from  
Secretary of the Navy

[PHILADELPHIA]

*Navy Department 8th February 1800*

Honble ROBERT GOODLOE HARPER Esqr  
*Chairman of Committee Ways & Means*

SIR The Live oak frames for the 6.74 Gun Ships will  
cost delivered at the building places..... 300, 000 Drs  
The other timber will cost..... 180, 000 "

The necessary preparations at each yard for building  
not only these but Ships that may be hereafter author-  
ized, securing the timber for seasoning, purchasing suffi-  
cient ground for capacious building Yards where the  
Timber can be deposited in order so as to avoid con-  
siderable expence in piling & unpling to get at the  
particular piece wanted will cost..... 200, 000

Drs 680, 000

The greater part of these expences are already incurred and the  
whole must be incurred early in the Spring — This amount added  
to the cost of the 6, small vessils to be built out of the appropriation  
of One Million of Dollars being 300,000 D<sup>rs</sup> will absorb nearly the  
Million of Dollars appropriated for these objects, the sums which  
have been advanced & which must be advanced for Copper will  
amount to more than the difference but there may be a saving in the  
expence of preparing the yards —

It is for the wisdom of Congress to determine whether we shall stop  
here, or go on rapidly in building the six Seventy four Gun Ships. —  
In the latter case, 600,000 D<sup>rs</sup> appropriation will be wanted for these  
Ships in the present year But if we may safely wait, until the timber  
for the Ships is properly seasoned, they will be infinitely better &  
more durable by many years than if they are now built with timber  
cut from the woods in the present winter & consequently in a very  
green state, and if we can so wait this 600,000 D<sup>rs</sup> will not be wanted  
in the present year

If we stop here, we shall always be in a situation to lay the Keels  
& to proceed with such rapidity in building the Ships as to afford  
grounds to hope that they may be sent to sea, in less than a year from  
the commencement of their building —

I have the honor to be &c

Sir

Yr obed Servt

[NDA. Con. LB, Vol. 1.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Saturday, 8 February 1800

Fresh Breezes and squally weather. at 5 P M. the Island of Navassa  
bore North about 7 Leagues Distance.

at 4 A M. made the East end of Jamaica bearing West five Leagues  
Distance, and at 11 Ditto Got a Pilot on board off cow bay for Port  
Royal.

[HS of Pa. NDA photostat.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constellation*, Captain Silas Talbot, U. S. Navy, commanding, Saturday, 8 February 1800

Moderate breezes and Cloudy, Standing off and on Cape Francois waiting for the boat to return

At 6 Moderate breezes from the Eastward the Cape bearing S W by W  $\frac{1}{2}$  W two leagues

At 12 Moderate wore and tackd as nessasary during the night to keep clear of the land and be in a situation to receive the boat in the Morning

At daylight Wore and ran down for the Cape

At 9 wore and hauld to the wind to Speak a strange Sail that came down before the wind

At 11 light airs fir'd a Gun to bring too the chace

At 12 Shortnd sail and boarded a strange Sail, She provd to be an American Ship from Newyork bound to Cape Francois

Saw our boat under our lee, the Cape S by W  $\frac{1}{2}$  W 6 or 7 miles

[NDA photostat.]

To Secretary of State from Benjamin Hammell Phillips, U. S. Consul at Curacao

CURACAO 9<sup>th</sup> Feb<sup>r</sup> 1800

To the SECRETARY OF STATES

SIR By this opportunity I have to acquaint you a French Ship mounting 56 Guns came here [6 February 1800] in a very disstres'd situation her Masts & Rigging being all shot away in an Engagement with a Ship near to S<sup>t</sup> Eustatia on Monday Night last, it was reported to be an English Ship with whom she had the Engagement, but this Morning by a Dane who arrived here we have certain accounts that the Ship with whom the French Ship engaged was the U. S. Ship *Constellation* who in the engagement was dismasted & has gone down to Jamaica — I am happy to hear that Cap<sup>t</sup> Truxton had very few men killed the French Ship lost near 160 — One hundred & Sixty —

I have apply'd to the French agent & the Captain to give up 36 Americans who were put on board at Guadalupe to carry to France where the Ship was bound with a valuable Cargo & a large Sum in Specie on board, the Ship is called *Vengeance* The Captains Name I do not know it is agreed that the Battle lasted 5 Hours within Pistol Shot the Americans will be given up on my receipt.—

I beg leave to expect to know the pleasure of his Excellency the President respecting my friend M<sup>r</sup> Robinson

I have the Honour to be

O Per *Rebecca*

C per *D Rover*

[SDA. French Spol. CA. Curacao, 1797–1801.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Sunday, 9 February 1800

At half past one P M Came to Anchor, in the harbour of Port Royal, in Seven fathoms Water — the Town bearing S E B E, half a



mile Distance. Sent an Officer on Board the Admiral & to the fort &c to inform them of our arrival.

[HS of Pa. NDA photostat.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Sunday, 9 February 1800

Moderate breezes and cloudy weather lying too waiting for the Cutter, At 1 the cutter returned from the Cape, Employed securing the Tiller In the Rudder head It having worked loose

At 5 fresh breezes and cloudy double reefed the Topsails and Single reefed the courses

At 12 Midnight Moderate breezes and cloudy the Monte bearing E S E 4 or 5 leagues, at daylight saw a strange sail bearing S S W made all plain sail and Gave chase

At 12 Shortnd Sail and boarded the chase, an American brig from Philadelphia bound to Cape Francois which then bore S W  $\frac{1}{2}$  S 4 leagues

[NDA photostat.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding Sunday, 9 February 1800

[In harbor of Havana] Pleasant weather this Day Arrived the *Minervy* from Newbury port 30 Day from thence and 3 other Brigs a Ship belonging to W<sup>m</sup> Gray Merchant Salem from Virginia Cost on Shore the West Side of the Entrance Sent our boats to Assist her with our tow Line and other Boats went to her Assistance the Ship is Like to be Lost the Cargoe May be Saved if the North Wind dose not come in

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

To the Secretary of State from Oliver Ellsworth & W. R. Davie, Envoys Extraordinary and Ministers Plenipotentiary of United States to France

BURGOS. Feb<sup>y</sup> 10. 1800.

SIR, We have the pleasure to inclose to you a copy of our letter N<sup>o</sup> 1. dated at Lisbon, and forwarded from St. Ubes. We were detained in the Tagus by contrary winds until the 21<sup>st</sup> of December, when we sailed for L'Orient, under the expectation of making that port in seven or eight days; but on the 24<sup>th</sup> we encountered a severe gale which blew with little intermission until the 2<sup>d</sup> of January, at which time it was ascertained, that we had drifted as far as Latitude 50, and to the West of Cape Clear. Observing that Captain Barry was extremely apprehensive of approaching any part of the French coast on the Bay of Biscay in bad weather and as so much time had been already lost, we directed him to land us in any port of France or Spain that he could make with safety and convenience. He thought proper to choose the port of Corunna, and anchored in the bay of Ares, a few leagues from that place on the 11<sup>th</sup> of January.

Being anxious to make the necessary preparations for our journey to Paris, and the wind continuing unfavorable for the sailing of the

Frigate to Corunna, we landed at the village of Puentes d' Eume, and, immediately after our arrival at Corunna, dispatched a courier to Paris with a letter addressed to the Minister of foreign relations desiring the necessary passports a copy of which is inclosed, marked A, covering also a letter to Mr. Murray, a copy of which marked B you will receive under this inclosure. —

The necessary arrangements were made to meet the courier at Burgos or Vitoria, and he fortunately reached this place yesterday a few hours before our arrival, charged with the dispatch marked C. from Ch: Mau: Talleyrand, Minister of exterior relations, inclosing the passports requested in our letter written at Corunna.

We regret exceedingly the time that must be consumed in a long and painful journey by land, in the most rigorous and unfavorable season of the year; but after the ineffectual attempt to go to L'Orient by water, this measure appeared indispensable, notwithstanding any difficulties with which it might be connected.

We expect to leave this place tomorrow and flatter ourselves with the hope of arriving in Paris about the first of March.

With great respect and consideration, Sir,

We have the honor to be

Your most obed: Servants

OLIV<sup>r</sup> ELLSWORTH  
WILLIAM R. DAVIE

The Hon<sup>ble</sup> TIMOTHY PICKERING Esq<sup>r</sup>

[SDA. Disp. France, Bk. 7, 1799-1800.]

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Extract from a letter to a Gentleman in Georgetown, written on board the U. S. Sloop of War *Patapsco*

[U. S. S. *Patapsco*] Mouth of Mississippi, Feb. 10 [1800]

"On the 26th Jan. we hove in sight of this river and got a pilot on board. Same day were driven to sea by a gale; and were 8 days before we got in. Immediately after we came to anchor. Gen. Wilkinson, with his officers and baggage, went on shore, and were received by some Spanish officers sent by the Spanish government, with a galley to take the general and suite to New Orleans. We can go no higher than the mouth of the river on account of the bar which has only 13 feet water.

"We have for 5 or 6 days been scarce of water — we have now enough (which we got brought by the pilots) to last us to Havanna, for which place we sail to-morrow."

[LC, "Claypoole's American Daily Advertiser", (Phila.), 31 March 1800.]

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[10 February 1800]

Extract from letter from Gilbert Totten, Supercargo of the American ship *Neptune* of New Haven, Conn., concerning her encounter with, and release by, a French privateer

LONDON, March 1, 1800.

"On the 10th Feb. in lat. 49 30, N. long. 18 W. we were brought too by a French ship mounting 22 brass 12 lbs. who examined us very scrupulously, broke open and read nearly all our letters, and

told us they should carry us to France, for having English property on board, part of which was contraband, (naval stores) and not having a roll d'Equipage, which they endeavoured to convince us was imperiously insisted on in their treaty with us. We could only say, that we knew the property to be American, and that our government considered our shipping bill the only roll d'Equipage necessary. After detaining us four hours, they gave us our papers, and told us we might go on board and make sail, wished us a pleasant passage and politely offered us any thing that we might want that their ship afforded — desired us to inform our friends in America, that American vessels loaded with American property, vested with all the papers prescribed by their treaty with us, particularly the roll d'Equipage, and legally navigated would in future be respected by French cruisers."

[LC, "Claypoole's American Daily Advertiser", (Phila.), 5 May 1800.]

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

Navy Department 10<sup>th</sup> February 1800

Capt<sup>n</sup> Alex<sup>t</sup> Murray of the *Insurgente* —  
Norfolk

Sir I hope you have received some one of my letters to you by Captain Truxtun or by Lieut M<sup>r</sup>Elroy requesting you to call at Jamaica for the purpose of bringing in money — You were requested to send the money on your arrival at Norfolk to the Baltimore Branch Bank, — but M<sup>r</sup> Baring now informs me that he wishes the money to be deposited with Col Bird the Collector at Norfolk —

I have the honor to be

D<sup>r</sup> Sir

Yr obed Serv<sup>t</sup>

[NDA, OSW, Vol. 3, 1799-1800.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Monday, 10 February 1800

Moderate breezes lying too examining the chace

At ½ past 12 Made sail in chace of five Sail of Vessels coming out of the cape, at 2 variable winds In studding Sails and continued the chace

At 4 Shortn'd Sail and boarded them, they were all from the Cape bound home to America

At 6 wore to the S<sup>d</sup> & made sail the Cape S by E 5 or 6 leagues, From 8 P M till 4 A M moderate and Variable, At daylight Saw the Monte S S E 5 or 6 leagues and the 5 sail we had spoke bearing N N W, and a strange sail S W by W ½ W Made all plain Sale in chace, winds variable

Calld all hands to Muster read the Articles of War and Suspended John Langley Midshipman and Pliny Davidson Carpenter for fighting, At 12 the Cape S W ½ W the chace S W ½ W 4 leagues

Latitude Observed 19° 42' North

[NDA photostat.]

To Hugh Henry, Philadelphia, Pa., from Surgeon Isaac Henry, U. S. Navy

*Constellation* KINGSTON HARBOUR, JAMAICA

11<sup>th</sup> February 1800

Dear Sir — I wrote you by the *Enterprize* the next Morning, after our Action — we arrived here a few days since — we have had no intelligence of our Combatant — it is supposed by us all that she sunk —

I have had I can assure you a most disagreeable time with the wounded — Six Amputations' of Limbs with a number of very severe flesh wounds — some of them have died since we got in with Lock Jaw. All my amputations are doing as well as I could wish — and I am extremely anxious to get them to the Hospital — but we wait the permission of the Admiral — I am as well as you can expect after the fatigue of mind & Body — which I have endured I refer you to C. Truxtons dispatches for particulars &°

My Love to all

Your Aff<sup>e</sup> Son

ISAAC HENRY

[Mr. Hugh Henry at Mrs. Ann Dunkins, Philadelphia]

[NDA. A, 8.]

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Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Ganges*, 11 February 1800

Received intelligence of the Death of General Washington. Prepared to salute the Governor who was expected on board. —

[NA.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Tuesday, 11 February 1800

[In harbor of Havana] Fresh Breezes and Cloudy this Day from the North<sup>w</sup>. Arrived Here A Schooner from New York Received on board some potatoes for Ship Ye Butter & Candles Sent 8 Men to Assist the *Fanny* of Salem She Leaking Verry bad both pumps to Work

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

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Letter from Captain Silas Talbot, U. S. Navy, to be made public for the information of the merchants of the United States

UNITED STATES FRIGATE *Constitution* at

Sea, near the Island of St. Domingo,

12th Feb. 1800.

SIR, I Request that it may be made known, throughout the United States, that in consequence of the increased number of Gen. Rigaud's arm'd boats up the Guanaba, or what is otherwise called the Bite of Leogane, I have directed a Frigate and a small armed Vessel of fourteen guns to continue cruising there, for the protection of the commerce of the United States to and from Port Republic. — This arrangement of a part of our force in these seas will afford a convoy to

all American vessels that are on their homeward bound passage from Port Republic. But as our vessels, engaged in merchandize, go out directly and promiscuously to Port Republic, they cannot be immediately protected. They are consequently exposed to be attacked, captured, and their crews most probably massacred by the black pirates who infest this bay, and who but seldom spare the lives of any on board the vessels they subdue; to prevent this mischief as much as possible, I recommend it to the consideration of all those gentlemen that are concerned in commerce to Port Republic or its neighbourhood, whether it may not be best to direct all their vessels destined to this said port, to stop at Cape Francois and obtain permission to go into Cape Nicolas Mole, and there to wait a convoy, which probably may not be many days, as one of our public armed vessels will sail from thence to Port Republic every fourteen days, and will take under her convoy all such American vessels as may be disposed to profit thereby; by adopting this measure, it is likely that the length of their passage to Port Republic, will be increased from about three to twelve days, and that there will be also, an increase of expence of about three half-joes for a permit and harbour fees. I mention this, that gentlemen may be the better able to judge whether it will be more for their interest to adopt this plan, or continue to risque a direct passage to Port Republic without convoy. As far as my knowledge extends, not one American vessel has been captured by the French on the St. Domingo station since our armed ships have been on its coast, except in the bay before mentioned, along the shores of which, particularly near St. Mark's, those piratical boats are closely concealed in the creeks and among the bushes, that no one on board a vessel going along the channel can discover them, while from the look-outs on the hills the enemy can perfectly well observe every thing that passes by. If a vessel is becalmed, and which perhaps is more commonly the case in this bay than in any other part of the West-Indies, those boats will be sure to come out in all directions from their hiding places to attack such vessel; and it has been shown by the gallant defence lately made against them by Lieut. Maley, in the United States schooner *Experiment*, when attacked by eleven of those armed boats, that perfect protection cannot be extended to a whole convoy against those boats in such a long and flat calm as that which was then experienced. It is also shown, that though two out of this convoy was captured, notwithstanding the bravery and perfect good conduct of this officer, in an action of seven hours (with some intermissions) in which conflict two of the enemy's boats were sunk, that all the vessels then under convoy must have been taken, and the several crews butchered, was it not for the protection such convoy afforded.

SILAS TALBOT.

[LC, "Newport Mercury" (R. I.), 18 March, 1800.]

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Extract from a letter to Secretary of the Navy from Captain Thomas Truxtun,  
U. S. Navy

[U. S. S. *Constellation*] PORT ROYAL HARBOUR,  
Jamaica, 12th Feb. 1800.

"I arrived here the 8th inst, in company with the *Insurgente*, capt. Murray, with whom I fell in, the day after I wrote you by Lieut. Shaw.

"Finding it impossible to get a main-mast here, I shall use every dispatch in my power to put the *Constellation* into a condition to proceed to the United States. I have met a kind and friendly reception from Admiral Parker: all the British post captains here have been on board the *Constellation*, and from seeing our situation, express every sentiment that could be wished by those true Americans who love their country and its honor, better than any thing else.

"I have heard nothing of the French 54 gun ship since the action. It is hard to conjecture whether she sunk, or whether she has got into St. Thomas's or Curacao. If she is still above water, she must be irreparable in the West-Indies. Her loss of men must have been prodigious in an action of five hours, with 600 men on board: My fire was directed principally at her hull.

"Several of my officers have told me that they thought they saw her go down — certain it is, that the ship and her lights disappeared of a sudden, and we ought to have seen her at day light. But I was so employed myself, in preserving our fore-mast and mizen-mast, after the main-mast went over the side, that I attended to nothing else."

[LC, "Claypoole's American Daily Advertiser", (Phila.), 17 March 1800.]

[12 February 1800]

**List of men sent to the hospital at Port Royal from the U. S. Frigate *Constellation*, Captain Thomas Truxtun, U. S. Navy, after action with French Frigate *La Vengeance*, 1-2 February 1800**

Name	Rank	Wounded and where	Time sent	Died	Remaining
Jonathan Bell.....	Sail M. Mate.....	Amputated thigh.....	12 <sup>th</sup> Febr 1800	17 <sup>th</sup> Febr 1800	
John Hoxse.....	Seaman.....	Amputated Arm.....	12 <sup>th</sup> Febr 1800		26 <sup>th</sup> Febr 1800
Thomas Clark.....	Seaman.....	Amputated Leg.....	12 <sup>th</sup> Febr 1800		26 <sup>th</sup> Febr 1800
George Matthews.....	Ordinary Sea.....	Fractured thigh.....	12 <sup>th</sup> Febr 1800	22 Febr 1800	
Charles Lewis.....	Boy.....	Shot thro' the Arm.....	12 <sup>th</sup> Febr 1800		26 <sup>th</sup> Febr 1800
Philip Smith.....	Boy.....	Shot thro' the Neck.....	12 <sup>th</sup> Febr 1800	24 Febr 1800	
John Baptist.....	Boy.....	Amputated Leg.....	12 <sup>th</sup> Febr 1800		26 <sup>th</sup> Febr 1800
John Carson.....	Marine.....	Shot thro' the hand.....	12 <sup>th</sup> Febr 1800		26 <sup>th</sup> Febr 1800
William Small.....	Marine.....	Wound thro' the thigh.....	12 <sup>th</sup> Febr 1800		26 <sup>th</sup> Febr 1800

[VA Navy Inv. 770.]

(signed) ISAAC HENRY, Surgeon

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

GEORGE TOWN 12<sup>th</sup> Feb<sup>y</sup> 1800

SIR I had the honor to address You the 7<sup>th</sup> instant subsequent to which I have in company with M<sup>r</sup> Marbury visited the designed Navy yard — From the extreme depth of the Snow, which by drifting is in many places some feet deep — the consequent distortion of the face of the ground, and the small statues or stones designating the boundary, being hid from view; judgment cannot be form'd sufficient to detail it's particular advantages or the contrary — The Scite however appears to be eligibly chosen, and may ultimately become fully competent for all the purposes contemplated. — The depth of the Water, width and direction of the channel I can now know only from information, doubtless what you have received is minutely correct.

But the indispensable magnitude of the wharf, appears a Colossial and operose undertaking it will of necessity be expensive — a strict attention however to prevent injustice, and misapplied time of the workmen, aided by a laudable occonomy, and avoiding superfluous appearances may effect much in reducing the account to narrow compass.

The first business that strikes me as most essential, will be to enclose the whole plot, and it appears full as necessary that a company of marines should be sent down to guard and protect the materials — wanting these the losses by pillage will no doubt be extreme — As soon as the weather will admit to make further observations I shall without delay transmit them to you in detail — In the interim I have the honor to submit to your consideration, some spontaneous ideas on Naval subject, thrown together hastily & undigested — without a hope (even if those more competent should think with me, that the service will be benefited thereby) that they will very speedily be adopted — Perhaps indeed at this juncture, when occonomy by reduction of one part of the National defence, has become such a favorite theme, with the wise men of the West — it may not be the most apt period for bringing them forward. However having promis'd 'tis my duty to perform — You have also herewith a copy of the matter furnish'd Col<sup>l</sup> Parker to bring before Congress

I have the honor &c &c

Hon<sup>bl</sup> B STODDERT —

[NDA, Tingey LB, 1798-1800.]

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Extract from a letter concerning the arrival in New York, of the French privateer Schooner *Fly*, prize to the U. S. Brig *Pickering*

[NEW YORK] February 12, 1800.

"This morning arrived here, the French schr. privateer *Fly*, prize to the U. States brig *Pickering*, in company with the ship *Commerce*, retaken from the French by *L'Insurgente*. Also, a ship from Ireland, and the brig *Haulbrook*, from Liverpool, in a long passage — Dec. 21, lat. 45. Spoke the brig *Success*, 16 days out from Hamburgh, bound to Philadelphia.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 14 February 1800.



To Commissioners of the City of Washington from Secretary of the Navy

[PHILADELPHIA]

Navy Department 12<sup>th</sup> February 1800

*Commissioners of the City of Washington*

GENTLEMEN I have laid before the President the ground plan of the House intended for his residence in the City. — He desires me to say, that there will be quite room enough for him without finishing the large room. — the other part of that floor he is very desirous should be plastered & painted as early as may be, that it may be perfectly dry when he takes possession About one half the upper story he thinks will be enough, if you should not have time and money to compleat the whole of that Story — He requests me to add that he contemplates having his Furniture removed in June —

I have the honor to be

Gentlemen

Yr obed Servt

[NDA, GLB, Vol. 3, 1799-1800.]

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[Between the 13 & 27 February 1800]

To Lieutenant Jeremiah Barton, U. S. Navy, from Captain Alexander Murray,  
U. S. Navy

U: S. Frigate *Insurgente*  
Off HAVANNAH

M<sup>r</sup> BARTON

SIR With the three confidential letters herewith you will proceed to the Moro Castle & get permission to land at the Havannah you are then to make enquiries for the American Consul to whom you are to deliver them shewing him the Copies of the Contents, you will request the favor of him to convey them personally to those Gentlemen to avoid any suspicion, & beg him to get a speedy answer, if they are inclined to ship the money, I request him to fix upon the time when, & how it is to be done, limiting the period to three days, or as much sooner as possible, you will mind to give as the Ostensible motive for our calling here to take American Vessels under our convoy bound to the Continent & as soon as the arrangements are made I wish you to be off to give me speedy notice, & leave orders for all the Vessels to join us without loss of time should there be any ready.

It may possibly be proper for you to wait on the Governor, this you must settle with the Consul, & should you do so you can tell him the reason of our calling at Jamaica that of carying down the *Constellation* to refit after her action otherwise some suspicions may arise & finally must request you will get the Consul to have the inclosed memorandum executed for me.

Confiding in your prudence & judgment, I leave you to act agreeably to your own dictates

I am

Your most Obed<sup>t</sup>

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

To Captain Otway, Commanding H. B. M. Frigate *Trent*, from Captain Alexander Murray, U. S. Navy

U: S. Frigate *Insurgent*  
PORT ROYAL 13<sup>th</sup> Feb<sup>y</sup> 1800

SIR I have a particular favor to ask of you, which I hope you will find convenient to grant.

I have understood that there is a young Man on board the *Trent*, by the name of Gamble, who is an American as I am well acquainted with his Father & connections who are very respectable Citizens of the United States, & very desirous to have him restored to them I have taken this liberty in his favor.

Was the thing placed upon any doubt as to his parentage, be assured I would not give you this trouble, but as the information has been lodged with me by an American Captain at Kingston, I am in duty bound to intercede in his behalf.

With great respect

I am

Your most Obed<sup>t</sup>

Hum<sup>e</sup> Serv<sup>t</sup>

Cap<sup>t</sup> OTWAY

His Britanic Majesties

Frigate *Trent*

[NDA. A. Murray's LB, 1799–1805.]

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Extract from log book of the American private armed Brig *Eliza*, Captain Peterson commanding, 13 February to 11 April 1800

Feb. 13, sailed from Leghorn: left there about 30 sail of American vessels, laden with sugar, coffee, cocoa, and tobacco; amongst which are the *Louisa*, Hogard, *Betsey*, White, and *Ariel*, Griffith, all of and from Philadelphia: the *Sphinx*, Brantz, *Diana*, Furlong, *Charlotte*, Foster, *Hunter*, Wheeler, and *Two Betseys*, of Baltimore: the *Caroline*, Preble, of Boston, *Mount Vernon*, Derby, of Salem, *Boston*, Freeman, and several others, names not recollected.

Feb. 14, off the island of Gorgona, fell in with a French privateer, of 8 guns, and full of men, which we engaged for 3 glasses. It falling calm, she effected her escape by means of her sweeps and boat, after receiving considerable damage. — The above engagement reflects much honor on the crew of the *Eliza*, for their gallant behaviour.

Feb. 23, Between Cape de Gatt and Cape Pallos experienced a tremendous gale of wind, in which a sea struck the brig, that carried away her larboard bulwarks and stentions from the Forechains to the Companion, at the same time sweeping every thing off deck; had one man killed, and several much bruised by being washed under the guns. The gale continuing, and the vessel making much water, we were obliged to make the first port possible, to repair, and on the 26th arrived at Port Mahon, in the island of Minorca.

March 12, Arrived the *Pearl* frigate, with the *Le Genereux*, of 80 guns and 1300 men, which had been captured off Malta, having on board for that place, provisions for twelve months.

26th, sailed from Mahon, in company with the *Success* frigate.

April 4, off Almira, spoke a Danish brig cutter from Malaga, out 24 hours, bound for Leghorn, who informed us, that Gibraltar was blockaded by the French and Spanish gun boats.

6th, spoke the Danish ship *Nancy*, from Barcelona, bound to Malaga, who confirmed the blockade of Gibraltar; and off the island Ivica had been brought too by a frigate, with Lord Nelson on board, bound down the Streights.

7th, Passed the Streights of Gibraltar, in company with a Danish brig.

8th, off Cape Spartel, spoke the ship *Caroline*, capt. E. Preble, of Boston, in company with the *Diana*, of Baltimore, from Leghorn, bound home, who informed us, that the *Queen Charlotte*, Admiral Keith, was blown up in Leghorn roads, and upwards of 600 souls perished. The admiral was on shore.

8th, spoke the *Leviathan*, admiral Duckworth, who the day before in company with the *Thalia* frigate, captured two Spanish frigates, and seven sail of merchantmen, bound to Vera Cruz.

April 11, spoke the *Swiftsure*, of 74 guns, capt. Hallowell, with a prize in company, supposed to be worth 30,000l. The *Swiftsure* had spoken the *Hunter* and *Charlotte*, of Baltimore, from Leghorn, bound home.

Genoa still remains blockaded, as does all the coast of France in the Mediterranean — Lord Keith having issued his orders to that effect.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 9 May 1800.]

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To Oliver Ellsworth, William R. Davie & William Vans Murray, Envoys Extraordinary and Ministers Plenipotentiary of the United States to France, from Secretary of State

(N<sup>o</sup> 4)

DEPARTMENT OF STATE

Philad<sup>a</sup> Feb<sup>y</sup> 14, 1800

Oliver Ellsworth }  
W<sup>m</sup> R. Davie } Esquires  
W<sup>m</sup> V. Murray }

GENTLEMEN In your commissions, containing your full powers, you are named "Envoys Extraordinary and Ministers Plenipotentiary of the United States to the *French Republic*;" and you are authorized "to meet and confer with the Minister or Ministers of the French Republic who shall be appointed and commissioned with equal powers, and with such Minister or Ministers to discuss and settle by a treaty all controversies between the United States and France." Consequently the circumstance of your letters of credence being addressed to the late "Executive Directory," need not prevent or impede the proposed negotiation provided the existing Government in France are inclined to enter upon it and to conclude a treaty. This is the President's opinion, and by his direction I now communicate it to you. — Indeed the idea must have occurred to you; it being obvious that a satisfactory treaty, however negotiated, which shall be approved and ratified by the President by and with the advice and consent of the Senate, will be alike valid as if conducted with the most minute attention to customary formalities. —

I am with great respect &c. &c

TIMOTHY PICKERING

[SDA, Dip Cor., Inst. to Min, Bk 5, 1798-1800.]

[14 February 1800]

Plea of Jared Ingersoll, Attorney for the United States, concerning the schooner  
*Anna* captured by the U. S. Schooner *Experiment*

Pleas before Richard Peters Esquire Judge of the District Court of  
the United States in and for the Pennsylvania District at Phila-  
delphia —

In the District Court of the United States of America in and for the  
Pennsylvania District —

Be it remembered — That on the eighth Day of July in the Year  
of our Lord one thousand eight hundred into the District Court of  
the United States in and for the Pennsylvania District in his proper  
Person comes Jared Ingersoll Attorney for the United States in and  
for the District aforesaid who for the United States in this Behalf  
prosecuting gives the Court to understand and be informed that  
since the passing of an Act entitled “An Act to suspend the Commer-  
cial Intercourse between the United States and France and the  
Dependencies thereof” — and also the Act entitled “An Act further  
to protect the Commerce of the United States” — to wit on the  
fourteenth Day of February last past on the High Seas and within  
the Jurisdiction of this Court William Maly Esquire Commander of  
the public armed Vessel called the *Experiment* belonging to and em-  
ployed in the Service of said the United States did subdue seize and  
take and bring into the Port of Philadelphia in the District aforesaid  
the same being a Port of the said United States a certain Schooner  
called the *Anna* commanded by a certain Benjamin Dutton owned  
hired or employed wholly or in Part by some Person resident within  
the United States and which departed therefrom subsequent to the  
first Day of July in the Year one thousand seven hundred and ninety  
eight and proceeded to a Port or Place within the Territories of the  
French Republic or the Dependencies thereof or to a Place in the  
West-Indies under the acknowledged Government of France and the  
said Brig was then and there at the Time of the said Capture employed  
in Traffick & Commerce with Persons resident within the Jurisdiction  
and under the Authority of the French Republic, to wit at Jacquemel  
in the Island of Hispaniola — whereby and by Force of the said Acts  
of Congress of the said United States the said Vessel with her Tackle  
Apparel and Cargo became forfeited to the United States and the  
Captors —

Wherefore the said Attorney prosecuting as aforesaid prays the  
Advice of the Court upon the Premises and that due Process may issue  
to cite and admonish all Persons whom it may concern to appear at  
the next Court-Day and shew Cause if any they have why the said  
Schooner with her Cargo and Appurtenances, should not by the  
Sentance and Decree of this honorable Court be condemned and  
otherwise disposed of as the Law in such Cases provides and directs —

JARED INGERSOLL — Attorney  
for the U. S. —

[14 February 1800]

Answer of Benjamin West, Agent for Benjamin Dutton Owner of the *Anna*

To the honorable Richard Peters Esq. Judge of the District Court of the United States in and for the Pennsylvania District

The Answer of Benjamin West Agent for Benjamin Dutton Owner of the Schooner *Anna* for and in Behalf of the said Benjamin Dutton to the Libel of Jared Ingersoll Esq. in Behalf of the United States —

Respectfully shewith

This Respondent saving and reserving all and all Manner of Exceptions to and Advantage of the manifest Uncertainties Insufficiencies and Imperfections in the Libellants said Libel contained for Answer thereto or to so much thereof as is material and necessary for him to answer, answereth and saith — That well and true it is that William Maley Esquire Commander of the public armed Ship called the *Experiment* did seize take and bring into the Port of Philadelphia the said Schooner called the *Anna* but this Informant verily believes that no Resistance whatever, was made by the said Captain Dutton to the Seizure of the same and as far as this Respondent knows or is apprized of the Circumstances he verily believes that the said Seizure was unlawful and cannot be justified by any of the Acts of the Congress of the United States still less by the Acts of Congress in the Libellants said Libel set forth — Wherefore this Respondent respectfully prays that the said Libel may be dismissed and that the said Schooner called the *Anna* with her Tackle Apparel and Appurtenances be restored to this Respondent in the Behalf aforesaid together with lawful Costs and Charges by him about this Suit in this Behalf expended —

The foregoing affirmed to & subscribed this 6th Day of August 1800. before Reynold Keen one of the Aldermen of the City of Philadelphia	}	BENJ <sup>s</sup> WEST.
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In the District Court of the United States in and for the Pennsylvania District —

The United States v <sup>t</sup> The Schooner <i>Anna</i> &c Captured by the <i>Experiment</i> , Maley, Benjamin West for Benjamin Dutton Claimant	}	Sur Libel filed 8th July 1800.
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U. S. District Court Decree in the case of the Schooner *Anna*

It is not stated nor does it appear that this Vessel sailed from the United States since the third Day of March in the Year of our Lord one thousand seven hundred and ninety nine and therefore the Case does not come within the Operation of the second Non-Intercourse Law on which alone she can be liable to Condemnation — having

been seized after the Expiration of the first Law and before the Commencement of the third —

I therefore dismiss the Libel with Costs —

RICHARD PETERS —

PHILAD<sup>s</sup> 5. Sept<sup>r</sup> 1800.

In the Dist: C<sup>t</sup> Penn<sup>s</sup>

The UNITED STATES —

v<sup>s</sup>

The Schooner *Anna* &c.)

Sur Libel filed 8th July 1800.

Bill of Costs —

Dist: Attorney (Ingersoll) .....	17. —	
Clerk .....	22. 72	
Marshal — for serving Attachmt. ....	2. —	
Custody Fee f <sup>m</sup> 3 <sup>d</sup> Ap <sup>l</sup> to 19. Aug <sup>t</sup> 1800 } inclusive is 139. Days @ D <sup>r</sup> 1.50 p <sup>r</sup> Day } .....	208. 50	
Cash paid Capt. Hodgdon's Bill .....	66. 81	
Porterage & Storage of Sails .....	7. 00	
Custom House for Tonnage &c. ....	25. 70	310. 01

D<sup>r</sup> 349. 73

Taxed at three hundred and forty nine Dollars seventy three Cents

RICHARD PETERS.

Affidavit of D. Caldwell, Clerk District Court

— UNITED STATES — }  
*Pennsylvania District* } Sc<sup>t</sup>

I CERTIFY (for the Use of the United States) that the foregoing are true and faithful Copies of the Originals filed and now remaining amongst the Records of the District Court of the United States in and for the Pennsylvania District in my Office — WITNESS my Hand and the Seal of the said Court at Philadelphia this sixth Day of July A. D. 1801 and in the twenty sixth Year of the Independance of the said United States —

D. CALDWELL — *Clk. Dist. C<sup>t</sup>*

[NDA. XZ, *Experiment*.]

[14 February 1800]

Plea of Jared Ingersoll, Attorney for the United States, concerning capture of the Spanish Brigatine *Los Amigos* by U. S. Schooner *Experiment*

Pleas before the honorable Richard Peters Esquire Judge of the District Court of the United States in and for the Pennsylvania District at Philadelphia

In the District Court of the United States of America in and for the Pennsylvania District

Be it remembered that on the eighth day of July in the year of our Lord One thousand eight hundred into the District Court of the United States in and for the District of Pennsylvania in his proper person comes Jared Ingersoll Attorney for the United States in and for the District aforesaid who for the United States in this behalf prosecuting gives the Court to understand and be informed that since the passing of an Act, entitled An Act to suspend the Commercial Intercourse

between the United States and France and the dependencies thereof and also the Act entitled An Act further to protect the commerce of the United States towit on the fourteenth day of February last past on the high seas and within the Jurisdiction of this Court. William Maly Esq<sup>r</sup> Commander of the public armed vessel called the *Experiment* belonging to and employed in the service of the said United States, did subdue seize and take and bring into the Port of Philadelphia in the District aforesaid, the same being a Port of the said United States a certain Brig called the *Los Amigos*, commanded by a certain Joseph Lewis Garcia, owned, hired or employed wholly or in part by some person resident within the United States, and which departed therefrom subsequent to the first day of July in the year One thousand seven hundred and ninety eight and proceeded to a Port or Place within the territories of the French Republic or the dependencies thereof or to a Place in the West Indies under the acknowledged Government of France and the said Brig was then and there at the time of the said Capture employed in traffic and Commerce, with persons resident within the Jurisdiction and under the Authority of the French Republic towit at Jacquemel in the Island of Hispaniola, whereby and by force of the said Acts of Congress of the said United States the said vessel with her Tackle Apparel and Cargo became forfeited to the United States and the Captors—

WHEREFORE the said Attorney prosecuting as aforesaid prays the advice of the Court upon the premises and that due process may issue to cite and admonish all persons whom it may concern to appear at the next court day, and shew cause if any they have why the said Brig with her cargo and appurtenances should not by the sentence and decree of this honorable Court be condemned and otherwise disposed of as the law in such cases provides and directs.

JARED INGERSOLL *Attorney for the US.*

[14 February 1800]

U. S. District Court Decree in the case of the Spanish Brigantine *Los Amigos*

In the District Court of the United States in and for the Pennsylvania District —

The UNITED STATES	} Decree.
Brigantine <i>Los Amigos</i>	

The Papers found on board, shew the vessel to be the property of a subject of the King of Spain, with whom the United States are in Amity — No Proof is pretended much less brought forward, that the Papers are false & colourable, except as to N<sup>o</sup> 6 & 7 — which it is said the Captain of the Brigantine acknowledged to be forged. This Circumstance however does not warrant the Capture — How the vessels of Spanish Subjects are employed, whether in fair or contraband Trade is not a matter with which we have any Concern — The Vessel having been an American Bottom, or American built does not subject her to capture, Seizure Condemnation and forfeiture unless it is clearly proved that she has been employed contrary to some law of the United States, authorizing capture & directing seizure & for-

feiture — But no such Proof is before me. I find no ground for capture, or seizure under the Acts of Congress, mentioned in the Libel. The Allegations therein not being supported I dismiss the libel with costs, & order the vessel called the *Los Amigos* or *Los A Myos* therein mentioned with her Cargo & appurtenances to be restored to the lawful owner or owners or his or their Agent or Attorney

RICHARD PETERS  
12 Sep<sup>r</sup> 1800.

In the Dist. Court, Penns<sup>a</sup>

THE UNITED STATES —  
v<sup>s</sup>  
The Brig<sup>t</sup> *Los A Myos* captured } Sur Libel filed 8<sup>th</sup> July 1800 —  
by the *Experiment* — Maley — }

Bill of Costs —

Dist Attorney—(Ingersoll)-----	17 —	
Clerk-----	9. 40	
Marshal for serv <sup>r</sup> Attachment-----	2. —	
Custody fee from 18 Ap <sup>t</sup> to 18 Sep <sup>r</sup> is 154 days @ 1 50/100-----	231 —	
Cash p <sup>d</sup> Capt Hodgdon's bill-----	112. 20	
Wharfage-----	64. —	
Harbour Master-----	1. —	410. 20
		D <sup>ts</sup> 436. 60

Taxed at four hundred and thirty six dollars sixty cents.

RICHARD PETERS.

Affidavit of D. Caldwell, Clerk District Court, for the Pennsylvania District

UNITED STATES }  
Pennsylvania District } Sc<sup>t</sup>

I CERTIFY (for the use of the United States) that the foregoing are true and faithful copies of the originals filed and now remaining amongst the records of the District Court of the United States in and for the Pennsylvania District, in my office —

WITNESS my hand and the seal of the said Court at Philadelphia this sixth day of July A. D. 1801 — And in the twenty-sixth year of the Independence of the said United States —

D. CALDWELL — *Clk. Dist. C<sup>t</sup>*

[NDA. XZ, *Experiment*.]

Extract from journal of Captain Edward Preble, U. S. Navy, commanding U. S. Frigate *Essex*, Friday, 14 February 1800

Wind S. E. by S. to E. S. E. Fresh gales, smooth sea and pleasant weather. At half past 8 P. M., John Wells and Daniel Woodman, two able seamen, fell overboard and were both drowned, although every exertion was made to save them. Dismounted two of the Quarter-deck guns and stored them below, as they could not be worked clear of the main shrouds.

[NR&L, Nr P 922<sup>nd</sup>.]



Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Friday, 14 February 1800

Commences with moderate weather & smooth sea, people employ'd at sundries of Ships duty. — between the hours of 8 & 9 oClock P. M. Jn<sup>o</sup> Wells & Daniel Woodman got into a scuffle on the star-board gangway, unknown to any officer on board & both fell overboard together. Immediately sent the Jolly boat with an Officer in quest of them. In  $\frac{3}{4}$  of an hour the boat returnd, without seeing or hearing any thing of them.

Lat. Observed 16°.2' S

Longitude in 25°.21' W

[LC, EPP, 1799–1800.]

Extract from journal of U. S. schooner *Experiment*, Lieutenant William Maley, U. S. Navy, commanding, 14 February 1800

Captured the Brig *L'Mangoos* [*Los Amigos*] from Jamaica to Port Cavello, sent M<sup>r</sup> Blake and five Men with her to Cape Francois to Commodore Talbot. —

[NDA, NO, Vol. 1.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Friday, 14 February 1800

[In harbor of Havana] Light Breezes the fore part People Employ'd on Sundry parts of Ships Duty Sent the Cutter and got her Loaded with Water Veered out to the bitter End of the Stream Cable to bring to bear a Strain upon the Bower at 4 hove it in to the Service Sent up Top Gal<sup>l</sup><sup>ry</sup> Yards at 7 the wind came in from the Northward fresh & Cloudy Sent down Top Gall<sup>l</sup><sup>ry</sup> Yards got Clear for Letting go the Larboard bower and All Ready for Sea when wind & Weather will permit Received on board two Negro Servants from A Schooner belonging to Philadelphia put them in Irons for their Threatning to Leave the Schooner and other Abuse

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

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

[Philadelphia]

Navy Department 15th February 1800

WILLIAM CRAFTS Esqre.

Charleston S C.

SIR I am honored with your letter of the 29th Ult<sup>o</sup> — The steps you have taken with respect to the Brig *General Pinckney* are perfectly satisfactory, and I agree entirely in opinion with you that she is no longer fit to be retained as a Vessel of War You will therefore be pleased to divest her of all her military equipments & Stores, and sell her for the best price that can be obtained, discharging at once all her Crew, excepting only a sufficient number to take care of her until she is sold — If you find she will sell to more advantage with

any part of her military equipments included that is, if you can obtain ample value for such equipments so included you may dispose of her in that manner —

As I have never had a correct return of the Officers of the *General Pinkney*, I request that you will be pleased to direct Captain Heyward to make me such a return forthwith designating such as may prefer retiring from service, from those who wish to continue —

I have the honor to be

Sir

Yr obed Servt

B[ENJAMIN] S[TODDERT].

PS —

Major Burrows has ordered the Marines to Norfolk, to which be pleased to attend & render them such assistance as may be necessary —

[NDA, GLB, Vol. 3, 1799-1800.]

To Captain Daniel McNeill, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 15<sup>th</sup> February 1800

Capt<sup>n</sup> Dan<sup>l</sup> McNeill

of the *Portsmouth*, N York

SIR The first thing to be done with respect to the *Portsmouth* is to pay off the Crew, which I hope is done, and if done the Purser should be sent on here directly to settle his Accts — All the men should be discharged and paid off, so that when she sails it may be with a new Crew.

After getting clear of the old crew, the Ship should be put in order with all possible expedition for another Voyage — Mess<sup>rs</sup> James & E Watson will give all the necessary aid on this subject —

It is probable she will go to France, and in this case, less than a full crew will be sufficient — Until this is determined it will be improper to begin to recruit except a few men to keep on board the Ship overhauling the rigging &c But if you have enough whose times of service have not expired they will answer the same purpose —

I have the honor to be

Sir

Yr obed Servt

[NDA. OSW, Vol. 3, 1799-1800.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Saturday, 15 February 1800

[In harbor of Havana] Fresh Breezes and Cloudy from the Northward People Employd on Sundry part of Ships Duty Received on board the Cutter Load of Water the *Norfolk's* Jolly Boat came in from Sea with a Midshipman in her Leaving the *Norfolk* standing off and on Americans Arriving Dayly fired a gun

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

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Sunday, 16 February 1800

Moderate breezes and Clear weather Employd as necessary, at 1 a breeze sprung up from N by W filld to the westward  $\frac{1}{2}$  past 3 Saw a Strange sail E by N made all plain Sail In chase

At 6 the chase West 5 or 6 miles,  $\frac{3}{4}$  past 6 passd her on the weather beam & made the private Signal to her which she did not answer, Wore round In to her Wake and cleard ship for Action then made sail to pursue her,  $\frac{1}{2}$  past 9 boarded her, an Hamburgh Ship from the Cape bound to Hamburgh  $\frac{1}{2}$  past 10 Wore to the N<sup>d</sup> and made sail

At daylight saw a strange sail W S W made sail In Chase, at 10 boarded the chase an American Schooner from the Cape b<sup>d</sup> to Newport, sent our Surgeon to examine a sick man on b<sup>d</sup> her,  $\frac{1}{2}$  past 11 filld to the S<sup>d</sup>

At 12 light airs from E N E

Latitude Observed 20° 25' North

[NDA photostat.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Sunday, 16 February 1800

The first part Light Breezes and Clear Weather at 5 A M Fired a Gun for the fleet to get under way for Sea Sent the Negroes on board at 7 A M Unmoored Ship and Hove Short

at 10 got under way and got to Sea with Nineteen Sail of American Vessels under Convoy

At 12 Meridian the Moro Castle bore S E Dist 3 Miles the Brig *Norfolk* in Company

A Strange Sail in Sight to Windward

on Examining our Cables found one Bad Gaul Received by a Schooners Drifting and Riding over our Cable and Another Gaul Received by the Stem of the Ship

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

To Lewis M. O'Brien, Vice Consul & Agent for United States at St. Andero, from David Humphreys, United States Minister to Madrid, Spain

MADRID, February 17, 1800.

SIR, I have received a letter, dated the 15th inst. from the acting first Minister of State of his Catholic Majesty, informing me that the King "desiring as much as possible to diminish the damages which result to the nations, from the scandalous traffic which many of his subjects have with the place of Gibraltar, by means of neutral vessels: and using just reprisals towards the enemies of his crown, who have declared the ports of Cadiz and St. Lucar de Barramedo to be blockaded; his Majesty has been pleased to declare, that from that day, he considered the place of Gibraltar to be blockaded, and that, under this view, all neutral vessels going to that place, would be held as lawful prizes."

In consequence of this declaration, I have to request that you will communicate, as extensively as may be, the necessary information to such citizens of the United States as may be concerned.

The ministers and Diplomatic Agents of the different neutral nations, at this court, are endeavouring to use all the means in their power to prevent the disastrous consequences which may be expected to result from so extraordinary a measure.

*With sentiments of regard,  
Yours, &c.*

(Signed) DAVID HUMPHREYS.

[LC, "Claypoole's American Daily Advertiser" (Phila.), 30 May 1800.]

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

[PHILADELPHIA]

*Navy Department, Acc<sup>ts</sup> Office 17<sup>th</sup> February 1800*

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

*Boston*

GENT By a Muster Roll this day rec<sup>d</sup> at this Office, from the Frigate *Constitution*, I observe that James Collins Quarter Gunner & Archib<sup>d</sup> Thompson Seaman, who had given powers of attorney to receive allotments of Pay, are *dead* James Collins died on the 21<sup>st</sup> of October, and Archib<sup>d</sup> Thompson on the 15th November last, this information is given to you, that you may not make, any further payments on the powers of attorney —

I am &c

THO<sup>s</sup> TURNER Acc<sup>t</sup>

[NDA, LB Acct, 1798–1800.]

To Ebenezer Jackson, Navy Agent, Savannah, Ga., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 17<sup>th</sup> February 1800*

EBENEZER JACKSON Esqr

*Savannah Georgia*

SIR I am honored with your letters of the 22d, 23d, 26th & 30 January —

M<sup>r</sup> Miller must get all the knees he has contracted for — they can be obtained by his own letter in which he gives notice they will fall short, and he should have considered the difficulty before he made the contract — Any other pieces had better be deficient than Knees — and I hope no knees will be deficient — On the subject of retribution for the delay of his hands waiting for the moulds, I cannot for the present say any thing further than that the Public, like an Individual, should do justice — Were all the trees cut down, and the work as forward as it could be, before the moulds were received? Moulds could not be necessary until he was ready to shape the timber — A great deal might have been done without moulds — I should be glad however to see his claim stated in the most particular manner on this subject —

As to the delivery of timber, M<sup>r</sup> Miller is bound to deliver one load at least at each landing — but the practice must be from the nature of things to deliver many loads at one landing — It cannot be otherwise from the scarcity of proper landings — the timber for each Ship must be piled at the landing by itself, and I conceive it will be better for the

Vessels sent for it, to go two or more landings than to have the timber for each Ship removed so as to have it together — M<sup>r</sup> Humphreys is fully instructed on this subject — You have done right as to the purchase of Lands —

I have the honor to be with great respect Sir

Yr obed Servt

[NDA, GLB, Vol. 3, 1799-1800.]

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

[PHILADELPHIA]

*Navy Department, 17th February 1800*

Mess<sup>rs</sup> JAMES & EBENEZER WATSON

*New York —*

GENTLEMEN I have written to M<sup>r</sup> Pierce respecting his men — It will always be the safest course for you to advance no money to Officers without direction from hence —

I should be obliged if you would require of the Agent of the prize carried into New York some time ago the state of that business — and if sold where the part of the money belonging to the Public is deposited. — The Spanish powder is too high yet if it is very good you will please to buy the 18 Tons offered you at 35 Cents, and Ship to this place so as to arrive here the first of March 26,500 Lbs for the Frigate *Philadelphia* — the rest you will please to deliver to the Agent of the War Dept sending his receipt for the same —

I have the honor to be

Gentlemen

Yr obed Servt

[NDA, GLB, Vol. 3, 1799-1800.]

**Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate Constitution, Captain Silas Talbot, U. S. Navy, commanding, Monday, 17 February 1800**

Moderate breezes and clear weather, Wind at E by S at 2 saw the cape bearing S S W, Continued standing In for the cape till 6 p M, At which time we wore to the N<sup>e</sup> and Shortnd sail, the Cape S W by W 12 miles

At 8 moderate breezes and cloudy, at 10 Tackd to the S<sup>e</sup>

At 12 brou<sup>t</sup> to and sent an Officer and a boats crew In to the Cape, wore and came to the wind to the E N E

At daylight saw a strange sail bearing W by N bore up, and Gave chase, A M at 8 Saw the chase bring too & Make the private Signal, which we Answerd

At 9 Shortnd Sail brou<sup>t</sup> too and Joind company the U. S. Brig *Richmond* Cap<sup>t</sup> Law who waited on Captain Talbot

filld and made all plain Sail for the Cape, which bore at 12 S ½ W 18 miles —

[NDA, photostat.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Monday, 17 February 1800

The first part of these 24 Hours Light Breezes and flying Clouds at 3 PM spoke His Majesty's Frigate *Aquilon* Thomas Boys Esq<sup>t</sup> from Jamaica sent His Jolly Boat to Enquire if our fleet are All American the Moro Castle bearing E S E 3 Leagues Dist

Tack Ship Occasionally

at 6 the Moro Castle bore S E  $\frac{1}{2}$  E Dist 3 Leag the Westmost part of the Land S W  $\frac{1}{2}$  S 7 Leag at 7 P M Made Sail and Run a Head of the fleet

at 8 shortened sail

at 12 Midnight Made Signals for the fleet to To Tack ship on for the Land Middle part Light Breezes & Cloudy

at 4 A M Made Signals for Tacking Ship off Shore

at 6 the Fleet all in Sight the Moro about 6 or 7 Leagues Dist South from us Tacked Ship Occasional

at 12 Meridian the Maidens Pass back of the Havana bore S b W 7 or 8 Leag Dist the Eastern part of the Land bore S E b E Dist 9 Leagues

Latter part Light Breezes and Cloudy

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

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Extract from a letter from on board the U. S. S. *Baltimore*, Master Commandant William Cowper, U. S. Navy, commanding

"BASSETERRE, ST. CHRISTOPHERS,

Feb. 18, 1800.

"Being just on the point of sailing with a convoy for the United States, I embrace the opportunity of informing you of what has transpired in these seas since we have arrived. Nothing material happened on the passage, and we had very pleasant weather. The *Baltimore* is generally employed in convoying our merchantmen out the reach of the French pirates; we have, however, after leaving the fleet a good opportunity of cruising.

"On the 19th December last, to windward of Redondo Rock and Montserat, we took a French copperbottomed brig loaded with fine sugar, from Guadaloupe bound to St. Thomas, and brought her in here, from whence she is to be sent to Norfolk with the present fleet. Since that time we disguised our ship, by concealing our guns, putting wooden ones on the upper deck, and painting her, so as to look like a letter of marque.

"On the 13th January, cruising to windward of Deseada, saw a schooner [*Le Brillant Jeunesse*], which bore down upon the *Baltimore*; after taking a look at the ship a little distance off, she came along side, so near that her men were seen on deck with all their boarding implements in their hands. Capt. Cowper immediately opened his battery and gave her two broad sides, upon which she sheered off and endeavored to get away; but continuing to fire our bow guns, (one ball from which wounded her Lieutenant severely in the arm, passed through her companion and stuck in her mainmast) she struck.

"Next day saw another French privateer, who came down in the same manner, within pistol shot, when he was received with round, grape and canister shot, so warmly, that his quarters were soon levelled with his deck; he being full of men, with 16 guns, returned gun for gun and a shower of musketry which killed one of the marines, (the shot passing through his left wrist and lodging in his heart at the instant he discharged his musket) and injured the *Baltimore's* rigging considerably.

He was chased till night, but afraid of losing the prize, gave up the chase. We have since learned that she lost 35 men, and threw his boat, anchor, cables, &c. &c. overboard, before she got off. Her crew was 130 in number.

"Commodore Truxtun has arrived here, and commands the squadron on this station, consisting of the *Constellation*, *Adams*, *John Adams*, *Connecticut*, *Baltimore*, *Eagle*, *Pickering*, *Enterprize*, &c. The *Connecticut*, which is reckoned the fastest sailing vessel we have, has taken a French brig called *D'Italie Conqu[is]e*, of 16 nine pounders, and has been cruising four years, during which she took more than 150 prizes. She fired into the *Connecticut*, which was returned with several broad sides, which shot away her fore top mast and wounded the Captain in the forehead, upon which they all ran down into the hold, leaving two American Captains (prisoners) on deck, who put the helm up and hauled down her colours, just as the *Connecticut* was about firing another broad side. The French brig's rigging was cut to pieces. She has since been fitted out here and manned from *L'Insurgente*, is now cruising, and recaptured the *William and Mary*, a Liverpool ship.

"The brig *Eagle*, a few days ago, chased two French privateers, but finding their force double his own, did not think prudent to engage, but continued his course; after receiving a number of shot from them.

"P. S. I forgot to mention a circumstance which occurred whilst I was on board the *Adams*. On the 24th Feb. about sun set saw a brig from the mast-head, to which we immediately gave chase; about 10 having gained on her considerably she continually made false fires. At 12 fired several shot at her, but she kept on her course. At 2 came up with her, when she fired her stern chases into us, which was immediately returned by two broad sides from the *Adams*. Hailed her and ordered the captain on board with his papers, which he immediately complied with; she proved to be the British privateer *John Bull*, of 4 thirty two pounders and 10 sixes."

[LC, "Claypoole's American Daily Advertiser" (Phila.), 1 April 1800.]

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

[PHILADELPHIA]

Navy Department Accountant's Office 18 Feb<sup>r</sup> 1800

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

SIR In the examination of the accounts & vouchers rendered by you to this Office, several errors have been discovered, & several charges made by you, are suspended for the want of the necessary and proper Vouchers to support them; the most material of which is considerable sums advanc'd to the Officers & Crew of the *Connecticut*.

All advances made to the Officers & Crews of ships, should always be made to or through the purser, it is necessary in all such cases that some responsible person on board, should be oblig'd to account at this Office, for all monies paid on account of the Ship or Crew, this Officer is generally the Purser, whose business it is to keep regular accounts of the pay, due to every person on board, and the sums paid to them — of course it is absolutely necessary, that the purser should have a knowledge of all sums advanc'd or paid, that he may make his entries — And wherever advances or payments are made by the Naval Agents, it is incumbent upon them, to render to the purser, an abstract, stating the particular sums advanc'd or paid, & to whom, and upon a duplicate of which, to get the Pursers acknowledgement — that the several sums therein mentioned amounting to — have been so advanc'd or paid, and that he is to account at this Office for the amount thereof in the final settlement of his accounts. —

You have also charg'd to the amount of 149 95/100 \$ paid for expences of Music &c in recruiting — according to the regulations laid down by the Secretary of the Navy (and of which I presume all the recruiting Officers had knowledge) these charges cannot be allowed. — The Secretary has directed an allowance of 2 dollars for each man recruited, in lieu of all expenses of Music &c to be incurred on account of the Publick; where Officers are from extraordinary and unavoidable circumstances, subjected to extraordinary expenses, it is necessary they should render their account stating the particulars, for adjustment, to this Office only, such accounts can only be allow'd under very particular circumstances, and of which this departm<sup>t</sup> alone must judge of the propriety — There are also charges to the am<sup>t</sup> of 154 \$ (in 2 separate charges of 77 each) paid for stage passages for Seamen, for which it is necessary the proprietors or managers of the Stage, should give a receipt as no charge whatever, for any Kind of Expenditure can be allow'd without a receipt for payment. —

I have the honor to be

Sir

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

THOMAS TURNER Acc<sup>t</sup> —

[NBA, LB Acct, 1798–1800.]

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To The Commander of any of the Public Armed Vessels of the United States from  
Secretary of the Navy

[PHILADELPHIA]

*Navy Department 18th February 1800*

*The Commander of any of the Public Armed Vessels of the United States*

If any American Public armed Vessel should fall in with the [Merchant] Ship *Richmond*, the Commander is desired to give her all the protection in his power and convoy her to a safe latitude — But if such Commanding Officer should be on particular service with which the performance of the service here required would be too great an interference, in that case, He is desired to see the *Richmond* [\*] safe to S<sup>t</sup> Kitts from whence Captain Truxtun will have her convoyed —

[\*Carried a very valuable cargo.]

[NDA, OSW, Vol. 3, 1799–1800.]



Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Tuesday, 18 February 1800

Moderate breezes and Clear Weather

At 2 saw a strange sail bearing S W by W made sail and Gave chase — *Richmond* in Company  $\frac{1}{2}$  past 5 Shortnd sail and boarded the chase an American Arm'd Ship from the Cape bound to Baltimore, by her we sent home three french prisoners taken In the *Amelia*

At 7 light airs from N by W, at 11 Departed this life Dennis Murray Ordinary Seaman Committed the body of the deceacd to the deep with the usual custom as perform'd at Sea

At 12 Moderate & Cloudy

At daylight saw a strange sail bearing N by W

At 12 Meridian light airs from the N<sup>d</sup> with flying clouds Cape Francois S by W 15 miles

[NDA photostat.]

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Extract from journal of U. S. Schooner *Experiment*, Lieutenant William Maley, U. S. Navy, commanding, 18 February 1800

Captured the French armed Schooner *L'Legere* from S<sup>t</sup> Jago bound to Jeremie sent M<sup>r</sup> Downes & three men aboard. —

[NDA. NO, Vol. 1.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Tuesday, 18 February 1800

The first part Moderate Breezes & Cloudy from 1 P M untill 2 Lay by for our fleet to come up at 3 saw a sail bearing N N E hove out a signal to the *Norfolk* She made sail & spoke her we parted her Company

at 4 P M hove out A signal for the fleet to come in close order bore away for the Lee Vessell at 6 the Eastmost Land bore S E B E Dist 9 or 10 Leagues the Westmost bore South 7 Leagues Took in T G Sails Stay Sails Reefd Top Sails

at 9 hauld up Courses the fleet in sight

at 12 Midnight Backd M<sup>r</sup> T Sail

Middle part Moderate Breezes and Cloudy

at 2 A M Cleued up the Top sails

at 3 Set the Top Sails and Rounded to with head to the Southward and Westward for the fleet to come up with us

at 6 wore Ship to the Northward and made sail 9 of our fleet in sight

at 11 Saw The Double Headed Shot bearing E N E Dist 4 Leagues

at 12 Meridian the Double Headed Shot bore East & E S E Dist 2 Leagues

Latter part Fresh Breezes and flying Clouds A Number of the fleet in sight

Latitude Observed 23° 52' North

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

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

NEWPORT *Feb'y 19 1800*

SIR We received your favor inclosing two letters that for Zachariah Rhodes we forwarded to him at New York to which place he had gone too in conformity to your orders, the other for Wilson Jacobs we forwarded to him at Providence —

M<sup>r</sup> Humphreys handed us your favor by him of y<sup>e</sup> 3 Ins<sup>t</sup> we were happy in the opportunity of aiding him to procure information of the situation of the harbour & bay — We got a person acquainted with the river to accompany him in his further examination — The *George Washington* proves more defective than appeared, on our last advice to you respecting her — it was natural to be expected, that she would have been sound below light-water mark; but it has turned out to the Contrary; her lower futtocks, and the plank on them being more defective than any part of her, and in other parts where the timber and plank are good, the trunnels are decayed; That the repairs will be much greater than we could have had an idea of. We requested M<sup>r</sup> Humphreys to examine her, he coincides with us in opinion, that if Thirty thousand dollars could be had for her as she came from sea, it would be better to sell her, than to retain her for a cruising Ship; when repaired she will make a good store Ship or Indiaman —

M<sup>r</sup> Robinson of the house of Franklin & Robinson is now here, and has applied to us to purchase, if at a price that would answer — As the state of her is so much worse than expected, the price contemplated cannot in our opinion be had for her — We therefore beg your advice by first Post that we may give M<sup>r</sup> Robinson an answer The *Boston* Capt. Little captured the french Ship *Two Angels*, on her passage from Cape Francois to Bourdeaux — and ordered her for Boston, contrary winds and a storm obliged her to put in this Port — having about 50 prisoners on board, we have requested the Marshall to take charge of them, and have supplied the Ship with provisions The District Attorney & Collector expressed doubt, whether she could proceed to Boston, being in a Port of the United States, of Entry & where was admiralty Jurisdiction, and whether trial ought not to be had, soon — having no instructions from you respecting Prizes, that might come in here, in which the United States were interested we could not undertake to decide or direct — We however deemed it proper to state these doubts to the Officers who had charge of the Ship and to write the District Judge praying his opinion — but we conceived it improper to give an opinion on a question of prudence than of Law: whether there were any reasons founded on the difference of Markets or other causes which would justify the risk of sending the Ship to Boston, and of which we were the most competent to determine — But under these circumstances [under] which this Ship came in here, that of contrary winds & a storm — and being ordered by the commander of the *Boston* to Boston — and the Officer having directions from M<sup>r</sup> Higginson to proceed there, we could not undertake to decide — But as the Prize is valuable & the risk round to Boston at this season is great, and Insurances are here 3 per Cent for this passage now — We considered it our duty, from the Interest the United States had in this Ship to recommend Lieut Haswell who has charge of her, to wait your directions — He however thinks it his duty from the orders

he has from his Commanding Officer & M<sup>r</sup> Higginson to embrace the first wind to proceed — We have afforded every assistance & supply required, and advice according to the best of our Judgement —

Hon. BENJAMIN STODDERT Esq —

[Newport HS, Gibbs & Channing LB.]

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To Henry Craig, U. S. Agent, Martinico, from Secretary of State

DEPARTMENT OF STATE

*Philad<sup>a</sup> Feby 19<sup>th</sup> 1800*

HENRY CRAIG Esq<sup>r</sup>

SIR, Mess<sup>rs</sup> Jesse & Robert Waln of this city merchants, and owners of the ship *Richmond* from India, which has been recaptured and carried into Martinico, have requested a letter to you, (being the agent of the United States) desiring you to render them any assistance which the case may require, to effect the liberation of the ship and cargo, on the best possible terms. — Those merchants are of great respectability and solid capitals; so that any credit which circumstances may require, may be given with perfect safety. The good dispositions you have always manifested to aid your countrymen supersede any importunity on this occasion.

I embrace the opportunity to send you my last report respecting impressed American seamen; and remain very respectfully &c. &c.

TIMOTHY PICKERING

[SDA. Dip. Cor. Inst. to Min., 1798–1800.]

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To Hon. Josiah Parker, Chairman of the Committee on Naval Affairs, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 19th February 1800*

Honble JOSIAH PARKER Esquire

SIR I do myself the honor to submit to the consideration of the Committee of which you are Chairman the enclosed draft of a Bill for the government of the Marine Corps while on shore, and a draft of a bill for the government of the Navy, the present law being imperfect particularly in the distribution of prize money & the constitution & powers of Courts Martial —

To enable the Committee to perceive at once the difference between this bill, & the existing Law, figures of reference to the corresponding clauses in the old Law are made with a pencil in the margin of the bill, where there are no such figures, the articles are additional — Figures are also made in the enclosed copy of the old law. —

It will be perceived that the provision of half pay for disabled Officers & seamen is proposed to be materially changed The present pay of Seamen is very high — Half pay would be right, Eight and an half dollars p<sup>r</sup> month, or one hundred & two Dollars p<sup>r</sup> annum, would be a temptation almost sufficient to induce a worthless seaman to procure his own disability — The proposed alteration will put it in the power

of Government to proportion the pension to the nature & degree of suffering sustained —

I have the honor to be with

Great respect Sir

Yr obed Servt

P S — If this bill or a substitute be enacted into a law, it will be necessary to add a clause of the repeal of the existing Law

[NDA. Con. LB, Vol. 1.]

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

PHILAD<sup>a</sup> February 19, 1800

Mr. B. STODDART

SIR If you would cause the Cap<sup>ts</sup> of the different Armed Vessels belonging to the United States to have two chests made, one for the Arms and one for the Cartridges, as they have in the British Service it would save expence, and enable the Marines to be sooner at Quarters and be in greater order.

A store room is absolutely necessary, not only to Keep the superflous Clothing for the Marines, but to take care of what they have. I believe there is not an Officer of the Navy that will not say, but what this room is proper, and yet without your Orders it will not be done. — In the first construction of the Vessel, this room is easily provided, The first thing usually done when the Marines are called to Quarters, I am informed is to throw the clothing of the Marines overboard, after which, it must be matter of amusement to see the poor Devils without a change of cloths: and it is not in the Power of the Marine Officer to help them. I spoke to one of the best of our Navy Officers on the subject, and he told me, it could not be avoided, and I know of no other mode, than following the British Regulations in this respect — I have the Honor to send you some Extracts from a British Book which is now in the Possession of Cap<sup>t</sup> Tingey.

The Plan for the chests I am ready to give when called on.

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

W. W. BURROWS  
M[ajor] C[ommandant]  
M[arine] C[orps]

[MCA, LS, 1800.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Wednesday, 19 February 1800

Moderate and Clear, Standing off and on waiting for the boat to return from the Cape at 2 the boat came along side from the cape hoisted her In, Wore and made sail to the Eastward, *Richmond* in company

At 5 Saw a strange sail bearing E N E made sail and Gave chace, At 7 shortnd sail and boarded the chace an American Sloop from Philadelphia bound to the Cape, at 8 In 2<sup>d</sup> reef in the Topsails and came to the wind to the W<sup>d</sup> the Cape S W ½ W four or five leagues, Wore and tackd as nessasary to keep our stations *Richmond* in company

At daylight saw a strange sail E by N. Gave chase at 10 spoke the chase an American Sloop from Newbury bound to Jamaica, filld in pursuit of another strange sail bear<sup>d</sup> E N E, wind at West, which We boarded an American Sloop from N Carolina b<sup>d</sup> to Jamaica At 12 saw the Monte S S E 7 or 8 leagues, the Cape S W by S  $\frac{1}{2}$  S 8 or 9 leagues

[NDA photostat.]

To Master Commandant David Jewett, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 20th February 1800

Capt<sup>d</sup> DAVID JEWITT

of the *Trumbull* —

SIR As soon as you are ready for sea, you will please without waiting for further orders, proceed to New York — Your destination will be Saint Domingo, and you may take from New London under your convoy any vessels bound thither.

You will be detained probably at New York three days. Your Warrant Officers may there get Warrants, provided you send me in time their names — You will receive further instructions at New York

I have the honor to be

Sir

Yr obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 20th February 1800.

JAMES & EBENEZER WATSON

New York

GENTLEMEN The *Trumbull* Cap Jewett will be at New York in 8 or 10 days, perhaps sooner, and will proceed from thence to St Domingo

I request the favor of you to charter a vessel to carry about 1500, to 1600 barrels, or as near to that size as possible, and load her with the articles hereto annexed to be addressed to Nathan Levi Esquire Navy Agent at Cape Francois. If the vessel will carry more, increase the bread — Please so to arrange this business that the *Trumbull* may not be delayed — Beef & Pork you have no doubt on hand from your purchase — the Bread must be of the best quality of Ship Bread — as indeed must every other article be. — There have been great complaints of the provisions generally sent to the West Indies & particularly of Bread — The Merchants should have notice of this vessel, that they may if they please avail themselves of Convoy

I have the honor to be

Gent Yr obed Servt

P. S —

In addition to the provisions list be pleased to procure & ship by the same vessel if practicable 1000 Charges of Grape Shot, for 6 pound-

ers, with Iron Stools or Canisters or part of each, and 5000 musket bullets — Let me know immediately whether this can be done by you.

B S

Articles to be shipped by Mess<sup>rs</sup> James & E. Watson for the use of the Squadron on the Saint Domingo Station commanded by Cap<sup>t</sup> Silas Talbot, to be addressed to Nathan Levy Esquire Navy Agent at Cape Francois —

800 C <sup>t</sup> W <sup>t</sup>	Bread.....	about 1066 bbls
30000 } lb.	{ Beef }.....	300 "
30000 }	{ Pork }.....	
150 Ct	Rice.....	75 "
400 lb	Butter.....	2
730 lb.	Candles.....	4
1000 Gallons	Vinegar.....	33
250 Bushels	Beans or peas.....	70
6000 lb	Flour.....	30
6000 lb	Corn Meal.....	30
50 C <sup>t</sup> W <sup>t</sup>	salt fish.....	25

Bbbs. 1635

N. DEPARTMENT

21<sup>st</sup> Feb<sup>y</sup> 1800

For the Secretary

AB THOMAS

[NDA. GLB, Vol. 3, 1799–1800.]

[20 February 1800]

To the commanders of American vessels in Demerara from Turell Tufts, U. S. Consul at Paramaribo

GENTLEMEN, Captain Ro[d]gers, of the United States ship *Maryland*, desires me to inform you that he intends to return to this river [Surinam] about the first of March, for the purpose of taking under his protection those vessels that are then ready to depart for the United States; and will proceed directly for Berbice and Demerara for the same purpose. It behoves you, therefore, to be in perfect readiness, prior to the tenth of March.

I am your very humble servant,

(Signed) T. TUFTS,

Consul of the United States at Surinam — Paramaribo, 20th Feb. 1800.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 12 April 1800.]

Extract from a letter from a Mercantile House in Lisbon, Portugal, to a gentleman in Baltimore, Md., concerning treatment of American ships at Malaga

[LISBON] 20th Feb. 1800.

"The following is an extract of a letter received by last post from Malaga: 'The Consul of the French Republic in this quarter seems to have changed his conduct very much of late, in consequence as I understand, of orders he has received from France respecting neutral

vessels. An American vessel, unarmed, was brought in here a few days ago, from Philadelphia, by a French privateer, but the Consul immediately set her free. The last post but one brought 14 of his condemnation sentences of neutral vessels, from France, *reversed*, both vessels and cargoes being cleared: with heavy damages to be paid by the privateer owners for the detention'.

"We hope our foregoing letter may have induced you to send this way a cargo of wheat flour, Indian corn, rice or staves, all which articles are in uncommon demand, as you will see by the note below. Indeed, unless we receive considerable succours from your quarter, we shall be actually in want of bread before 3 months are past."

[LC, "Claypoole's American Daily Advertiser", (Phila.), 3 May 1800.]

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To Comptroller of the Treasury from Secretary of the Navy

[PHILADELPHIA]

Navy Department 20th Febr<sup>y</sup> 1800

JOHN STEELE Esqre

*Comptroller of the Treasury*

SIR By a letter from A Giles Esq Marshall of New York, I am informed that the District Court have given a decree of condemnation against the French Lugger Privateer *Le Gourde Le Pelicain*, Captured by the United States Frigate *Boston* Capt George Little & Sloop of War *Norfolk*, Capt W<sup>m</sup> Bainbridge on the 7th Nov<sup>r</sup> 1799 —

One half of the Nett proceeds are decreed to the Captors, the other to the United States which amount to 5,652 8/100 Dollars

Presuming that you will take the necessary measures relative to this money, I shall give no directions concerning it — The money remains in the hands of M<sup>r</sup> Giles who requests directions respecting it —

I have the honor to be with

Great respect

Sir

Yr obed Servt

[See documents dated 4 February 1800]

[NDA, Req. on US. T., 1798-1803.]

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[20 February 1800]

## Account of Aquilla Giles

Dr Aquilla Giles Marshal for the District of New York in acc<sup>t</sup> with  
The United States

To One Moiety of the Net proceeds of Sales of the Cutter <i>La Garde Du Pelican</i> her apparel, Guns, Appurtenances & Cargo prize to the United States Ship of War, The <i>Boston</i> Commanded by George Little & the <i>Norfolk</i> Com- manded by William Bainbridge, Condemned in the Court of Said District & Sold by order thereof as p <sup>t</sup> acct <sup>s</sup> & documents herewith .....	Doll <sup>r</sup> 5652. 08
	Doll <sup>r</sup> 5652. 08
C <sup>t</sup> By Warr <sup>t</sup> in favor of the Treasurer for Amo <sup>t</sup> of N. 360. dated 28 March 1800 .....	5652. 08
	Doll <sup>r</sup> 5652. 08

Auditor's Office  
April 8, 1800  
B. Mifflin. —  
[GAO, #11351.]

To A. Tunno, James Coxe, Thomas Tunno & James Price, Charleston, S. C., from  
Secretary of the Navy

[PHILADELPHIA]

Navy Department 20th February 1800

Mess<sup>rs</sup> A. TUNNO  
JAMES COXE  
THOMAS TUNNO  
JAMES PRICE  
} Esquires  
Charleston South Carolina

GENTLEMEN Your Letter of 31 Dec<sup>r</sup> was a long time on its passage, and I have delayed too long to reply to it, wishing to be certain of having a sufficient Vessel in my power for your object, at the moment you would want one —

I can now assure you & with great pleasure, that one of our Frigates will be at your service whenever you require it

There is now at Philad<sup>a</sup> the Frigate *Philad<sup>a</sup>* of 44 Guns — She will be ready to sail some time in March — I wish I may hear before her sailing that you are ready for her, which case, she shall call at Charleston & proceed where you please, perhaps it may be a sufficient object with you to send a Pilot Boat to inform me if you want her—

I have the honor to be

Gentlemen

Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

By post — and Duplicate forwarded to  
Mess<sup>rs</sup> J & E Watson New York to transmit  
by the first opp<sup>y</sup>



To Secretary of State from Benjamin Hammell Phillips, U. S. Consul at Curacao

CURACAO 20<sup>th</sup> Feb<sup>y</sup> 1800

To The Secretary of States

SIR My last was on the 9<sup>th</sup> Inst since then the Ship *Mary I.* Phillips M<sup>r</sup> [master] from Batavia loaded with Coffee & Indigo & the Sch<sup>r</sup> *Sally I.* Osgood M<sup>r</sup> from Guayra for Salisbury both unarm'd have arrived here as prizes to a privateer of Guadaloup

Amongst the papers w<sup>h</sup> I had the Honour to transmit on the 23<sup>rd</sup> Sep<sup>r</sup> are 3 Publications respecting Privateers one of w<sup>h</sup> orders that any Vessel going from a Batavian port to a Batavian or Neutral Port & carried into a Batavian Port shall be immediately given up &c &c

Cap<sup>n</sup> Phillips having been made acquainted that such a Law existed he availed himself of it & in address to the Gov<sup>t</sup> very properly demanded his Ship & Cargo but shameful to tell the Govrm<sup>t</sup> have decreed that the Cargo 600,000 lb<sup>s</sup> Coffee besides Indigo, shall be sold & the Money deposited in their Hands until an explanation of the Law arrives from Holland because they *pretend* not to understand it.

I have now a large number of disstres'd Americans here & I do not know how to dispose of them. Cap<sup>n</sup> Cable of N.Yk. carries 9 & has volunteered in a very handsome manner & has incomoded himself & Crew to relieve the disstres'd. —

Captain Baker of the *Delaware* has ship'd about 16 Provisions are becoming alarmingly scarce & I cannot obtain either Beef or Pork for the *Delaware* or *Scammel* — I believe they will go in a few days for Guayra where the[y] can be supplied & get much better Water than the[y] can here. — Several of the *Scammels* officers & men remain sick M<sup>r</sup> Winn is despaired of — I have the Honour to be

Most respectfully

Sir,

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

O[riginal] Per Schooner *Determin'd Rover*

[SDA. French Spol. CA Curacao, 1797–1801.]

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Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Thursday, 20 February 1800

Moderate breezes and Cloudy, lying too our boat along side the chace, *Richmond* in comp<sup>y</sup> ½ past 12 filld and tackd to the Southward under all sail, ½ past 1 Saw two large water spouts on our weather beam that appeard to be comeing down towards us, In Top G<sup>t</sup> sails, up courses, took 2<sup>d</sup> reef in the Topsails, & Sent down T G Yds *Richmond* in Company the *Richmond* carryd away her fore top sail Yard

At 5 we parted company with the *Richmond* Wore and came to the wind to the E<sup>d</sup> the Monte South 5 or 6 leagues At 12 Wore to the W<sup>d</sup> at daylight saw two strange sails, Up T G Y<sup>ds</sup> & Made all sail in chace, at 10 boarded one of them who Informd us the other sail the Sloop in C<sup>o</sup> was from Newyork with Stores for the Navy,

Sent our boats on board the Sloop took her in tow and filld to the Southward Monte a christo S E 15 miles

[NDA photostat.]

[21 February 1800]

Description of action of Court of Vice Admiralty concerning the American merchant ship *Salem*, captured by a French privateer and recaptured by the privateer *Diana* and taken into Port of Nevis for adjudication

From the St. Christopher's Advertiser, June 17. [1800]

*To the commanders of his majesty's ships, and to the owners of privateers duly commissioned.*

At a court of vice-admiralty, in the island of Nevis, on the 21st of February, 1800, came on the cause of the *Salem*, an American vessel, captured by a French privateer, and which remained in the custody of the enemy for eleven days; but before she could reach Guadaloupe, was seized and captured by the *Diana* privateer and brought into the port of Nevis for adjudication.

The master of the *Salem*, with agent for former owners, claimed, offering one third of the value of the vessel and cargo as salvage to the owners of the *Diana*. The captors claimed the whole: the *Salem* having been in possession of the enemy eleven days, which made the vessel and cargo the actual property of the enemy.

The advocate for the captors made use of strong though short arguments, declaring, "that there was no law of nations, treaty, or British act of parliament existing, that could afford a show of solid foundation for any claim being interposed — That from the moment of her capture she had become French property; and the claimants well knew that had the vessel reached Guadaloupe, they must have given up every pretension to the property in question — That fortunately, the *Diana* had fallen in with this *quondam* vessel and retook it from the enemy."

The arguments adduced by the claimant's advocate, were founded on the precedents of some courts of admiralty in these islands, where American laws and regulations respecting recaptures made by their commissioned ships of war were adopted and advanced to be a guide to a British court of admiralty, for *political reasons*.

The court gave judgment that the captors were entitled to the whole property — An appeal was prayed for touching two thirds of the vessel and cargo, which was granted. The proper officer of the court was then directed by the judge to sell the *Salem*, her tackle, apparel, and furniture, and the goods, wares, and merchandises therein laden, and to pay one third of their value to the captors, agreeably to the salvage offered by the American agent, and the remaining two thirds to be secured pending the appeal.

[LC, "Federal Gazette & Baltimore Daily Adv." Balt., Md., 29 July 1800.]

To George Knox, U. S. Consul, Hull, England, from Rufus King, U. S. Minister,  
London, concerning blockade of Genoa

[OFFICIAL.]

LONDON, 21st February, 1800.

SIR, I have received a note, dated the 20th inst. from Lord Grenville, informing me that on the 5th of January last a proclamation was issued by the commander in chief of the British fleet in the Mediterranean, declaring the port of Genoa in a state of blockade, and adding that the blockade so instituted would be maintained and enforced in the strictest manner, according to the usages of war, acknowledged and observed in similar cases.

I request you to make this information known to our citizens within your consulate, and to transmit the same to the United States by the earliest opportunities.

With great respect,

I am, Sir,

Your obedient servant,

RUFUS KING.

[LC, "Claypoole's American Daily Advertiser" (Phila.), 29 April 1800.]

To Captain Robert Gill, Navy Storekeeper, from Abishai Thomas for Secretary of  
the Navy

[PHILADELPHIA]

Navy Department 21<sup>st</sup> February 1800

Capt<sup>n</sup> ROBERT GILL  
Navy Storekeeper —

SIR Please to deliver to Captain Stephen Decatur [senior] or order from time to time, such quantities of Saltpetre as he may require for the purpose of manufacturing into Gunpowder for the use of the Navy taking regular receipts, and keeping an exact account of the quantity delivered for which the said Captain Decatur, & M<sup>r</sup> William Lane are to be Charged & held accountable —

By order of the Secretary of the Navy

I am

Sir

Yr obed Servt

AB THOMAS

[NDA. GLB, Vol. 3, 1799-1800.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate  
Essex, Captain Edward Preble, U. S. Navy, commanding, Friday, 21 February 1800

Pleasant weather, all sail set to advantage. People employd at Ship's duty. At ½ past 8 pm in T G sails middle part stiff breezes & hazy —

At 1 AM. William English, died he belonged to the fore-castle, larboard watch, Making ready to bend one of our boom mizens. Broachd a cask water rider, starboard side M<sup>r</sup> hatchway. 200 G<sup>r</sup>

Lat. Observed 31°.1' S

Longitude in 20°.41' W

[LC, EPP, 1799-1800.]

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

NEWPORT Feb<sup>y</sup> 22<sup>d</sup> 1800

We take the liberty to inclose the Protest of Edward Landers, Master of the Brig *Greenwich* of this Port lately captured by a Cruiser fitted out from Havannah under French Colours. The circumstances of which appear to be so flagrant a Violation of Treaty & neutral rights, by the Spanish Government at Havannah, as to justify (we suppose), a claim for the amount of property lost & damages We were owners of the Goods as per Invoice inclosed which we freighted in said Brig —

Mess Archibald Crary & Son of this town were owners of the Brig they have handed us a Copy of the Invoice of Goods, they shipped in her which we inclose —

Capt<sup>t</sup> Landers is not returned from the Havannah but is expected soon, when further investigations can be made into the circumstances of her capture & the conduct of the Spanish Government here respecting it —

HON. TIMOTHY PICKERING Esq  
Secretary Department of State

[Newport HS, Gibbs & Channing LB.]

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[20 or 22 February 1800]

Concerning encounter between U. S. Brig *Norfolk* and the pirate schooner *Beauty*

BALTIMORE, March 21.

Capt. Price, arrived yesterday from Havanna, informs that on the 4th instant the boat of the United States brig *Norfolk* was sent in there, dispatched with the intelligence, that on or about the 22d February, that brig had chased the noted pirate schooner *Beauty* on shore at Point Jaco, on Florida side. The *Norfolk* not being able to follow her into shoal water, brought her guns to bear in such a manner, that before her crew were able to abandon her, she battered the entire broadside of the *Beauty* to pieces. The merchants of the United States are sincerely congratulated on this intelligence, as the *Beauty* during her short career, had done immense damage to our commerce.

[LC, "Claypoole's American Daily Advertiser" (Phila.), 25 March 1800.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Saturday, 22 February 1800

The first part fresh Breezes and Cloudy  
at 1 P M fired a shot at a Brig Bro't her to at ½ past 1 shortened sail to speake her from Boston bound to Havana 32 Day out Jonathan Bartall Master Brig *Union*

Tack'd ship to the Eastward Made sail saw a sail to Windward at 5 shortened sail

at 5½ Wore ship to the N E Squally

at 6 the Land bore from S E to W S W Dist from 4 to 5 Leagues

at 7 took the Wind to the Northward & Westward Reefd the Top Sails

at 12 Midnight Hauld up the Fore Sail Wore Ship to the Southward & Eastward

Middle part Fresh Breezes & Cloudy

at 4 Wore ship to Northward

at 5 Wore ship to the Southward

at 6 spoke the Schooner *Harriot* from Boston George Smith Master  
20 Day out

at 11 Wore ship to the Northward

at 12 Mer the Land bore from W b N to S E 7 or 8 Leagues Dist

Latter part Fresh Breezes & Cloudy Under Double Reefd Top Sails

Latitude Observed 23° 10' North

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

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Sunday, 23 February 1800

Strong Gales and Cloudy with a heavy Sea Running from the N<sup>d</sup> & E<sup>d</sup> the Sloop still in tow ½ past 5 Wore to the N<sup>d</sup>

½ past 8 hauld up the fore sail and Took in the Mizzen topsail

At 12 Moderate Wore Ship to the S<sup>d</sup> and E<sup>d</sup>

½ past 3 Sounded with 70 fathoms of line No Ground At 4 Wore Ship to the N<sup>d</sup> and Westw<sup>d</sup>

At 7 Wore ship to the S<sup>d</sup> and E<sup>d</sup> Set fore and Miz<sup>n</sup> Topsail, at 9 Set the Mizzen Staysail

At 12 fresh breezes and Cloudy with a heavy sea running from the Eastw<sup>d</sup> Employd woulding the heel of the Fore top mast

Latitude Observed 20° 28' North

[NDA photostat.]

To Captain Silas Talbot, U. S. Navy, or the Commanding Officer of United States ships at Cape Francois, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 24th February 1800

Capt<sup>n</sup> SILAS TALBOT

or the Comm<sup>r</sup> Officer of the American Ships

at Cape Francois

4 Copies of this letter transmitted to J & E Watson New York to be forwarded by different conveyances.

SIR General Wilkinson and his family are returning to the United States from New Orleans about the 10<sup>th</sup> April — You will be pleased to send the *General Greene* to that place, to receive on board the General & his family, and to return by way of the Havana in order to convoy any vessels homeward bound —

I shall send you provisions &<sup>e</sup> under convoy to sail about the 5<sup>th</sup> March from New York —

I have the honor to be with great respect —

Sir

Yr obed Servt

[NDA, OSW, Vol. 3, 1799–1800.]

To James Arden, New York, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 24th February 1800

M<sup>r</sup> JAMES ARDEN  
New York —

SIR I am honored with your letter of the 22<sup>nd</sup> Inst —

I do not believe any convoy will be sent to India in the ensuing Spring — Should any be sent you shall have early information —

I have the honor to be

Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799–1800.]

To John Brown from Thomas Lloyd Halsey of Providence, R. I.

PROVIDENCE Feb<sup>r</sup> 24<sup>th</sup> 1800

JOHN BROWN Esq

SIR The Letter p<sup>t</sup> Col<sup>o</sup> Humphry address'd to John J. Clark Esq<sup>t</sup> & myself has been duly deliver'd by him; & all the attention has been paid M<sup>r</sup> Humphry which the greatness of the Object demanded, & we have only to regret that the Shortness of his Stay was such as prevented our being more Civil to Him — He arriv'd here on Tuesday Evening last, & left us at Sun-rise on the Saturday following: On Wednesday a number were collected to wait on Him to M<sup>r</sup> James Rhodes, & from thence to *Gaspee* Point & spent the remainder of the Day in Shewing him the advantages of the several Positions of the Land, the Ponds, Pawtuxet falls &c &c & left him at M<sup>r</sup> Rhodes for the Night in Company with Cap<sup>t</sup> Updike, & Col<sup>o</sup> Talman: — The next Morning we sent down to Gaspee point a Yawl with Lead & Lines &c to be there ready to sound every Part that was Necessary: & we went down with Three Sleighs & took with Us such Persons, as we thought the most Suitable for the Enterprize. The God of Nature furnish'd Us with a beautiful Day — & removed out of the River all the Ice, & so favorable was the Time that Col<sup>o</sup> Humphry remain'd in the Boat 4 Hours at least without Landing: a time sufficient to Effect his Purpose as to the Soundings, after which he review'd the Ground the second time, & we then went to Your Farm House to Dine at half Past Three, where we examined the Draft we had taken by M<sup>r</sup> Harris before Col<sup>o</sup> Humphry arrived here; which was extreamly well done & Accurate: On Fryday Morning We took a Packet Boat; & so very Favorable was the Wind & Weather that we began the Soundings from Fields Point, to within 5 Miles of Newport, going down the East Passage, & returning through the West; stretching from Side to Side as was Judg'd necessary, & arriv'd back to Providence before 7 O'Clock in the Evening much to the Satisfaction of M<sup>r</sup> Humphrys — The Next Morning he left Us: & I beleive well pleas'd with our Situation & his Reception — And although he is that Prudent Man to give no Opinion as he Progresses in his Mission, still I think he is very favorably Impress'd that the Harbour of Rhode-Island, the Narragansett Waters, Gaspee Point with its Contiguous advantages are such, as would be Eligible for the Dry Dock, & Safety of the Ships — But perhaps I am too San-

guine to make you this declaration: And you know that our Feelings are alive to the Having it in this River: Consequently our Fears are great that the Dock may be Elsewhere — But if it is not Presumption to Haszard an Opinion I believe it will be either at New London, or in our River — I think *he leans towards New London* — This to Yourself: & be on your Guard — Our danger is there, or I am mistaken — You will therefore bring up Your artillery to Batter-Down this Prejudice — You have every thing to favor Your argument — You know that Ships can't enter the Port of New London either with a North West, or a North East Wind — The former is the Cold Winter Wind, the latter is the Stormy Wind: from both of Which the Worn out Seaman dreads, & wishes to be Shelter'd from; and the Harbour of Rhode Island afford it — At New London, an Ennemy Can block it Up; not So at Newport. the British lost a Ship of the Line at Gardiner's Bay, The Shores are Rocky, with Ledges of Rocks, & the Race, bad Navigation. Our Enterance good, a Perfect Haven, & the best Bottom for Ships; & so far as relates to other Conveniences for our National Dock Yard Unrivall'd by any — If Influence does not Out-weigh our Right.

M<sup>r</sup> Rhodes has offer'd 50 Acres of his Land which he supposes the best of it, at the Price of 40 doll<sup>s</sup> p<sup>t</sup> Acre, being the Price that he gave for the Whole Farm; & if that Price does not suit the Government; any other price they will Affix; & I have no doubt so far as relates to Your own Land; That no difficulty will arrise Your Public Spirit, is too well known, to admit a doubt, but you will do every thing in Your Power to Conduce to its being here.

M<sup>r</sup> Humphry is really a worthy Candid Man, & appears to be a Man well calculated for this Employment, & no doubt will make a true Report — But You well know that the *Great Fishes* will devour the *Small Ones*: & Unless great Pains be taken we shall Loose it — I wish you would spend some time on the Subject with the President, & Impress M<sup>r</sup> Stoddarts Mind with all our Natural Positions, & advantages, touch upon the Defence we can make in Case of attack — Let him know during the War that New London was Surprisd in the Morning by an Ennemy, Their Fort taken, & their Town burnt — This cannot happen to Us —

Col<sup>o</sup> Humphry acknowledged that what had been represented by M<sup>r</sup> Rhodes to the Secretary of War were Candid, & that there were advantages not even mentiond. —

Having wrote this in Haste, & put down Such Ideas as Occur'd while writing, that you will pardon its Incoherrance of Stile — Be perswaded Sir! that I am with Unfeigned Regard & Esteem —

Your most Obedient humb. Serv<sup>t</sup>

THO<sup>s</sup> LLOYD HALSEY

[NDA. A, 7.]

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Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Monday, 24 February 1800

Strong Gales and hazy weather, unbent the Main sail and Main top sail and bent others

At 6 Cape francois bore S by W 7 or 8 leagues Tortudas bore W S W, at 8 Sounded 70 fathoms, No Ground wore Ship to the N<sup>e</sup>

At 12 fresh breezes and rainy weather, Wore to the S<sup>e</sup>

AM at 3 fresh breezes and squally, hove the Main topsail to the Mast and lay by till daylight, Sounding every  $\frac{1}{4}$  of an hour with 70 fathoms of line but found No bottom  $\frac{1}{2}$  past 6 saw a sail to leeward turned a reef out of each topsail, Set fore sail & Main sail and Gave chase, at 7 Up Top Gallant Yards  $\frac{1}{2}$  past 7 Shortnd sail and boarded the chase an American brig from S<sup>t</sup> Thomas<sup>s</sup> bound to the Cape In a very leaky condition and had both pumps choakd the Cape South, boarded a Schooner from S<sup>t</sup> Domingo bo<sup>d</sup> to the Cape

Latitude Observed 19° 51' North

[NDA photostat.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Monday, 24 February 1800

The first part Fresh Breezes and Cloudy

at 2 P M wore ship to the Southward

at 4 saw a sail to the Eastward at 5 spoke the Brig *Norfolk* who told us she Run a French Cruiser [schooner *Beauty*] on Sugar Key 4 Day past Saw 2 Sail to Northward Wore ship and gave Chase to one & the *Norfolk* to Other at  $\frac{1}{2}$  past 6 spoke our Chase the Schooner *Maria* from Havana bound to Norfolk Thomas Thorn Master who told us the Schooner that the *Norfolk* was in chase of was a Cruiser in Chase of him Since 12 oClock we bore away and gave Chase after the *Norfolk* and mad[e] sail Made several signals for the *Norfolk* She Andwered them

at 9 came up with the *Norfolk* who had her Chase alongside an English Privateer from Providence Shortened sail Sent the Jolly Boat on board of the *Norfolk*

at 11 P M wore ship to the Northward

Middle part Fresh Breezes and Cloudy

at 3 A M wore ship to the Southward

at 6 the pan *Matansa* bore S S W Dist 9 Lea Saw 5 sail in sight to the North<sup>w</sup> wore ship and gave Chase

at 7 came up with the Chase Spoke with them from Havana bound to America All Americans Sent our boat on board

The Jolly Boat at 9 made sail Run in under the Land off and on Latter part Fresh Breezes & Cloudy

Latitude Observed. 23° 10' North

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

To Captain Richard Derby, U. S. Navy, from C. W. Goldsborough for Secretary of the Navy

[PHILADELPHIA]

Navy Department 25<sup>th</sup> February 1800

Captain RICHARD DERBY

Boston or Salem —

SIR I do myself the honor to enclose your Commission as a Captain in the Navy of the United States —

By order of the Secretary of the Navy,

I have the honor to be

Yr obed Servt

C W G —



Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Tuesday, 25 February 1800

fresh breezes and Variable, At 1 Spoke with and boarded the Brig *Sally* Belonging to New London and bound to the Cape

At 4 boarded a Sloop from Newburyport bound to Jamaica

At 6 Cape francois bore S by W distance 5 leagues  $\frac{1}{2}$  past 6 Tackd Ship to the Northward

At 9 Set the foresail

At 12 Tackd to the Southward

$\frac{1}{2}$  past 6 Saw a strange Sail to the N<sup>d</sup> tackd and Made all sail in chace at 8 the Cape South five leagues.  $\frac{1}{2}$  past 10 Came up with the chace and found her to be a Ship under danish colours In Great distress by her crew being Mutinous and the Ship So leaky, took her In tow Sent an Officer and 8 seamen on board by the request of the Captain and sent her In to Cape francois took all the men belonging to the Ship on board the *Constitution* the cape then bore south, Steerd In for the Cape with the Ship In tow

Latitude Observed 20° 04' North

[NDA photostat.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Tuesday, 25 February 1800

The first part Fresh Breezes and flying Clouds at 1 P M took in sail and stood off and on in the Mouth of Matanza Bay in C<sup>o</sup> with the *Norfolk*

at 6 Made sail and out Round the North Cape and Bore away to the Westward and Run down under short sail

Middle part Moderate Breezes and Cloudy at  $\frac{1}{2}$  past 6 A M saw 3 sail to windward Made sail and gave Chase Tackd ship Occasionally

at 10 $\frac{1}{2}$  gave them A shot to Bring them to they out sweeps to pull to windward it being Light Wind gave them the second shot which struck so Nigh it Brot them to and they Run down to us they had Boarded An American schooner in sight of us we sent our Boat on board of her to see if the other two had taken any thing from her found they had not Boarded the two Cruisers from New Providence on a Cruise the schooner *Eagle* 14 Canonades Robert Whitehead Master She was boarded by Capt Bainbridge the Last 24 Hours the schooner *Hope* from Providence 12-4 pounders Daniel Davis the schooner *Eliza* from New York bound to Havana Hamlet Fairchild Master 15 Day out Received a Paper Dated 10 Feb

Latter part Light Breezes the *Norfolk* Boat came on board

9 or 10 Leagues off the Havana within 3 Leagues off the Land

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

To Captain Stephen Decatur (senior), U. S. Navy, from Secretary of the Navy

[Philadelphia]

Navy Department 26th February 1800

Capt<sup>n</sup> STEPHEN DECATUR  
of the Frigate *Philad<sup>a</sup>*

SIR You are allowed for the Frigate *Philad<sup>a</sup>* besides your Commissioned Warrant and Petty Officers (the last of which you will appoint) and a detachment of Marines which will be supplied by the Major of Marines One hundred & twenty able seamen at 17 Dollars p<sup>r</sup> month. and one hundred & seventy two ordinary seamen & boys at 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 open rendezvous in such places as may appear to [be] best calculated and instruct your recruiting officers to exert themselves to the utmost in the prosecution of these instructions

None but sound & healthy men are to be entered, and no unfair means are to be used to induce any person to enter the service

You have herewith a compleat sett of recruiting papers, the use of which you know too well to require any explanation

Every man entered must take an oath agreeably to the form you will receive herewith — You may allow two months advance, but previously take care to obtain sufficient security to resort to in the event of desertion —

Monies will be advanced you & you must advance to your recruiting officer, who will be allowed two dollars for each recruit in full for every expence attending the enlistment —

Prior to sailing you will send your Accounts & Vouchers to Thomas Turner Esq<sup>r</sup> for settlement —

I have the honor to be with great respect

Sir

Yr obed Servt

[NDA, OSW, Vol. 3, 1799–1800.]

To the U. S. Attorney for the District of New York from Secretary of the Navy

[PHILADELPHIA]

Navy Department 26th Febr<sup>y</sup> 1800

The United States  
Attorney for the District  
of New York —

SIR I do myself the honor to inclose the Copy of a letter from Captain Talbot to me and Copies of the papers referred to in his letter on the subject of the Schooner *Swift* — If you should percieve in these documents or other information the prize Master may have it in his power to give no ground for proceeding against this Vessel as a prize, the sooner she is restored to her owners the better —

I have the honor to be

Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799–1800.]

[26 February 1800]

Papers concerning the Brig *Dolphin*, prize to the U. S. Frigate *John Adams*

S<sup>d</sup> Carolina District —

In the Admiralty —

The Officers and Crew  
of the Frigate *John Adams*.  
vs  
The Brig *Dolphin* &c & Cargo } Salvage.

Wednesday 26<sup>th</sup> February 1800 —

DECREE. That so much of the prayer of the said Libel as is for one eighth of the said Brig *Dolphin*, her tackle, furniture and cargo on board to be decreed to the said George Cross and the rest of the Officers and Crew of the Frigate *John Adams* be granted — The Agents for the Recaptors and also the Agent on the part of the Owners of the Brig *Dolphin* having in open Court consented to fix the valuation of the said Brig and her Cargo, by appraisement in order to ascertain the amount of such eighth for Salvage as aforesaid — Ordered and Decreed that Nathaniel Russel, Adam Gilchrist, Thomas Ogier, James Cox and Seth Lothrop or any three of them be appointed Appraisers to fix the true value of the Brig *Dolphin* and her Cargo to be returned on oath and under their hands and seals into the Office of the Register of this Court within ten days — That the Marshal of this District do sell at public Auction after the usual notice so much of the Cargo of the said Brig as will raise a sum sufficient to pay one eighth of the true value of the said Brig and Cargo for Salvage free of deduction, and also all the costs and expences of this suit and all charges and other expences incident to the Sale — That after such sale the said Marshal do pay over the said one eighth part to the Agents for the Officers and Crew of the Frigate *John Adams* and after payment of costs and expences; that he restore the said Brig *Dolphin* and the remainder of the Cargo after such sale to the former Owners or their Agents —

[Enclosure No. 1]

Receipt of A. Miller, Agent for Officers, to Charles B. Cochran, Marshal

— Copy of the Agent's Receipt for Officers —

Charleston 15<sup>th</sup> April 1800. Received from Charles B. Cochran One hundred & fifty dollars being the proportion of Salvage decreed to the Lieutenants, Sailing Master, Purser and Surgeon of the Frigate *John Adams* George Cross, Commander for the Brig *Dolphin* recaptured —

(Signed) A. MILLER.

\$150.

Agent for said Officers —

[Enclosure No. 2]

Receipt of William Crafts, Navy Agent, to Charles B. Cochran, Marshal

— Copy of Navy Agent's Receipt —

May 19<sup>th</sup> 1800. Received of Charles B. Cochran Marshal, the sum of One thousand and seventeen dollars, thirty one cents being the salvage decreed to the Officers and Marines of the Frigate *John*

*Adams*, excepting the share of three Lieutenants, Sailing Master, Purser and Surgeon, in the case of the Brig *Dolphin* —

(Signed) WILLIAM CRAFTS

\$1017.31.

[NDA. XZ, 1798-1800.]

Presumably to Secretary of State from U. S. Consul, Kingston, Jamaica

KINGSTON JAMAICA *Feb<sup>y</sup> 26, 1800*

SIR On the day of the date of my last, their was a Privy Council of this Island when it was recommended to the Governor to permit produce to be taken off in American Bottoms, to the amount of the Value of the Goods imported in the same Vessel, I have enclosed a true copy of the same & a further list of American Seamen impresst & on board the British Squadron on this Station. —

As Comodore Truxtun has been here some days & has frequently seen Admiral Parker I beg leave to refer you to him for any Intelligence you may wish relative to the Impress service, I have very freely communicated my Sentiments to him [on] the Subject

The American Trade for some months past has been greatly distressed in consequence of their men being so generally impresst, in many instances the masters have been necessitated to take people of any Nation & pay the most extravagant Wages in advance or suffer their property to remain here —

If a Sloop of War & tender of about eight or twelve guns was order'd on this Station to cruize about this Island the Trade would be greatly benefitted & much property saved which frequently falls into the hands of a Banditta that Infest this Island.

With Great Respect

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

P S. I could wish to be informed whether Masters of American Vessels might not make their protest before me. If so be so good as to signify the same in due form under the Public Seal. —

[SDA. Kingston, Ja., Vol. 1, 1796-1828.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Wednesday, 26 February 1800

The first part Light Breezes and pleasant  
 at 2 P M saw a sail to the N W Made sail fore & Aft and gave Chase  
 at 3 took in sail and spoke with a ship from New Auleans bound to Havana the *Norfolk* in Company  
 at 6 — 2 Leagues from 8 or 9 Leagues East of Havana  
 at 7 P M shortened sail fore and Aft  
 at 11 the ship we spoke Run on board of us Carrayd away our Sprit-sail Yard done us no Material Damage she lost her fore and Mizen Top Mast by the Board Sent our Jolly Boat to Assist them  
 Middle part Light Breezes and Cloudy  
 at 3 A M the Jolly Boat came on board and she bore away

at 4 shew two Light for the *Norfolk*  
 at 5 Wore ship at 6 Made sail  
 at 8 took the ship in to[w] for The Havana and Made sail  
 Latter part Light Breezes and hazy within 2 Miles off the shore & 4  
 Leagues East of Havana

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

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

U: S: Frigate *Insurgent* Feb<sup>y</sup> 27<sup>th</sup> [1800]  
 15 Leagues West of the Moro Castle

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

SIR I avail myself of this present short notice, to acquaint you of my present situation my last respects of the 1<sup>st</sup> Ins<sup>t</sup> from St Kitts inform'd you of my having received your instructions to go down to Jamaica. on my way thither, I fell in with the *Constellation* in a very shatter'd situation, two days after the Action she had which you are no doubt inform'd of before this. both Cap<sup>t</sup> Truxton & myself thought it prudent that I should continue with him till we got down to Jamaica, which I did do; consequently created three days delay on my part; after I arrived there, I found the money I went after was not to be had, only in part, which I received on board amounting to One hundred & twenty thousand dollars the residue three hundred thousand dollars more, I was prevailed upon by Mess<sup>rs</sup> Atkinson & C<sup>o</sup>, & in conjunction with Cap<sup>t</sup> Truxton's advice, to call at the Havannah for, which they inform'd me would not create more than two or three days delay, as I thought it an object of magnitude to the Public, so large a sum being exported to our Banks; I made all the expedition in my power to effect the purpose. but unfortunately I have had such stormy weather, & head winds ever since I left Jamaica which was on the 14<sup>th</sup> Inst, that you will no doubt be anxious about our safety. I counted upon making the passage here in five days, & have been fourteen beating against heavy gales from the North, to W N W. most of the time under close reef'd topsails, but was happy to find the Ship made fine weather of it & stood the gale admirably.

As I hope to meet with quick dispatch here, I shall probably be with you before this gets to America.

I left the *Constellation* going on with her repairs & 'tis probable she might sail by this time for Norfolk under her Jury Main Mast.

As I shall be govern'd by the Winds & Weather when I get upon the Coast, I cannot tell you whether my destination will be as I shall aim for the Chesapeak, Delaware, or New York, which ever port I can get into most readily.

Be so good as to let M<sup>r</sup> Murray know that I am well

With great respect

I am

Your most Obed<sup>t</sup>

Hum<sup>l</sup> Serv<sup>t</sup> —

P<sup>r</sup> Sloop [space]

Via Norfolk

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

[27 February 1800]

An Act further to suspend the commercial intercourse between the United States and France, and the dependencies thereof

[United States Statutes at Large. Sixth Congress. Sess. I.]

[Note: This Act, approved 27 February 1800, may be found in the Statutes at Large, volume II, pp 7 to 11 inclusive.]

[Statutes II.]

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To Accountant of the Navy Department from Secretary of the Navy

[PHILADELPHIA]

Navy Department 27th Febr<sup>y</sup> 1800

THOMAS TURNER Esqr  
*Accountant of the Navy*

SIR The allowance of Commissions to Agents in the Navy Department in some instances where the business transacted has been troublesome and but to small amount has been as high as 5 p<sup>t</sup> Cent —

Nicholas Johnson Esq<sup>r</sup> of Newbury port Agent for building the Sloop of War *Warren* having superint[end]ed the building of that Ship in addition to his duties as Agent and his Comm<sup>s</sup> or expenditures being less than his whole services merited I think his extra charge of 250 D<sup>rs</sup> reasonable & just —

I have the honor to be

Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799–1800.]

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[27 February 1800]

Extract from a letter from an officer on board the U. S. S. *General Greene*, Captain Christopher R. Perry, U. S. Navy, commanding

[U. S. S. *General Greene*] CAPE FRANCOIS,  
*April 14. [1800]*

“On our leaving this place in January last. we were ordered by Commodore Talbot to make a cruize round Hispaniola, from which we returned but a few days since; not that it would have required half that time to have performed the route, but for the purpose of aiding Gen. Toussaint in the capture of Jacmel. We cruised off that port a considerable time, to intercept supplies for Rigaud. This had the desired effect. Jacmel, closely besieged on the land side by Toussaint’s army, and blockaded by the *General Greene*, was reduced to a state of starvation. As a last effort, they made a desperate sally in the night, with intention to force Toussaint’s lines, but failing in the attempt, and the whole garrison, of more than 5000 men, fell into the hands of Toussaint.

The capture of Jacmel is of infinite consequence to Toussaint, and of high importance to the commerce of the United States to this island, as in the general opinion it will much facilitate the entire reduction of Rigaud’s power. It is impossible for me to describe to you the manner in which Toussaint expressed his gratitude to Capt. Perry on the

occasion. We engaged three of Rigaud's forts warmly for 30 or 40 minutes; in which time we obliged the enemy to evacuate the town and two of the forts, and repair to their strongest hold; this fort however soon hauled down its colours. We had got our boats out ready to take possession of the place, and a number of Rigaud's cruising vessels and barges in the harbour, when a large ship hove in sight, which from her appearance capt. Perry and his officers judged to be a French frigate; it was thereupon thought prudent to relinquish the enterprize, and go in pursuit of her; but on speaking her, found she was indeed a French built ship, but then in possession of the British, and cruising in their service. The damage we received was very inconsiderable; a few shot in our sides, and some of our rigging cut away. The enemy had several men killed and wounded."

[According to "Our Naval War with France" by Gardner W. Allen, Jacmel fell on 27 February 1800.]

[LC, "Conn. Courent", (Hartford), 2 June, 1800.]

To Nathaniel Hooten, Ship Carpenter, Philadelphia, Pa., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department, 27th February 1800*

MR HOOTEN

*Ship Carpenter*

SIR MR Humphreys being absent you will be pleased to go immediately on board the *Enterprize* and ascertain from Captain Shaw what repairs are necessary, and have them executed with all possible dispatch This vessel cannot remain in port more than two or three days —

I am Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

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

[PHILADELPHIA]

*Navy Department 27th February 1800*

Mess<sup>rs</sup> JAMES & E WATSON

†

*New York*

GENTLEMEN Flannel & not paper should be used between the Ship & the Copper

I have the honor to be

Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Thursday, 27 February 1800

Light breezes and clear weather, employd in Sundry jobs of the Ships duty

P M at 4 the Cape S  $\frac{1}{2}$  W, 10 miles at the Cape SW  $\frac{1}{2}$  W 12 miles  
Tackd to the N<sup>d</sup>

At 10 the Cape SW by S tackd Ship to the E<sup>d</sup>

At 12 Midnight tackd to NW<sup>d</sup>

AM at 4 Wore to S<sup>d</sup> and E<sup>d</sup>

At 6 saw two strange sails to the N<sup>d</sup> & W<sup>d</sup>

At 8 boarded an american Schooner from the Cape bound to Baltimore In her we sent two french prisoners to be landed In America, Joind C<sup>o</sup> the U S Schooner *Experiment* from the bite of leogan and 2 Schooners prizes to the *Experiment* with Stores for the *Constitution*

At 12 Employd Receiveing Stores from the two Schooners

[NDA photostat.]

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Extract from journal of U. S. Schooner *Experiment*, Lieutenant William Maley, U. S. Navy, commanding, 27 February 1800

Boarded the *Constitution* was informed by Commodore Talbot that my Officers had accused me to him of *Cowardice* & ill usage.

[NDA, NO, Vol. 1.]

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Extract from the log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Thursday, 27 February 1800

The first part Moderate Breezes & pleasant

at 1 P M set steering sails below & aloft

At 3 took them in at 4 Cast off the ship which we had in Tow Bore away for the *Norfolk* the Moro Castle about 3 Miles W b S Sent the Barg on board of the *Norfolk* by order of a signal Barge Returned the *Norfolk* Barge came on board with the Capt.

at 5 took in more sail

at 12 Tack ship to the Southward

Middle part Moderate & Cloudy

at 3 A M Wore ship to the Westward

at 5 Wore ship to the Southward & Eastward Saw a Brig to the Leward off us

at 7 the *Norfolk* Made signals for us to Chase to Leward Made sail & bore down on the Brig at  $\frac{1}{2}$  past 8 spoke her from Charleston bound to the Havana the *Delight* of Newport Rhode Isle James Philips Master 9 Days out Sent the Jolly Boat got 3 Late Papers

Tackd ship Occasionally

Latter part Fresh Breezes & Cloudy

The Moro Castle bearing S W by W Dist 6 Leagues

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

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

[PHILADELPHIA]

28th February 1800

Capt<sup>n</sup> SAM<sup>l</sup> BARRON

*Norfolk*

SIR With respect to officering of the *Chesapeake* under your Command there have been ordered to join her



Lieutenants Josias M Speake, John M<sup>c</sup>Rea, John Archer, John Smith

Surgeon Thomas Reynolds

Sailing Master Edw<sup>d</sup> Ballard [Ballard]

Purser Buller Cocke, and the following Midshipmen

George W Coffin, Geo W Spotswood, John Henley, Edw<sup>d</sup> O'Brien, George Dabney, Philip Henop, Clement Lindsay, John Legg, John Goodwin Jun<sup>r</sup>, Westwood T Mason, Edward Bennett, P. S. Oglevie, Charles W Jones, Lewis Warrington, Octavius Augustus Page, Allen J Greene, George Parker, Abijah J. Hinton & Thomas Tingey Beale —

M<sup>r</sup> R H Lee Lawson who has lately been appointed a Lieut I am told by Col Parker very much to his merit is desirous of going a cruise or two as eldest midshipman to gain more experience in practical navigation — If upon conversing with him you find this to be his desire, you will be pleased to receive him under your Command in that character —

To complete the officering of the *Chesapeake*, You require

One Chaplain or School Master

Two surgeons mates

One Boatswain

One Gunner

One Sailmaker & one Carpenter — The first & four last of which You will be pleased to select proper characters for, and appoint I will provide the Surgeons mates in due season perhaps the Gentlemen you mention will be one of them — The appointment of Masters mates and of all the petty officers rests with the Capt<sup>n</sup> You are therefore at liberty to appoint M<sup>r</sup> Hipkins one of your Masters mates —

I have the honor to be

Sir

Yr obed Serv<sup>t</sup>

[NDA. OSW, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

*Navy Department 28th February 1800*

Captain SAMUEL BARRON

*Norfolk — Virginia*

SIR Enclosed you have a warrant for Edward Ballard to be a Sailing Master in the Navy — You will require him to take the oath & return it to this Office with a letter of acceptance —

There is a bill now before Congress authorizing the employment of school masters — When this bill passes into a Law, M<sup>r</sup> Matthew Hannery shall be appointed to that station on board the *Chesapeake* —

I have the honor to be

Sir

Your obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

To Lieutenants Jeremiah Barton, U. S. Navy, et cetera, from Captain Alexander Murray, U. S. Navy

U: S: Frigate *Insurgente*  
Off MATANZAS 28<sup>th</sup> Feb<sup>y</sup> 1800.

GENTLEMEN I have received your letter of the present date & am very sensible of the very perilous situation we are now in, owing to the most uncommon Winds & weather, that we have met with since we left America.

Taking all the enumerated circumstances of your letter into my most minute consideration, I am clearly of your opinion, that it would now be the height of imprudence to contend longer with the untoward events of our passage, thus far through the Gulf altho' at the same time it was my most anxious wish to call at Havannah which I did not think would create much delay, when I engaged so to do, but as the object of calling there was of an uncertain nature, & at the best construction, that could be put upon it, would have created a greater delay than I am justifiable to give into: I am perfectly disposed to shape our course for America without delay where I hope to justify my conduct to the Sec<sup>y</sup> of the Navy

Accept of my best offers of services & friendly intentions towards you & be assured that I am with great esteem

Your Most Obed<sup>t</sup>

Hum<sup>e</sup> Serv<sup>t</sup>

Mess<sup>rs</sup> BARTON &c — —

[NDA. A. Murray's LB, 1799–1805.]

[28 February 1800]

To Secretary of State from U. S. Consul at Cadiz concerning Proclamation of Blockade of Gibraltar

(OFFICIAL.)

A letter from the American Consul at Cadiz, dated the 5th of March, 1800, to the Secretary of State, announces a Proclamation of the king of Spain, declaring the port of Gibraltar in a state of blockade. The following is a translation of the Proclamation, as printed and published at Cadiz on the 28th of February last.

### BLOCKADE OF GIBRALTAR.

HIS Catholic Majesty, desirous of lessening as far as possible the injuries resulting to the nation by the shameful trade carried on by many of his subjects with the Garrison of Gibraltar by means of neutral vessels, and availing himself of the right of making reprisals on the enemies of his crown, who have declared the ports of Cadiz and St. Lucar in a state of blockade: — His Majesty is therefore pleased to order, that from this day the Garrison of Gibraltar shall be considered as blockaded, and that in consequence thereof, all neutral vessels bound to that port shall be considered as lawful prizes.

Published for the information and government of this city and neighborhood.

CADIZ, 28th of February, 1800.

[LC, "Claypoole's American Daily Advertiser" (Phila.), 26 April 1800.]

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

[PHILADELPHIA]

Navy Department 28th February 1800

GIBBS & CHANNING

New Port

GENTLEMEN I am honored with your letter of the 19th —

If you can get 30,000 D<sup>r</sup> for the *George Washington*, & think her worth no more, take it — otherwise let her repairs go on so that we may soon send her to sea —

As to the *Two Angels* [*Les Deux Anges*] I suppose she has already proceeded to Boston — if she has not, to avoid the danger of the voyage she should be put into the Court, and if condemned sold there — I suppose the Cargo will sell as well there as at Boston — The Law will permit her trial either at Boston or New Port —

I have the honor to be

Yr obed Servt

[NDA. GLB, Vol. 3, 1799–1800.]

To Secretary of the Treasury from Secretary of the Navy

[PHILADELPHIA]

Navy Department 28th February 1800

OLIVER WOLCOTT Esq

Secretary of the Treasury

SIR The draft of your letter to me is now returned is conformable to the arrangements of the Navy in every particular — The vessels can be in the line of their duty and have as good a chance of performing other essential service in going after money from the U S as if they were sent to cruise only — at least the difference cannot be material — Whenever then you know of sums of sufficient magnitude to be sent for, we shall always be able to furnish a vessel in three or 4 weeks notice —

I am with great respect

D<sup>r</sup> S<sup>r</sup>

Yr obed St

[NDA. Req. on US T, 1798–1803.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Friday 28 February 1800

Moderate breezes and clear weather, lying too employd Receiiving Stores that were sent by M<sup>r</sup> Levy Navy Agent at cape francois by the Schooner

Viz 26 cask of Brandy	110 barrels of bread
58 boxes of candles	17 barrels of beans
28 bags and 2 barrels of potatoes	42 firkins of butter

Also one box containing twenty dozen Shirts —

At 8 Joind company the U S Brig *Agusta*

At 12 light airs and a smooth sea

AM  $\frac{1}{2}$  past 6 out all reefs of the topsails Set Top Gallant sails  
In chase of a strange sail, at 8 the Cape bore S S W

$\frac{1}{2}$  past 9 fir'd a Gun and brought too the chase, A Danish Schooner  
from Port Republique bound to St Thomas'

Armd and Mannd the Schooner *Amphitheatre* and fitted her out for  
a 30 days cruise, Sent carpenters on board her to mount the Cannon-  
ades and Swivels sent out of the *Constitution*, 12 Monte S by S [sic]  
18 miles

[NDA photostat.]

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Extract from Log of the American Merchant Ship *Friendship* 28 February, 1800

Begins with fresh breezes, and a high swell from the Westward, at  
Day light, made Cape St. Vincents: bear<sup>d</sup> E S E Distant about, 7  
or 8 Leagues; & at 5, pm Cape St. Maria Bore N N E about 4 Leagues  
run under easy sail all untill 4 am then lay by 1 hour untill Day light,  
at Day light on the 1<sup>st</sup> March saw the land from Rotta point to St.  
Perro. Entrance St. Lucar River; Bore away & made Sail, at 8  
Saw Cadiz,  $\frac{1}{2}$  past 9 lett go our anchor in Cadiz Bay, in passing the  
point of Rotta, met a french privater, who with his consort came out  
with an intention of Saluting us but on come near us they alter'd  
their winds, but not without trying to intimidate us by Brailing up  
there Sails & heaveing to for us, and although they took us at an  
nonplus still we showed them that we where not to be bulied; we  
imediately luff'd took up Fore sails in Top Gallant Sails, knock'd  
out the Tompions, primd the Guns, and bore away and pass'd the  
first within pistoll shott, but we where so unfriendly as not to change  
a word Together —

So Ends a prosperous passage Thank god —

18 Days —

Latt<sup>d</sup> 36°.51' N.

Long<sup>d</sup> 8°.40' W.

[Essex Institute.]

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To Captain George Little, U. S. Navy, from Captain Silas Talbot, U. S. Navy

U. S. FRIGATE *Constitution* 1 March 1800 —

SIR, I have the pleasure to forward by the Brig *Agusta*, several  
dispatches for you, and your Officers: and I ought to apologise for  
breaking the seal of a letter directed to you, which is now enclosed, it  
was done thro' mistake your letter was put under cover of one to me;  
and thinking it was from some of my acquaintance, and not previously  
attending to it's direction it was broken; but at the same instant,  
and before one word was read, I discovered the mistake: and I give  
you my word, that neither myself, or any one else here, has the least  
knowledge of what it contains: after this statement, I trust that you

will have the goodness to excuse the blunder — The Secretary of the Navy is pleas'd to observe, in a letter I had the honor to receive from him, dated the 23<sup>rd</sup> of January, that letters had been published that was wrote by Officers on this Station to their friends in the United States, that has already done mischief; and directs me to inform all under my command, that the President disapproves of the practice, of writing private letters from our Ships, relative to public transactions and I am directed to enjoin it on all Officers to avoid this practice, which is sometimes injurious, not only to the public Interest, but to the Officers themselves; I have therefore to request that you will make it known to all on board the *Boston*, that they are forbid to write one word, to any one of their acquaintance, except to the Secretary of the Navy relative to the public service they are employ'd in.

The honorable the Secretary of the Navy is pleased further to observe that it appears from some letters, wrote by our Officers, and published, that some of the Captains on the S<sup>t</sup> Domingo station think themselves, authorized to Capture French property in Neutral Vessels — and he observes that mistakes of this kind, will lead us into quarrels with all the world, and that it is our Interest, and our policy to avoid them; at least not to provoke them, by acts of injustice. — and he directs me to check this disposition to make captures, which our Laws do not authorise. That the Commanders must be governed by the Laws, and by their instructions founded by the Laws —

The Secretary further adds "I understand from M<sup>r</sup> Higginson that the Brig sent in, by Capt<sup>s</sup> Little & Perry to Boston will not be condemned, and that the most expected, is a decree, that there was cause to justify the sending her in for trial" —

Ten days after the receipt of this letter you will appear off the harbor of Cape Nicha<sup>s</sup> Mole, and send your boat in to inform all American Vessels (if any are there) that you are off the Harbor, and ready to take under convoy, all such as are bound up to port Republic &c<sup>s</sup> — And you must continue in like manner to appear off the Mole S<sup>t</sup> Nicholas every fourteen days, to Convoy all such American Vessels as may be bound up the bite; and also every fourteen days to sail from Port Republic, with such convoy as may choose to profit by your protection — When it is generally known in the United States; as I presume it will be soon; that this arrangement is made it is likely that our Merchant Vessels will stop at the Mole, and then wait a Convoy up the Bay —

Should Captain Perry relieve you, on your present Station; without first seeing me; You will please to communicate this Order to him; so that he may govern himself accordingly after the *Boston* has left that station.

I have the honor to be with great respect

Sir

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

SILAS TALBOT.

Cap<sup>t</sup> GEO. LITTLE of  
the *Boston* Frigate }

[F. D. Roosevelt Collection.]

Extract from a letter from Captain Richard V. Morris, U. S. Navy, commanding the U. S. S. *Adams*, concerning her cruise from 24 January to 1 March 1800

## OFFICIAL

[U. S. S. *Adams*] March 8th [1800]

"On my last cruize, which commenced on the 24th of January, and expired on the 1st of March, I re-captured the American schr. *Isabella*, of and from Portland, bound to Trinidad, a prize to the French corvette *Le Berceau*: and captured three French privateers — the first *Le Gambeau*, a small boat, with 4 swivels and 16 men; the 2d *L'Heureuse*, a schooner of 35 tons, 4 guns and 50 men; she had taken two prizes, which reduced her to 29 men, threw 3 of her guns, boat, spare spars, &c. over in the chace.

"The other the *General Massena*, of 30 tons, 6 guns and 49 men, 30 hours from Guadaloupe, had taken nothing; threw 4 guns and boat over in the chace."

[LC, "Claypoole's American Daily Advertiser" (Phila.), 9 April 1800.]

To Ebenezer Jackson, Navy Agent, Savannah, Ga., from Secretary of the Navy

[PHILADELPHIA]

Navy Department, 1st March 1800

EBENEZER JACKSON, Esquire  
*Savannah Georgia*

SIR Captain Campbell in the Brig *Eagle*, sent into Savannah one or more prizes, about which I have never heard since their arrival — many months ago —

The United States are entitled to one half the prize money, and it is right that the Government should know that the men receive their proportion of the rest — Will you do me the favor to make enquiry how many vessels have been sent to Savannah as prizes — What has become of them — Whether they have been condemned & sold, & if sold what has become of the money. —

If you can get the whole money into your own hands belonging to the United States and belonging to the Crew, I wish you would do so, & you can place it to the credit of the Navy Department, & I can have the same amount properly applied here —

I have the honor to be

Yr obed Servt

[NDA. GLB, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department March 1st 1800

JAMES & EBENEZER WATSON  
*New York —*

GENTLEMEN None but very good powder must be purchased for the Navy — the Spanish powder is totally unfit — Please to procure of good powder imm<sup>y</sup>. 26,500 lbs for the *Philadelphia* at such price as

you find necessary to give and send it on without delay — Let not your purchase extend to a larger quantity than mentioned for the present —

You may purchase the *Carolina Pease*. — It is not essentially necessary that you should be in great haste in loading the Vessel with provisions for the Cape lest we have demurrage to pay — I expect daily to hear of the arrival of the *Trumbull* at New York but she may have met with something to detain her that I have not calculated upon —

I have the honor to be

Yr obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. GLB, Vol. 3, 1799–1800.]

Extract from Captain Thomas Truxtun's Journal, U. S. Frigate *Constellation*, Saturday, 1 March 1800

Having got the ship ready for Sea in the best manner that was possible to Refit her at Jamaica there being no Masts to be procured at any price.

At one A M. unmoored and at five D<sup>o</sup> made the Signal for the Convoy to get underway and immediately weighed and stood out to sea with the Land wind but at 10 D<sup>o</sup> just as we had passed the Portuguese Shoals & the 3 fathom Bank it fell calm, which obliged us to anchor in Six fathom Water, as well as a British frigate — there being a heavy swell setting in and a Lee-current, soon after several of the Merchantmen Anchored. —

[HS of Pa. NDA photostat.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Saturday, 1 March 1800

Moderate breezes and clear weather, lying too Abreast of Monte a christo Brig *Agusta* and Schooner *Experiment* In company, Employd working up Junk, fitting out the Schooner *Amphitheatre* and Receiving Stores from the Schooner

Lieu<sup>t</sup> [Edward] Boss and M<sup>r</sup> [Edward] Boss, [Jr.] Midshipman Joind the Schooner *Experiment* by Captain Talbot's orders

At 4 Calm, Ships head to the Northward at 6 the Monte bore S E by S 1/2 S 6 leagues. at 9 a breeze from ENE parted company with the *Experiment* and *Agusta*

Wore an tackd as nessasary during the night to keep to windward of Monte a christo

AM at 8 Moderate and Clear, Carpenters at work on board the Schooner *Amphitheatre*

At 12 light airs and variable Monte a christo W S W 6 leagues

[NDA photostat.]

## 260 NAVAL OPERATIONS; JANUARY 1800-MAY 1800

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Extract from log book of U. S. Ship *General Greene*, Captain Christopher R. Perry,  
U. S. Navy, commanding, Saturday, 1 March 1800

Fresh Breeze, pleasant weather — at 1 P M took two Reefs in each [of]  
the Top sails — Sat main Top Gall<sup>s</sup> Sail — at 6 P M. Cape Jackmel  
bore WSW, distance 4 or 5 Leagues — haul'd by the Wind to the  
Southward — Middle part light Breezes — At midnight wore to the  
Northward — Moderate Breezes —

Latter Part, fitted a new mast and Bowsprit for the flag sent by  
Toussaint, which were broke at the time the Ship drag'd her anchor —  
Bent the old fore and main Topsail — At Meridian Point Jackmel  
bore W.  $\frac{1}{2}$  S. 3 or 4 Leagues

Latitude Observed 18° 12' North

[NDA, NO.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S.  
Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding,  
Saturday, 1 March 1800

The first part Fresh Gales and flying Clouds

Wore ship Different times as Occasion Required

At 6 PM the Land 4 Leagues, Dist point of Matansa

at 9 shortened sail in a squall

Set sail after it was past

Middle part Fresh Breezes and Cloudy

Wore Ship Occasionally

at 6 Made sail at 7 the pan of Matansa bore from us S W B S Dist  
7 Leagues

at 11 A M saw a sail to the Northward

at 11 $\frac{1}{2}$  spoke the *Norfolk* off Matanza Sent the Barge on board  
the *Norfolk*

at Meridian Hoisted in the Barge

Latter part Moderate Breezes and pleasant

The Matanza bearing S W S 5 or 6 Leagues Dist

3 Sail in Sight

4 Men incapable of Duty

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

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[2 March 1800]

Account of the capture of the Merchant Ship *Mary*, Israel Charles Anthony, master,  
by three armed barges and subsequent barbarous treatment of the American  
prisoners

Be it known and manifest that on this 18<sup>th</sup> day of March in the  
Year of our Lord 1800 personally came and appear'd before me  
Robert Ritchie Consul of the United states of America resident in  
this City I. C. Anthony late Master of the Schooner *Mary* of Charles-  
ton of the burthen of Ninety Tons or thereabouts, who being duly  
sworn on his solemn Oath deposes and says, that he sailed from  
Charleston the 12<sup>th</sup> day of February last on board said Vessel bound  
on a voyage to this place, and that in the prosecution thereof experi-  
encing various winds and weather, nothing happened remarkable or  
worth notice till on the 2<sup>d</sup> of the present Month, being then with his



said Vessel in the Bite of Leogane (commonly so called) within four leagues of his destined port, at or about 8. O'Clock P. M. was boarded by the Crews of three Armed Barges, that had for some time given chase, and who immediately took possession of the Vessel of the Deponent, having no means of making any resistance. They then directed the course of the Vessel towards Petit. Goave, saying it would afford a fine Market for the vending of the Cargo; but when they came abreast of the Island of Gonave they, bore away, run down, and anchored the Deponents Vessel at about 8 O'Clock A. M. of the next day, near the N. W. end of said Island. —

In the space of a few hours afterwards they launched out the Boat belonging to the Deponent's Vessel and ordered himself and his Crew therein with their baggage & some provisions — leading him to believe that himself & Shipmates would be left to pursue the route that to them Seemed fit. — But contrary to expectation, they manned a Barge with twenty five men all Negroes, and put a double quantity of loaded muskets into her. This Barge took the boat, in which was the Deponent and his shipmates in tow, and landed them about ten miles below, where they left their Schooner — as soon as on shore, the Crew of the Barge commenced stripping them & pinionning their Arms behind them — which as soon as perceived by the Deponent, comprehending their diabolical Design, by a fortunate exertion, himself and the person who acted on board his vessel in capacity of Cook extricated themselves and fled up the Mountains —

Several Muskets were discharged at him, but he providentially escaped, and concealing himself avoided their pursuit. The frequent discharges of Musketry too lamentably foreboded the fate of his Comrades, and the next day when satisfied of the departure of these pirates on returning to the Shore the dreadfull catastrophe was realised, finding the bodies of six of his people naked & butchered in a shocking manner. The Chests that contained the wearing apparel broke & scattered on the beach — & fragments of the Ships papers distributed in every direction. — Turning from this horrid scene in the course of his day he discover'd the Cook who had fled at the same time with himself, laying in the bushes, nearly exhausted from the loss of blood from a wound received in his arm. The deponent after affording him every assistance that his own deplorable situation would admit of, having been severely wounded by the rocks he had travelled over, & much exhausted from the want of food after remaining six days, was necessitated to abandon him for his own preservation that he might seek the means of sustaining life and happily find a mode of quitting this desert. After having travelled as the deponent supposes nearly twenty miles towards the East end of the Island he discovered a Cave in which a great part of his vessels Cargo was deposited, and fortunately some provisions, a portion of which he supplied himself with, and while there, (having observed great caution concealing himself) Three barges came and took away every article that was deposited in the Cave. With his strength somewhat recovered he continued his journey partly over flinty rocks, & partly wading on the Sea shore when on the second day to his great joy he providentially discovered a small, boat in the Mangroves filled with mud and Water which with a courage inspired by hope, he soon prepared for embarking himself in, and found such facility in — provid-

ing a mast & other things necessary as deeply impressed him with an Idea that a Superintending providence interfered to terminate his distresses. On the 15<sup>th</sup> of the present Month he committed himself in this small boat to the Mercy of the Waves, but highly favoured by the winds, he safely arrived in this Port early the next Morning & has appeared before me the said Consul to receive this his declaration, deposing at the same time that, though he knows not the name of any of the Barges or the officers that commanded them, he has reason to believe they were fitted out from the ports, and sailing under the authority of Rigaud Commanding the Southern department of this Island now in a State of Rebellion. —

He further declares that he requires this Act from me the Said consul to serve when and where necessary for [word obliterated] every one concerned for the founding and supporting a claim (if necessary) for a total loss of both Vessel & Cargo. —

(Signed) ISRAEL CH. ANTHONY

Sworn as above before me.

(Signed) ROBERT RITCHIE

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I Robert Ritchie Consul of the United States of America at the City of Port Repub<sup>l</sup> do certify the foregoing to be a true Copy of the original declaration deposited in my Office.

In Testimony whereof I have hereunto Subscribed my name & afixed my seal of Office the day & month & year first written and of the independance of the United States of America the 24<sup>th</sup>

(Signed) ROBERT RITCHIE

A true Copy. E. STEVENS

[SDA, CL, Cape Haitien, Vol. 2, 1799-1800.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Sunday, 2 March 1800

At one P M. hove up and made a Stretch to Windward at 2 Ditto tacked and

at 6 the West end of Portland bore NWBW 4 Leagues Distance — Stood a long shore at the distance of 3 Leagues in about 13 a 20 fathoms Water Until abreast of Pedro Bluff, When we had no ground — Which Bluff at Noon bore NNE about 4 Leagues Distance. Convoy consists at *present* of Nine Sail.

Spoke his Britanic Majesty's Schooner *Mosquito* Bound on a Cruise —

[HS of Pa. NDA photostat.]

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Extract from log book of U. S. Ship *General Greene*, Captain Christopher R. Perry, U. S. Navy, commanding, Sunday, 2 March 1800

First part calm with a heavy swell in shore — At 1 P. M the flag left us — at 3 P. M. got all the Boats ahead to tow the Ship off Shore. — At 7 a light Breeze from the Eastward; at 8 Cape Jackmel bore

N by W distance 1 Leage — At 10 hoisted the Boats in — Took in Top Gallant sail & Main Sail — Middle part Moderate Breezes — At  $\frac{1}{2}$  past 6 A M. Tack'd to the Northward, made all Sail — At 10 Light winds; wore Southward — Ends moderate Breezes — At Meridian Cape Jackmel bore W B N, distance 6 or 7 Leagues — Latitude Observed  $18^{\circ}1'$  North

[NDA, NO.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Sunday, 2 March 1800

The first part Moderate and pleasant  
tack'd ship Occasionally 3 sail in sight

at 2 P M Made sail and gave chase after 2 of them come up with them gave them 2 shot found they were the two Providence men we spoke befor gave over chase & took in sail at  $\frac{1}{2}$  past 4 and Tackd ship to North<sup>d</sup>

at 6 P M the pan of Matansa bore S W Dist 5 Leagues

Tack ship Different times

Middle part Light Breezes and Cloudy

Tack'd ship Different times

Made Sail Occasionally

The *Norfolk* in Company fell in with the Brig *Delight*

at 12 Meridian the pan of Matansa bore S  $\frac{1}{2}$  E 4 Leagues Dist

Latter part very Moderate Weather

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

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[3 March 1800]

#### An Act providing for Salvage in cases of Recapture

[United States Statutes at Large. Sixth Congress. Sess. I]

[Note: This Act, approved 3 March 1800, may be found in the Statutes at Large, volume II, pp. 16 to 18 inclusive.]

[Statute II.]

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To Lieutenant David Porter, U. S. Navy, from Captain Silas Talbot, U. S. Navy

U. S. FRIGATE *Constitution* 3<sup>d</sup> of March 1800

SIR Having appointed you to the command of the armed tender *Amphitheatre*, it becomes necessary to point out generally the duties she will have to perform — In the first place it is intended that she should keep between the shore and the *Constitution*, so near that no small vessel can pass near the land undiscovered. for the present, and untill further orders you will keep cruising near Monte Christo, as the most likely place to prevent vessels from escaping you; it appears to me likely that you may anchor under the lee of Montichristo every night in safety. If that is practicable it will be best so to do; as in that case nothing can hardly escape being discovered by you, and it will prevent the risk there is in keeping under sail quite near the land in the night, and you will be in a good situation to cut any vessel off in the morning with the land wind, should any be in the offing or

running along shore. All vessels with General Toussant Louvertures and the American Consul Generals passports on board, may be suffered to pass freely. But vessels without them, may be stop'd, and examined strictly, and brought to the *Constitution* if she is near to be found. But if suspicious they may be detained untill you fall in with the *Constitution*.

To prevent any mistake that may arise in case any prizes should be taken by the *Amphitheatre* or the *Constitution* while you have the command of her. You are to understand, that the crew of the tender you command is to be considered as a part of the crew of the *Constitution*, and that if any prizes are taken by either in company or separately the effects is to be divided as if taken by the *Constitution*, and as if you and your crew was really on board her, yourself sharing in the class of my Lieutenants, and the other part of your crew to share as if on board the *Constitution* — You will be very attentive to sounding frequently, when near the shore, so as to discover the depth of water and shoal ground

I am Sir

Your Humble Servant

(Signed) SILAS TALBOT

L<sup>t</sup> DAVID PORTER

Commanding the Armed Tender (Schooner) *Amphitheatre*

A True Copy

DAVID PORTER

Witness ROB<sup>t</sup> ROBERTSON

BENJAMIN HODGDON

On this first day of August On[e] thousand Eight hundred before me Robert Henry Dunkin Notary Public for the Commonwealth of Pennsylvania duly Commissioned and Sworn residing in the City of Philadelphia and by Law authorized to administer Oaths and Affirmations Benjamin Hodgdon who being Sworn on his Oath says that the annexed is a true and exact Copy of the Original by him therewith carefully compared and that the Signature David Porter Lieu<sup>t</sup> is the proper handwriting of David Porter at present a Lieutenant on board the United States Schooner *Experiment*

BENJAMIN HODGDON

Sworn as above before me Quode Attestor

ROBERT HENRY DUNKIN

Not<sup>y</sup> Pub.

[NDA. A, 4.]

To Purser Henry Wild Noble, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 3<sup>rd</sup> March 1800

M<sup>r</sup> H WILD NOBLE

Purser of the *Portsmouth*

SIR I have received your letter of 26<sup>th</sup> Ult<sup>o</sup> and will as soon as a proper person can be found to succeed you, send him on to New York to receive from you the Stores &c &c on hand — No doubt every reasonable allowance ought to be made & will be made in the settlement of your Accounts for the circumstances mentioned in your letter —

I request you will let me know in confidence what you allude to in the following paragraph of your letter "Irregularities on board the  
 "ship which you will eventually have cognazance  
 "of produced an anxiety of mind which increased  
 "my disorder, and made me miserable indeed" — I will observe that it is the duty of every public officer to give information of every thing which concerns the Public Interest or honor — But I will consider any communications from you as confidential until you consent that they should be considered otherwise

I have the honor to be

Yr obed Servt

[NDA. OSW, Vol. 3, 1799-1800.]

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To Jones & Clarke, Agents for U. S. R. C. Brig *Eagle*, Philadelphia, Pa., from  
 Secretary of the Navy

[PHILADELPHIA]

Navy Department 3<sup>rd</sup> March 1800

Mess<sup>rs</sup> JONES & CLARKE

*Philad<sup>a</sup>*

GENTLEMEN I was not until last Saturday informed that you are Agents for Capt H G Campbell of the U S Brig *Eagle* — I regret that I was not sooner in possession of this information —

Permit me now to request that you will furnish me with the names & discription of any captured vessels sent to your charge by Captain Campbell — the ports at which they may have arrived, & the particular sums of money which you as Agents may have received either for salvage or from the sale of prizes —

I have the honor to be

Gentlemen

Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

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To Lieutenant John Shaw, U. S. Navy, from Abishai Thomas for Secretary of the  
 Navy

[PHILADELPHIA]

Navy Department 3<sup>rd</sup> March 1800

Lieut JOHN SHAW

of the *Enterprize*

SIR The Schooner *Enterprize* must be prepared for sea with all possible expedition Be pleased therefore to have your Indents immediately made out, & deposited at this Office that orders may issue on the Navy Store for Stores of every kind necessary for 6 months cruise, if your vessel will store so much, if not for as much as she will carry, taking care to be fully supplied with the most essential articles of provisions particularly

I am Sir

Yr obed Servt

By order

A. THOMAS.

[NDA. OSW, Vol. 3, 1799-1800.]

To Nathaniel Hooten, ship carpenter, Philadelphia, Pa., from Abishai Thomas for  
Secretary of the Navy

[PHILADELPHIA]

Navy Department 3<sup>rd</sup> March 1800

M<sup>r</sup> HOOTEN  
Ship Carpenter —  
Philad<sup>a</sup>

The Schooner *Enterprize* must be in readiness to sail by Thursday next at farthest I request therefore that you will employ such a number of Workmen as to insure the Completion of what depends on you by Wednesday night

I am

Sir

By order of the Secr<sup>y</sup>

AB THOMAS

[NDA. GLB, Vol. 3, 1799–1800.]

[3 March 1800]

Protest of Jeppe Didricksen, Master of Danish Schooner *William and Mary*

S<sup>t</sup> Croix Anno 1800 this 31<sup>st</sup> of May personally appeared before me Hans West, His Danish Majesty's Notary public of the island of Sainte Croix in America, Jeppe Didericksen master of the danish Schooner *William & Mary*, & William Lambert Supercargo on board said Schooner, the property of William Ruan, Native, merchant & resident of this island, Who in Conformity with laws & ordonances had noted a protest in this island on the 18<sup>th</sup> May at eleven o'clock, the day after their arrival; in reference to which they now depose & saith, that they had been carried into S<sup>t</sup> Domingo, where vessel & cargo had been condemned, witness the french declaration, protest & condemnation hereby produced, & that the Deponent Jeppe Didericksen, who, by having been separated from the Supercargo & the crew of the vessel in the hands of the french, had been obliged singly to make his protest in the port republicain, formerly port au prince, whereof he now produced as full a detail as necessary hereto annexed, which deposition the Deponent William Lambert declareth to be just and true as far as he ocularly had experienced till the moment, he was put in confinement. The Deponents moreover produced an account of expences incurred by this capture amounting to D<sup>lrs</sup> 559, hereto annexed, and another account to amount of D<sup>lrs</sup> 3934.20, being the amount of invoice of sundry merchandise belonging to the Deponent Jeppe Didericksen himself — And whereas the Deponent William Lambert was obliged to leave this country today or to morrow morning, the judge being absent on business, he claimed jointly with the Deponent Jeppe Didericksen master to be taken upon oath for the truth of the declaration & protest hereto annexed before me the said Notary public. —

Whereafter the said Deponents Jeppe Didericksen & William Lambert, being duly sworn according to the laws of this country, declared the protest and accounts hereto annexed just and true as signed by the said Deponents before me —

[NDA. CMR, Vol. 1, 1799–1805.]

[3 March 1800]

Concerning capture of the Danish Schooner *William & Mary* by the U. S. Ship  
*General Greene*, Captain Christopher R. Perry, U. S. Navy, commanding

## SAINT CROIX

I Left the west end of St Croix, on the 26<sup>th</sup> February, at ten oClock at night, Master of the Schooner, *William and Mary*, belonging to William Ruan, bound to Arquin in the Island of Hispaniola, with a Cargo of dry Goods, Provisions and Lumber. I proceeded on my voyage untill the 1<sup>st</sup> March 1800. when I was brought to, and boarded by the British Schooner Boat *Diana*, William Collins Master; Tender to the British Brig *Diligence*, then off point Salinas: my papers were immediately examined by the said Collins; which he was well satisfied with and permitted me to proceed: But I requested a Letter or Certificate, from this Captain, to the Commander of the next british Cruiser to leward, in order to prevent further Detention; this Letter or Certificate, he immediately granted me; with which I pursued my Voyage, untill the 3<sup>d</sup> of March in the Morning, steering for Cape Bennet, I was fired at brought to, and boarded by the united States Frigate *General Green*, Captain Christopher Perry: my Schooner was immediately taken in possession, by the Frigates Crew, myself, my Supercargo, and my Crew, detained on board that Ship, untill 5 oClock in the afternoon. While I was on board this Frigate, a Boat or Barge out of Bay Bagnott with armed Negroes, one white officer, and french Colours, came on board her. I was immediately informed, that this Barge was one of General Tousants Cruisers; Captain Perry of this Frigate informed me, that he was then, blockading the port of Jacmel, and cruising in behalf of General Tousant, that the English Ships were also cruising for Tousant; and that my Schooner and Cargo, were a good Prize to either him, or any of the English Frigates, as I was bound to Arquin; Myself, and Supercargo dined with Captain Perry on board his Ship; in Company, with Captain Thomas M Bladwell of a danish Schooner (which was then brought to by the same Ship) and the officer of the aforementioned Barge. At about 5 oClock P. M. this Captain Bladwell was put on board of his Schooner. Myself, Supercargo, and Crew, were next put on board of my Vessel, by this Frigate's Boat, with every appearance of a perfect Acquittance from her. This french Barge, pushed off from the Frigate, at the same Time, I did, and was on board of my Schooner, as soon as myself, at about Musquit Shot, from the Frigate. This Barge after boarding me, immediately carried my vessel, to Bay Bagnott about six Miles, to the westward of Jacmel Harbour: (which this Frigate *General Green* in open Violation of all the Laws of Neutrality permitted to be done, directly under his Guns, after I had been thus long detained by her, principally as I now suppose of betraying me, in the Manner she did) my Schooner was the same Night anchored in that Bay. Previous to being put on board of my Schooner; Cap<sup>t</sup> Perry fired signal Guns; and I saw an other Schooner coming out of this Bay, but then apprehended no Danger from either the Barge, the Frigate, or this Schooner: but when I discovered this french Boat's officer on board of my Schooner. I requested the Officer in the Frigate's [*General Greene*] Boat (then along side) to inform Captain Perry of the Frigate, that I really expected his protection, that after being thus detained, I could

not think that he would suffer neutral Property to be thus piratically captured under his Guns: however I heard nothing from Captain Perry in answer to this Request; but who immediately hauled his wind. This Evening being the 3<sup>d</sup> March after my vessel was anchored, my papers taken away, and Crew put on board of a french Privateer, belonging to General Tousant. — On the 4<sup>th</sup> March my vessel anchored as usual at this Bay, she was stripped and my Cargo plundered by the Prize Master, and others Frenchmen. On the 5<sup>th</sup> March I was invited to visit General Tousant, and immediately requested a passport from him, for Port Republicain, there to await the Decree of that commercial Tribunal respecting my Vessel and Cargo. I immediately proceeded to Port Republicain there made my necessary Protest; and with the very utmost Difficulty, and enormous Expences obtained a Copy of my vessels Condemnation. Captain Christopher Perry took a Mulatto Man named Jim from on board the French Privateer Schooner; who was one of my Crew, a Native of this Island, and belonging to a Captain Benjamin Tatem of said place, (together with my Mate; pretending that he knew them to be both Americans. On the 13<sup>th</sup> March my Schooner was conducted to this Harbour of Jacmel, where the Remainder of her Cargo was landed, and taken into Store by the Administration, my vessel then fitted out as a privateer. Some Days after the Administration of Jacmel sent off to Captain Perry of the united States Frigate a Quantity of Coffee; I found on strict Enquiry; that this Coffee was as a Recompence to the said Captain Perry; for having daringly, and basely been instrumental in sending in my Vessel. The Six Sailor Negroes of my Schooner *William and Mary* (also the property of William Ruan) were Kept on board the french Privateer Schooner aforementioned from the Evening of my Capture untill the 9<sup>th</sup> April: my Supercargo was held for some Time as a Prisoner also; but on the 9<sup>th</sup> April after great Difficulty; I had a Letter of Permission from the General in Chief; for these my people and accordingly I received them on shore, and provided necessary Shelter for them. Some few days following three out of the Six, were decoyed away by the military africans of Jacmel. I embarked on the 27<sup>th</sup> April from Jacmel to Currocoa, and I arrived at that Port on the 3<sup>d</sup> May, from thence I sailed on the 10<sup>th</sup> May, and arrived at this Port on the 17<sup>th</sup> Instant, with my Supercargo, and three Sailor Negroes, being attended with very heavy Expences. Wherefore duly observing and referring to my Protest, made in Port Republicain; dated the 17<sup>th</sup> Ventose [7 March 1800]; as well as holding a Copy of my Schooner's Condemnation. I do again now protest most solemnly, for and in Behalf, of my Owners, myself, or whomsoever concerned, *First.* Against Christopher Perry Commander of the aforesaid united States, Frigate *General Greene* his Ship and Crew. *Secondly.* Against the aforesaid french Barge her officer and Crew. *Thirdly.* Against the commercial Tribunal of Port Republicain. *Fourthly.* Against the Government of Jacmel. *Lastly,* Not only against these, but also against all Cruisers, Sea Rovers, or Pirates whatever, for all Damages, Losses &c.&c, that may hereafter accrue from such unwarrantable Conduct not only for Damages, Losses &c.&c. but for the Insult offered to the neutral Flag, of his most gracious Majesty. —

J DIDRICKSEN.  
W<sup>th</sup> LAMBERT



And I the said Notary public do hereby in behalf of the Deponents, their owner, crew & others concerned protest in the most ample manner against the above mentioned American frigate, whose partial Services to that party are publicly acknowledged by the Proclamation of the General in Chief Toussaint Louverture in the Gazette of S<sup>t</sup> Domingue L'Observateur dated quarter'd [?] 14 Germinal Year 8<sup>th</sup> [4 April 1800] hereto annexed, as well as against the aforesaid barges, the commercial tribunal of Port Republicain, the Government of Jacmel, and against all pirates & unlawful cruisers for all damages, losses, costs expences, detention, interest & loss of profit, already sustained or hereafter to be sustained by the Deponents & their concern for all such to be fully indemnified, & the said perpetrators to be deservedly punished for violating the right of nations & insulting the flag of His Danish Majesty —

\* \* \* \* \*

HANS WEST  
Notar publ

I, Charles Rodgers Vice Consul of the United States of America at the Island of S<sup>t</sup> Croix Do Hereby Certify That the foregoing Signature & Seal, are the true Signature & Seal of Hans West Esq<sup>r</sup> His Danish Majestys Notary Public for this Island of S<sup>t</sup> Croix, and that full Faith & Credit always is due & given to his Acts as such. —

Given under my Hand & Seal of Office S<sup>t</sup> Croix this 23<sup>d</sup> day of June 1800.

(SEAL)

CHARLES RODGERS

[NDA. CMR, Vol. 1, 1799-1805.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Monday, 3 March 1800

Light winds all these 24 hours and some Calms.

At one P M. saw a sail in the W S W which soon after made the *Conquest's* [*Conquest of Italy*] private signal which was answered.

at 3 Ditto spoke her and at 4 Ditto Lieu<sup>t</sup> Watson informed me there were Several Vessels in Savannah Le Mer wishing to Benefit by our Convoy I directed him to go off the Road and make the Signal for them to come out and join me this day off the West end of Jamaica but not to wait more than two hours off the harbour for them. Saw a British Kings Brig with a Schooner at 6 A M.

And at half past 11 A M. made the Signal for the Convoy to heave too on the Larboard tack — as we were about midway between South Negril & North Negril points, the West end of Jamaica; and at the Distance of between 3 & 4 Leagues from the Land: Saw a ship run into Green Island Road and Anchor. —

[HS of Pa. NDA photostat.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Monday, 3 March 1800

Moderate breezes and cloudy, Standing off and on Monte a christo, At 2 Wore to the Southward and steerd In towards the Monte

At 5 fresh breezes and Squally Wore to the Northward close reefd the Topsails and Single reefd the courses, at 6 brou<sup>t</sup> too with the Main Topsail to the Mast the Mount bearing S E by S 4 leagues

At 12 fresh breezes and clear weather lying too Ships head to the Northward

At daylight wore and Made Sail to the Southward under all sail

At 12 Shortnd sail and brought too Ships head to the Southward for the *Experiment* to Join company Monte a christo E  $\frac{1}{2}$  S, the North Extream of Tortudas W  $\frac{1}{2}$  N. Cape francois S by W  $\frac{1}{2}$  W 4 leagues

[NDA photostat.]

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To Charles Lee, Attorney General of the United States, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 4th March 1800*

CHARLES LEE Esquire

*Attorney General of the United States*

SIR A Court Martial of Marine Officers some of whom are Junior to the Officer to be tried has been ordered to sit on the trial of Lieut [S. W.] Geddes —

He objects to the legality of the Court on the ground that by the Act for the Government of the Navy, Officers are not to be tried by Junior Officers

The 4<sup>th</sup> Section of the Act for establishing the Marine Corps is I think explicit on this Subject — As I construe this section, offences on Land are to be governed by the rules for the Army — offences at sea by the rules of the Navy. The rules of the Navy do not admit of a Junior Officer to act as Judge on a Senior — the rules of the Army do — I request the favor of your opinion whether my opinion is a sound one —

I request the favor of your opinion also on this point — Can Army officers set with propriety on the trial of Marine Officers if there be enough of the latter to constitute a Court. In the present case I would wish to indulge the Officer with a Court composed partly of Marine & partly of Army Officers if I could

I have the honor to be with great respect

Sir

Your obed St

[NDA. GLB, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

*Navy Department 4th March 1800*

Major W<sup>m</sup> W BURROWS

SIR I am perfectly satisfied that the Court ordered on Lieut Geddes is legally constituted & quite adequate to his trial. Still I believe it will be best in the present case to admit some Officers of the Army if it can be done with propriety on the Court — I request therefore you will be pleased to suspend the proceedings of the Court

until I can consult with the Sec<sup>y</sup> at War & Attorney General on the subject which shall be done this day —

I have the honor to be

Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

To Midshipman John B. Delouisy, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 4th March 1800

MR JOHN B. DELOUISEY

New York

SIR I have received your letter of yesterday stating your wishes for promotion

It always afford the President peculiar pleasure to reward merit, and no doubt of your possessing a sufficient share to entitle you to promotion is entertained, but opportunity must concur before you can recieve it — The same zeal which you appear to have manifested heretofore for the Navy service, will no doubt shortly secure you that preferment to which you aspire

I am Sir

Yr obed Servt

[NDA. OSW, Vol. 3, 1799-1800.]

Extracts from log book of U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, from 4 March 1800 to 25 June 1800

March 4, off Cape Tiberon boarded the French sloop *La Fortune*, bound to St. Jago, took out a quantity of cash, and dismissed her. March 11, at 4. P. M. saw 9 barges, full of men, from Gonaives, decoyed them by running in the guns; when within shot, a fire commenced, which continued 5 glasses — disenabled 5 of them, when the others made off. March 26, off Cape Tiberon, boarded and took the French sloop *Happy*, loaded with coffee; sent her to Port Republican where she was sold, on account of being leaky. June 9, off Gonaives came up with a sch. of 8 guns which shewed Danish colors; 6 of which they threw overboard; manned her from U. S. sch. *Experiment* then in co. and sent her to the Commodore for examination. Captain Little suspected she was bound to Jeremie. June 21, off C. Donna Maria spoke the U. S. brig *Augusta*, Captain M'Elleroy. June 24, in co with the *Augusta*, boarded a French brig from Aux-Cayes bound to St. Jago, loaded with Sugar. Manned her and put the prisoners on board the *Augusta*. (*The prize kept in co. and arrived in the road with the Boston. The brig is now on Quarantine.*) June 25, being off C. Tiberon made sail for Boston, taking Havannah on the passage. — Captain Little has met with several British frigates by whom he received every mark of respect and esteem.

[LC, "The Mass. Mercury" (Boston, Mass.), 25 July 1800.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Tuesday, 4 March 1800

Light Winds and Sultry weather. at about 4 P M. the *Conquest* [of Italy] Joined us from Savannah Le Mer with Several vessels — Made sail & Shaped my Course W B N  $\frac{1}{2}$  N for the Great Cayman: allowing full half a point Variation — which makes the Course W N W. at 7 A M. Delivered Signals to Lieut. Watson of the *Conquest* [of Italy] &c &c &c —

Fleet under Convoy consists of 14 Sail of Merchantmen. —

At 5 P M. South Negril the West End of Jamaica bore East six Leagues Distance. —

South point called Negril West end of Jamaica I allow to be in Longitude of 78°. 50' W. from London. — Variation East 6° —

Longitude Account 80°. 00' W.

Latitude Observed 18°. 44' N.

[HS of Pa. NDA photostat.]

Extract from log book of U. S. Ship *General Greene*, Captain Christopher R. Perry,  
U. S. Navy, commanding, Tuesday, 4 March 1800

Moderate Breezes and pleasant — At half an hour P. M. a Boat with one of General Toussaints Aids with Letters for our Cap<sup>t</sup> — at 4 took out people out of the Schooners — One of them was taken by the boat from Gen<sup>l</sup> Toussaint — at 6 P M Cape Jackmel bore N.N.W, distance 3 Leagues

At 1 AM Double reef'd Top Sails — at 4 wore S. Ship N.-ward — at 8 made all sail and haul'd off Shore — At 11 an other Boat from Toussaint came on board with a Pilot — Got the Cables out of the Larboard teer & shifted them end for end — the Cable bent being rotten — Ends light Winds — Took in the Light sails

Latt<sup>d</sup> p<sup>t</sup> Obs<sup>d</sup> 18° 6' North

At Meridian Cape Jackmel bore W.N.W. 4 or 5 Miles —

[NDA, NO.]

Extract from journal of the American Merchant Ship *Perseverance*, Captain Richard Wheatland, commanding, 4 March 1800

Journal of a passage from Calcutta to Boston — In the Ship *Perseverance* of Salem My Self Master

March 4, 1800 Lagor rods at 5 A M got under Sail with Wind at S W at 9 d<sup>o</sup> parted with the Pilot Came out in Company the Ship *Northern Liberties* Capt Seton of New York and the Ship *Atlantic* Capt Waters of Philadelphia it is agreed between Capt Seton of Ship *Northern Liberties* and My Self that We will keep Company & assist one another to the utmost of our power against aney Enemy that we may happen to fall in with that the said Capt Seton & my self dos agree to keep Cumpany to the Equator to the East of Cap of good hope and then to Part or Make a new Signals —

RICHARD WHEATLAND

[Essex Institute. NDA photostat.]

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

[PHILADELPHIA]  
Navy Department Accountant's Office  
5 March 1800 —

WILLIAM CRAFTS Esq<sup>r</sup>  
Charleston

SIR — In your last summary statement, there is a charge of \$18 paid Jon<sup>s</sup> Robeson, as p<sup>r</sup> his receipt, for mustering the Crews of the two Gallies *Charleston & South Carolina*, for the last three months — This charge wants explanation, why the Crews were mustered by an Artillery Officer, and by whose authority: if there were Officers attached to the Gallies, it was certainly their duty to have mustered the men. — and not to have subjected the public to an additional expence by getting the aid of others: if they were not competent to the task, & wished information, they ought to have obtained it at their own expense. —

The charge must be suspended in the settlement of y<sup>r</sup> account, untill I have the pleasure of hearing from you on the subject. —  
respectfully

I am Sir

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

THOMAS TURNER Acc<sup>t</sup>

[NDA. LB Acct, 1798-1800.]

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Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Wednesday, 5 March 1800

Light breezes from the Northward and clear weather

PM at 3 In Staysails a Moderate breeze  $\frac{1}{2}$  past 4 Beat to quarters and Examined Great Guns and Small arms

At 6 In Top Gallant Sails the Monte S E  $\frac{1}{2}$  S Brought too Main Topsail to the Mast,  $\frac{1}{2}$  past 7 filld the Main Topsail light airs, At 11 Wore Ship to the Northward

AM at 6 the Monte bore S by W  $\frac{1}{2}$  W 15 miles. Saw a strange sail bearing S E and Another to the Westward let the Reefs out of the Topsails bore up and Gave chase to the Sail bearing S E, at  $\frac{1}{2}$  past 10 came up with the chase and boarded her she prov'd to be the Ship *Nancy* Captain Joy from Boston who Informd us that he had been Attackt by a french privateer from Guardaloupe Mounting Sixteen Guns Six and Nine pounders, and after her coming along side three times she had beat her off Although She made use of every possible means to board him

Captain Joys Ship was very much Damaged and her Sparrs and Rigging was much cutt to pieces

At 12 fresh breezes Made all Sail to the Westward the Tender and Ship *Nancy* In company

Latitude Observed 20°18' North

[NDA photostat.]

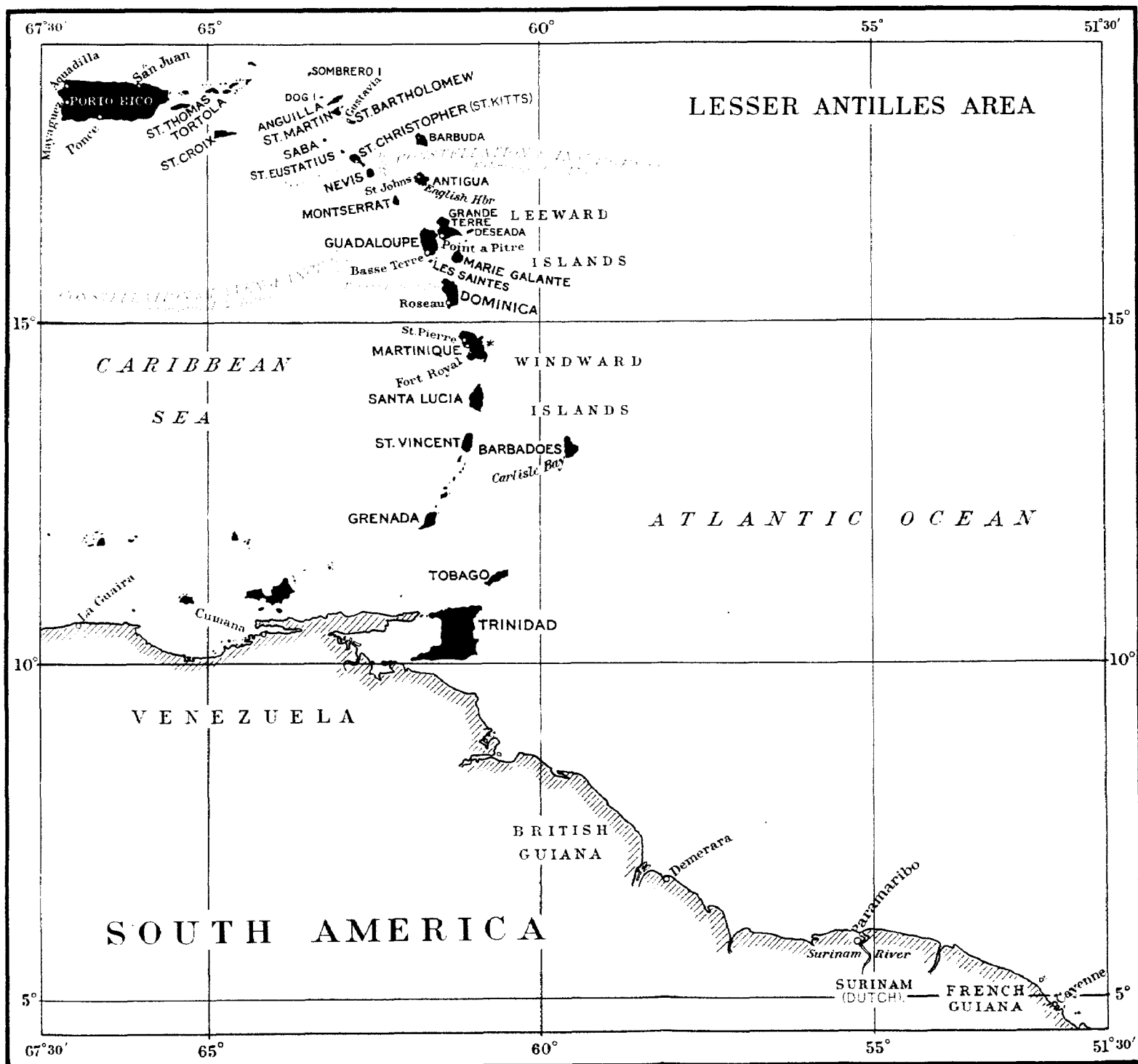
[6 March 1800]

**Protest of Robert Patten, Junior, Master of the Schooner *Fame*, Captured by French Privateer and retaken by Master****DOMINICA**

By this Public Instrument of Protest, be it known to all whom it concerns, That on the Eighth day of March One thousand Eight Hundred Robert Patten Junior, Master of the Schooner *Fame* of Kunebunck in the States of Massachusetts in America, owned by Edward Grant, Michael Wise, Richard Gillpatrick & Phineas Hemmenway Merchants of said Kemebunck, but then at Anchor in the road of Roseau, personally appeared before me Robert Browne Esq<sup>r</sup> Notary and Tabellion Public duly appointed sworn and admitted and dwelling in the Town of Roseau in this Island, and the said Appearer declaring that the said Schooner had been boarded & captured by a French privateer and afterwards retaken by himself and crew and brought into this road by them, he entered Notation thereof before me the said Notary, preparatory to his protest here following.

And now on this twenty second day of March One thousand Eight Hundred the said Robert Patten junior being duly sworn before me on the Holy Evangelists of Almighty God solemnly deposeth and on his Oath saith, that on the sixth day of March aforesaid at about half past Ten P. M. he was on board his said schooner *Fame* and plying on and off among the shipping in St Pierre's Bay in the Island of Martinica when he was suddenly boarded whilst himself, his Mate, and two of his Hands were below, by seven Men, who securing the Two Men and the Cook upon Deck, fast'ned the Hatches down upon them and those that were before below, and thus got full possession of the schooner *Fame* and Cargoe which consisted of Boards, Plank, Scantling, Staves, Shooks and Shingles with a few Boxes of Salt fish, a private Adventure

That as soon as the Captors had secured all, they made sail and stood to the Northward in Company with a schooner which proved to be a French Privateer from on board of which the seven Men had been sent who took the *Fame*. That after the Deponent and his people had been kept confined below about Nine Hours, three of them were permitted to come upon Deck, but the rest were ordered to remain below; some time after which one of the three, James Harding by Name, came down the Hatchway to the rest below, and told them that from what he had observed he really believed the schooner might be retaken, as the Privateer was then ought of sight; and they all determined to make the attempt, upon a Signal to be given by a stamping made on the Deck. Harding then returned on Deck, and at seven o'clock in the morning being then four leagues to the Southward from Dominica, the stamp was given; all the French were on Deck, where the Master, Mate & Crew of the *Fame* attacked them with Hand spikes, Hatchets and such other Weapons as they could get hold of and after fighting desperately twelve minutes or thereabouts, during which one Frenchman being killed and thrown overboard and four others considerably wounded, the Deponent and his people, tho' his Mate and three of the Crew were badly wounded, drove the Enemy below and securing them recaptured the *Fame* and her cargoe and proceeded on for Dominica, before which the schooner privateer appeared in the weather quarter at about four Leagues distance in



MAP OF LESSER ANTILLES AREA





full chase of the *Fame* & evidently gaining upon her, as she was very deep, the Deponent was obliged to throw overboard part of his Deck load, nevertheless the privateer was not more than a Mile astern when the British Fort at Cacheroon fired four Guns at her & obliged her to give over the Chase and bear away, whilst the *Fame* steering into the road of Roseau got safe to Anchor the same day about Eight o'clock P. M. That since his said arrival, the state of the wounded people, and his Vessel, caused so much delay that he has been obliged to be at great Expence which he had no other means of supporting & of enabling him to return to America with expedition but by disposing of his Cargo, which he has done to the best possible advantage — against all which Casualties, Deficiencies, Injuries, Detentions, Losses & Expences and against the Capture of the schooner *Fame* and Cargo by the French privateer as the Cause thereof the Deponent claims and demands of me the said Notary to protest in due form.

ROBERT PATTEN Jun<sup>r</sup>

WHEREFORE I the said Notary on the aforesaid claim and Demand of the Deponent Robert Patten Jun<sup>r</sup> and in his Name and Behalf and in the Names and Behalves of all concerned in part or in all, do hereby solemnly protest against the Capture of the said Schooner *Fame* & Cargo by the French privateers people in the Bay of St Pierres, and also against all the Expences, Losses and Damages which ensued in consequence of the same whether to the said Vessel's Cargo, to the Vessel herself or on account of the wounded Frenchmen and those of his own Crew and of the Detention of the said Schooner at Roseau & of the Sale of her Cargo there instead of Martinica and against all other Costs, Losses, Damages, Injuries, Deficiencies and Detentions which already have been or may hereafter be occasioned thereby.

This done protested and sworn to before me at my Notarial Office in Roseau aforesaid in presence of Benjamin Rhodes Mate and Abner Coussons and Joab Low Seamen of said Schooner *Fame*

In Testimonium Veritatis  
(SEAL)

R. BROWNE  
*Not. et Tab. Pub.*

Witness:

BENJAMIN RHOADS  
ABNER COUSENS  
JOAB LOW

Notation 0. 8. 3  
Protest. 6. 12. —

£7. —. 3

[Ct. of Cl. French Spol. Case No. 1376.]

[6 March 1800]

Protest of Robert Patten, Jr., Master of the Schooner *Fame*, captured by French privateer and retaken by master. French privateer captured by British ship *Surinam*

MARTINIQUE

By this Public Act or Instrument of Protest be it made known and manifest unto all Persons to whom these Presents shall come or may

in anywise concern that on the Day of the Date hereof before me John Willson Notary Public duly admitted and sworn and residing in the Town and Parish of Fort Royal in the said Island personally appeared Robert Patten late Master of the Schooner *Fame* and Abner Cousins Mariner who being duly sworn upon the Holy Evangelists of Almighty God did depose and declare as follows — That is to say

That they sailed in the said Schooner from Roseau Dominica on the twenty fourth Instant bound to Kennebunk with seven Puncheons of Rum on board and on the next Morning the said Schooner was captured by a French Republican Privateer Sloop belonging to Guadeloupe mounting three Guns That the Appearers and four Men were put on board the said Privateer and the remainder of the said Schooners Crew viz: the Cook and the Mate remained on board and a Prize Master together with five Frenchmen were sent on board the said Schooner with Directions to take her to Guadeloupe That on the same Day about six P M the said Privateer was captured by His Britannic Majestys Ship *Surinam* and the Appearers with four of the Schooners Crew were taken on board the said Ship and arrived at this Port the thirtieth Instant when they made their Protest to me of all the before mentioned Circumstances —

WHEREUPON I the said Notary at the Request of the said Appearers do by these Presents publicly and solemnly protest against all the before mentioned Circumstances and against all Losses Damages Detriments Prejudices and Inconveniences occasioned in Consequence thereof Also against the Captain Officers and Crew of the said French Republican Privateer and every [one] with them concerned for capturing the said Schooner and Cargo and detaining two of her Crew and against the Owners and Freighters of the said Schooner and Cargo and the Insurers thereof and every [one] with them concerned and that no Part of such Losses do fall on the Appearers or any with them concerned —

ROBERT PATTEN J<sup>r</sup>  
ABNER COUSENS

[SEAL] In Faith and Testimony whereof I the said Notary have hereunto set my Hand and affixed my Seal of Office this thirty first day March one thousand Eight hundred —

JN<sup>o</sup> WILLSON  
Not<sup>y</sup> Pub<sup>l</sup>

Fort Royal Martque

[Ct. of Cl. French Spol. Case No. 1376.]

To Major Louis Tousard, U. S. Army, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 6th March 1800

The opinion of the Secretary of War corresponds with my own, that Lieutenant [S. W.] Geddes can be tried only by Marine officers, under the regulations for the Government of the Military Establishment of the United States — for offenses on Land.

The Attorney General, if I understand him, is of the same opinion — Indeed the case is so clear, that I am surprized, a different opinion should be entertained by Military gentlemen.

The Court convened for the trial of Licut Geddes, is, I conceive legally constituted and competent to the trial —

I have the honor to be

With respect

Sir

Yr most obed Servt

BEN STODDERT

[MCA. LR, 1800.]

To Charles Lee, Attorney General of the United States, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 6<sup>th</sup> March 1800

CHARLES LEE Esquire

Attorney General of the U S

SIR I know of no Law which can relieve a man from personal arrest for debt on his enlistment as a Seaman —

I have the honor to be with Great Respect

Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

Extract from journal of S. Somes voyages—"Voyage from Madeira to Tranquebar in the East Indies on board of the Ship *Borneo*, Captain George G. Smith, Commander", Thursday, 6 March 1800

These 24 hours begins with a Leading breeze and Clear At 5 P. M. saw a sail standing to the Eastward on a wind Call'd all hands to quarters set the T. G. sails and gave chase. At 7 more Moderate still in chase gaining on her fast Cleared ship for Action half past 9 Rang'd up under her Lee haul'd up our Courses and hail'd her She proved to be the Brig *Alert* Capt James Mansfield 105 days from Salem for Calcutta Secur'd the guns and tack'd ship to the Southward \* \* \* \* \*

Latt per Obs 33°4' S

Longitude 11.24 W

[Harvard College Library.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Thursday, 6 March 1800

Pleasant Breezes and weather.

at half past one P M made the grand Cayman bearing WNW½ N — about 5 Leagues Distance.

at 6 Ditto the SW point bore East 4 Leagues distance.

Spoke the *Conquest* [of *Italy*], and desired Lieu<sup>t</sup> Watson, to Bring up the Rear of the fleet, and oblige the Sternmost vessels to make more Sail, the weather being fine; which Order he proceeded to obey.

at 6 A M missed two of the fleet — owing as I Suppose to their Negligence in carraying Sail — or by altering their course — as I kept a very easy Sail on the *Constellation* all Night — So much So — that

most of the convoy were obliged to heave too. — Cape Antonio at Noon bore NW $\frac{3}{4}$  W Dist 45 Leagues.

Longitude Account 83°15' W.

Latitude Observed 20°30' N.

[HS of Pa. NDA photostat.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Thursday, 6 March 1800

Light airs and Variable,  $\frac{3}{4}$  past 12 the wind vore round to ENE made all Sail and continued our chase

At 4 fresh breezes and clear the chase West 10 or 11 miles the Monte SW by S 9 or 10 leagues

At 7 In the evening lost sight of the chase continued the pursuit till  $\frac{1}{2}$  past 9 but could not Get sight of her shortnd sail and came to the wind to the southward under double reefd Topsails and reefd courses

At 12 Midnight Moderate breezes from the Eastward Tackd to the Northward

$\frac{1}{2}$  past 1 Saw a strange sail to the E<sup>g</sup> which made the private Signal which we answerd and brought too

At [space] Joind company the U S Ship *Boston* Captain Little came on board,  $\frac{1}{2}$  past 3 Captain Little returnd to his Ship and parted company with the *Boston* At daylight saw Monte a christo S  $\frac{1}{2}$  W 7 leagues

At 10 Saw three strange sails that Appeard to be coming out of the Cape

At 12 Cape Francois S by W 5 or 6 leagues

Latitude Observed 19°52' North

[NDA photostat.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Thursday, 6 March 1800

The first part of these 24 Hours Moderate Breezes & pleasant Weather

Tackd ship Occasionally

at 5 took in T G Sail saw a schooner standing to the Eastward

at 6 P M the pan of Matansa bore S E Dist 8 Leagues

at 8 Reefd the Top Sails

Middle part pleasant Weather

Tackd Ship Occasionally

at 8 A M saw a sail to the N N W Made sail and gave chase

at 10 gave her a shot Brot her to from the Havana bound to Baltimore 1 Day out the schooner *Sally* Daniel Adlinton Master saild in Company with 20 sail under the *Petapco's* Convoy

Tackd ship to the Southward

at Meridian the pan of Matansa bore S E b S Dist 9 or 10 Leagues

Latter part pleasant Gales, & Weather

Latitude Observed. 23° 37' North

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

To Gabriel Christie, in Congress, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 7th March 1800

GABRIEL CHRISTIE Esquire  
in Congress —

SIR The Frigate *Congress* has returned to Norfolk, totally dismasted —

There are Masts at Norfolk, prepared for another Frigate and some for casualties of this kind but to leave nothing unattempted to prevent delay for want of Masts I take the liberty to request that you will be pleased to write to your Partner at Havre de Grace to send instantly to William Pennock at Norfolk, at Public expence the masts mentioned below — The Logs should be examined, & none but such as will certainly make good Masts should be sent — Some I understand are worm eaten —

Altho economy is at all times an object in Public transactions, dispatch in the present instance is of more importance than economy — I say nothing then about price of freight — Please to let me know by a line if you think your partner can have this business done & without delay —

I have the honor to be

Sir

Yr obed Servt

1 Mast of 93 feet 4 in:  $30\frac{1}{2}$  diameter, at  $\frac{1}{3}$  length of the mast from the length

1 Main Yard — 82 feet 4 in 17 $\frac{1}{2}$  feet diam. in the centre

1 Mast 84 feet long, 28 in Diameter —  $\frac{1}{3}$  from the butt as the first

1 D<sup>o</sup> 81 feet 6 in Long — 21 inches diameter as the first

If all cannot be carried at once, the main Yard may be omitted —

[NDA. GLB, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 7th March 1800

Capt<sup>n</sup> JAMES SEVER  
of the *Congress* — Norfolk

SIR I am honored with your letters from Hampton roads and lament the unfortunate situation of your Ship.— We must however endeavor to remedy the misfortune by strenuous exertions for refitting the Frigate. —

I have written to M<sup>r</sup> Pennock to spare no effort to refit you with all possible dispatch and for this purpose, in case it should be found necessary, he has been requested to suspend the operations on the *Chesapeake*; and, if he has not others ready, to use the Masts & Spars prepared for the *Insurgente* — M<sup>r</sup> Pennock has also been instructed, if necessity should require it to use the money now in your hands. —

Relying on your usual activity & the promptitude of M<sup>r</sup> Pennock, I hope soon to hear that the *Congress* is fast progressing to a state to be again ready for sea —

I have the honor to be

Sir

Yr obed Servt

[NDA, OSW, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 7th March 1800

WILLIAM PENNOCK Esqre

Norfolk —

SIR I have letters from Captn Sever at Hampton. His Frigate, I am sorry to find is totally dismasted. She wants almost every thing of the Mast kind as well as some sails. — I rely that you have with your usual activity, commenced on the arrival of the Frigate preparations for supplying her — I request that the utmost expedition be used in getting her masted & equipped with every thing wanted — If she or the *Chesapeake* must be delayed, let it be the *Chesapeake* as she can be delayed at less expence — The Masts for the *Insurgente* may if necessary be applied for this vessel — There are a large quantity of large Masts, of ninety odd feet at Havre de Grace — I shall instantly have some sent down, — but you will operate as if you did not expect them. — They are I believe larger than you have at Norfolk —

I shall tomorrow remit you 15000 D<sup>rs</sup> and Cap<sup>t</sup> Sever has money on board which you may receive. —

I hope to hear fully from you in a day or two, the steps you are taking —

I have the honor to be

Sir Yr obed Servt

B[ENJAMIN] S[TODDERT]

P S — Even if the *Insurgent* should be at Norfolk as she must be coppered, the masts might be used, and she get those from Havre de Grace

[NDA. GLB, Vol. 3, 1799–1800.]

To First Lieutenant Bartholomew Clinch, U. S. Marine Corps, from Major Commandant William W. Burrows, U. S. Marine Corps

PHIL<sup>a</sup> March 7<sup>th</sup> 1800

L<sup>t</sup> B. CLINCH

I lament I had not the pleasure to hear from you; when Cap<sup>t</sup> Truxton gave us the Account of his gallant Action. We were all sorry that after so much Bravery you lost y<sup>r</sup> Prize. I was very glad to hear the Marines were engaged & hope you will be able to give Us a good Account of their Conduct. —

I wish whenever you meet with any marine Officers; that you will assist them in information how they should proceed when they arrive a furnishing their Accounts. I have pleasure in saying you give Us no unnecessary trouble.

Three fine Frigates will be at Sea in less than 30 Days, the *Philadelphia*, the *Trumbull*, and the *Chesapeak*. — The Marines for the two first are already furnished. Be pleased to offer my sincere Respects to Cap<sup>t</sup> Truxton & be assured of my best wishes for yourself.

I expect a Bill will be brought in this Session allowing the Marine Officers a greater Share of the Prize Money. —

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

W. W. B[URROWS]

M[ajor] C[ommandant] M[arine] C[orps]

[MCA. LS, 1800.]

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

GEO: TOWN. 7<sup>th</sup> March 1800

SIR Since my correspondence of 12<sup>th</sup> Ult<sup>o</sup> nothing worthy your notice has occur'd respecting the contemplated Navy Yard — the weather having prevented any operations thereon — But the arrival of the wharf builder, and the present opening prospect of the season promises a more active scene — I have already suggested the necessity of enclosing the whole ground — it remains only to receive your sanction what sort of fence 'twill be proper to erect — My idea is, that a good tight board fence, too high to be easily climb'd & consequently not practicable to see over, will be most effectual, gates of sufficient magnitude to be placed near the extremities of the front on the Landside — and at convenient distance within; a frame building as lodgings for the Guard &c &c

This meeting your approbation — while the materials are providing, it may be the most apt time for me to proceed home, in order to arrange for moving my family — should I positively determine so to do — On my way (if you approve) a personal conference may effectuate more than the result of a tedious detail on paper

I have the honor &c

T: T: [THOMAS TINGEY]

Hon<sup>ble</sup> B STODDERT

[NDA, Tingey LB, 1798–1800.]

To Rufus King, U. S. Minister to London, from Secretary of State

(N<sup>o</sup> 75)

[PHILADELPHIA]

Department of State March 7<sup>th</sup> 1800

RUFUS KING Esq<sup>r</sup>

DEAR SIR, M<sup>r</sup> Liston has lately presented a demand for the restoration of three American vessels captured by the British, and recaptured, or *rescued* by the masters and parts of crews left on board. It is suggested that the law of nations warrants the demand: but no law is explicitly stated. It is conceived that it behoves captors to secure their prizes: and at any rate, that the *Executive* cannot order a restoration; but that resort must be had to the judiciary, by the *captors*, for remedy against the *wrong-doers*, if such they are.

The project a good while since presented by M<sup>r</sup> Liston, for exchanging seamen and soldiers who desert, has been under consideration: it is obviously objectionable: a counter project will very soon be presented.

The non-intercourse bill with France and its dominions has been renewed with amendments to secure a more strict observance of its regulations.

Toussaint sent six armed vessels laden with artillery and stores, round by Cape Tiberun for Jacmel: they were intercepted by a British frigate and carried to Jamaica, where they have all been condemned!!! They were destined for the siege of Jacmel, and to blockade the Port. The disappointment was grievous and vexatious to Toussaint; who has demanded the restoration. Lord Balcarras and M<sup>r</sup> Wigglesworth have endeavoured to pacify him — the former giving assurances of *indemnity*: but it was not *indemnity* that Toussaint wanted: the

vessels and artillery and stores were essential to expedite and ensure success against Rigaud. Without complete satisfaction, he will not receive Wigglesworth. This bad policy of the British (ascribable to individual rapacity — perhaps to insidious views, that the two Chiefs may destroy each other,) I fear may prove injurious to the commerce of the United States.

The dispute with Georgia relative to territorial claims I think will be adjusted by the commissioners on both sides; Georgia relinquishing all the land west of the Chatahouchee, on practicable conditions.

I have the honor to be, &c &c

TIMOTHY PICKERING

[SDA. Dip. Cor., Inst. to Min. Bk 5, 1798-1800.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Friday, 7 March 1800

A Fine pleasant trade wind — with charming weather.

The Sloop [space] Endeavoured three times to leave the convoy, but was prevented — by directions which I gave Lieu<sup>t</sup> Watson of the *Conquest* [of *Italy*].

at half past 7 A M made the Land of Cuba — a little to the Eastward of Cape Corinthes — at 10 A M abreast of that Cape and at Noon, Cape Antonio bore N W  $\frac{1}{2}$  W by compass — about Six Leagues Distance —

All the convoy in Sight. —

Longitude Account  $85^{\circ}.10' W.$

Latitude Observed  $21^{\circ}.42' N.$

[HS of Pa. NDA photostat.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Friday, 7 March 1800

the first part Fresh Breezes & pleasant

Tackd ship Occasionally at 4 Handed T G Sails

at 5 Hauld up the M<sup>a</sup> sail at 6 the pan of Matansa bore S S E Dist 8 Leagues

Double Reef the Top — Sail fore & Aft

at 8 P M Wore ship to the Northw<sup>d</sup> & Eastward

Middle part Fresh Gales & Squally

Wore ship at 2 A M Fell in with a fleet from the Havana Hove out a signal the Comodore gave an Answer

at 5 Wore ship to the Southw<sup>d</sup> & Eastward the fleet in sight at

6 Wore ship to the Northw<sup>d</sup> Spoke the U S Ship *Petapsco* from Havana Having under Convoy a fleet of Merchantmen

at 7 Wore ship to the Southw<sup>d</sup> & Eastw<sup>d</sup>

Latter part Fresh Gales & flying Clouds

Latt<sup>d</sup> Observed.  $23^{\circ} 34' North$

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



To First Lieutenant Benjamin Strother, U. S. Marine Corps, from Major  
Commandant William W. Burrows, U. S. Marine Corps

PHILAD<sup>a</sup> March 8<sup>th</sup> 1800 —

L<sup>t</sup> B STROTHER

SIR — Your Letter of the 24<sup>th</sup> Feb<sup>y</sup> is just come to hand. I congratulate you & all of you on your Escape. Your account is really distressing & it is not often that Vessels of the *Congress* [class] are ever treated so roughly by the Elements — I fear the *Essex* must have suffered very materially —

On board of the British Frigates there is a Room purposely for keeping the Cloaths of the Marines, & the Officers & Marines always keeps the Key — Cap<sup>t</sup> Decatur who is now going out, has promised, knowing the advantage of such a Room, to provide one — Without the Cap<sup>t</sup> of the Ship will aid them in some respect I know it is not possible for the Officer to do all the Justice to the Marines he wishes — All extra clothing purchased for the Marines must be charged to them & deducted from their pay — As to Llewellyn's coming on at so considerable an expence to himself I think it will be improper. I have no Officer to put in your place, & should have no objection to Llewellyn's Commanding the Detachment if you think him fit & he is agreeable to the Captain & the other Officers — Are you aware of the opinions that may be formed on your resigning this Command? Do you know that it is not in your Power to resign without the consent of myself & those above me — you do not ask leave to resign, but speak positively that you will resign. — As you say, you are always sick, it will be a good reason for my meeting your wishes, & therefore shall have no objection to your giving the Command to L<sup>t</sup> Llewellyn & to your sending in your Commission, after you have settled your Accounts. In consequence of L<sup>t</sup> Geddes's neglect of duty & a report being made to me of his being seen drunk in the Streets of New Port, I have arrested him & the Court martial is now sitting on him — You may make out two Pay Rolls & bring the Men up to the 1<sup>st</sup> Jan<sup>y</sup> & then another & bring them up to 1<sup>st</sup> March — you will then be able to cover all their expences for their Frocks &c — which you purchased for them. — The Navy Agent will purchase your Bill at 3 Days sight on me — You are to reimburse the Purser & deduct the 20 Cents p<sup>t</sup> Man, which, you know is for the Hospital Fund — You had better settle your own account finally with the Purser for your Rations, or altogether with me —

Your Obt Serv<sup>t</sup>

W. W. B[URROWS]  
M[ajor] C[ommandant] M[arine] C[orps]

P. S. If you resign the Command to L<sup>t</sup> Llewellyn he is not to consider it as permanent, for it will be given hereafter to a Cap<sup>t</sup> or 1<sup>st</sup> L<sup>t</sup>

[MCA. LS, 1800.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Saturday,  
8 March 1800

Moderate Breezes all these 24 hours.

Doubled Round Cape Antonio the west end of Cuba at 2 P M; and at the same time, Spoke a Brig from Kingston, Bound to the Missis-

issippi short of water, which was going into Cape Antonio Road for a Supply.

Saw Several vessels. — Spoke a Ship also, from Jamaica bound to Boston She was called the *Four Sisters*. and the *Conquest [of Italy]* I sent in pursuit of a Brig, which she spoke. Bound from Kingston to Glasgow —

Got to quarters at 8 P M — a strange Sail being in sight — but I fancy she was some American, plying to Windward — as she did not attempt to come near the Convoy in the course of the night. —

Longitude Account 85°.10' W.

Latitude Observed 23°. 8' N

[HS of Pa. NDA photostat.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Saturday, 8 March 1800

The first part fresh Breezes and Cloudy  
at 4 P M made sail to Run in under the Land  
at 6 P M shortened sail being 3 Leagues from Point Jacko it bearing  
S E b S Tack'd to the Northward

at Midnight Tack'd to the Southward

Middle part Fresh Breezes and Cloudy

Tack'd ship Occasionally

at 7 A M saw a sail bearing N W Made sail and gave Chase the pan of Matansa bearing S W Dist 8 Leagues hove out signals it proved to be the Brig *Norfolk* at 8 spoke her and run in Company under the Land

Meridian pleasant the pan of Matansa bore W S W 5 Leagues Dist  
at 2 P M took a Pilot from the *Norfolk* & Run in to Matansa for wood & Water at 3 Anchored in 5 Fath<sup>m</sup> Water Moored with the stream to the Southw<sup>d</sup> & Eastw<sup>d</sup> in Company with the *Norfolk*

The Capt<sup>n</sup> went on shore to Visit the General

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

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To Captain Silas Talbot, U. S. Navy, from Edward Stevens, U. S. Consul General at St. Domingo

CAPE FRANCOIS 9<sup>th</sup> March 1800

SIR In my letter of the 7<sup>th</sup> February, which I had the honor of addressing you, I informed you, that a considerable, clandestine Trade, was carried on between S<sup>t</sup> Thomas, & Jackmel, and that Several Privateers, were fitted out by Rigaud, in that quarter, which might annoy our Vessels, bound to Jamaica, and contribute to prolong, the present unhappy civil War, to the great detriment of the American Commerce. I at the same time submitted it to your consideration, whether it would not be prudent, to send some Vessels of force, to Cruize on the South Side of this Island —

Since then I have received positive information, that the number of these Privateers, has increased. In a letter I received last night, from the General in Chief of a recent date, he acquaints me that a Brig of Rigauds is now Cruizing before Jackmel — that it has blocked up his

little Squadron, by which he had been enabled to cut off the Supplies of that place, and that while it continued there, he had little prospect of becoming master of the Town, & adjacent Country. —

I was some time ago informed, that you had dispatched the Frigate *General Greene* to that quarter. I accordingly told General Moyse, that the department of the South, would no longer be annoyed, by Rigouds Privateers. As the Frigate has however not yet made her appearance the General in Chief has become very anxious, and has sent an express to the Cape, with a request that I would solicit you to direct some of the Armed force under your Command, to that particular point. —

Will you be good enough Sir, to inform whether, the *General Greene*, has been actually sent to the neighbourhood of Jackmel & if she has not whether it would be consistent with your Instructions, or the Arrangements you have made, for the Squadron under your Command, to send a Vessel of Force, to that quarter? I shall take the liberty of communicating your answer to General Touissaint, as I am sure it will give him pleasure, should he be informed, that you find no inconvenience in ordering a Cruizer to that part of the Coast. — Perhaps Sir as the *Boston* is now at Jeremie, she might be usefully spared for a short time, to cruize before Aux Cayes & Jackmel. I shall be happy to hear from you on this subject, as soon as possible. —

I remain with respect,

Sir

Yr most ob<sup>t</sup> Serv.

(Signed) EDWARD STEVENS

S: TALBOT Esq<sup>re</sup>

&<sup>e</sup>, &<sup>e</sup>, &<sup>e</sup>,

[SDA, CL, Cape Haitien, Vol. 2, 1799-1800.]

Extract from journal of Captain Edward Preble, U. S. Navy, commanding U. S. Frigate *Essex*, Sunday, 9 March 1800

Wind S. and S. W. Hazy, thick weather. At 7 A. M. saw Cape St. Martin bearing E. N. E. three or four leagues distant. Vast numbers of birds about the ship.

[NR&L, Nr P 922<sup>14</sup>.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Sunday, 9 March 1800

[Anchored off Matanza] This Day Calm and pleasant Cleaned ship & Dried sails the *Norfolk* saild a Number of our Gentlemen went on shore to Walk in the Country Sent the Cutter for Water

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

[10 March 1800]

To Secretary of State from Edward Stevens, U. S. Consul General at St. Domingo  
(Private)

CAP FRANCOIS *March 19<sup>th</sup> 1800.*

DEAR SIR I had the Honor of writing you, a few Days ago, by the Way of Baltimore. I now avail myself of the present Conveyance to transmit you a Copy, and, at the same Time, to confirm the News of the Capture of Jacmel.

In a Letter I received from the Gen<sup>l</sup> in Chief yesterday, he writes me that this important Place was evacuated on the Night of the 10<sup>th</sup> Ins<sup>t</sup>. His Letter on this Subject, together with several Papers relative to his late Arrangements with the British Government, I shall have the Honor of forwarding Tomorrow by the Way of Baltimore, not deeming the present Conveyance sufficiently safe. —

M<sup>r</sup> Wigglesworth has return'd to Jamaica. He left<sup>d</sup> Arcahaye on the 12<sup>th</sup> Ins<sup>t</sup> after a Conference of three Days with Gen<sup>l</sup> Toussaint, in which Things were left much in the same State as when I wrote you from Leogane. —

Gen<sup>l</sup> Toussaint has been very urgent that I should send some American Vessels with Supplies to Jacmel, as his Troops were in the greatest Want. This I have refused on the Principle that the President's Proclamation does not permit it. He is much disappointed, & feels not a little dissatisfied at my Refusal. He thinks that as this Place is now in his Possession it ought to be consider'd as entitled to the same Privilege as the other Ports in his Jurisdiction. —

I have already had the Honor of writing you on this Subject, & now take the Liberty to repeat my Request, that you would instruct me, by the first opportunity, how to act in this embarrassing Situation. —

I have the Honor to remain with the highest Consideration —

Dear Sir

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

EDWARD STEVENS

The Hon<sup>ble</sup> TIMOTHY PICKERING

&c — &c — &c

MARCH 26<sup>th</sup> 1800.

P. S. Since writing the above Gen<sup>l</sup> T. has made several Applications to me for Supplies. His Adjutant General M<sup>r</sup> D'Hebicourt arrived here last Night expressly on this Business. He paints the Situation of the Army at Jacmel as distressing beyond Idea and informs me that the Operations in the South will be much retarded if not entirely frustrated unless he obtains speedy Relief. I really do not know how to act in this embarrassing Situation. I wait with Impatience for your Instructions on the Subject.

With great Respect

I remain

D<sup>r</sup> Sir

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

E. STEVENS

To Hon. Josiah Parker, Chairman of the Committee on Naval Affairs, from  
Secretary of the Navy

[PHILADELPHIA]

*Navy Department 10th March 1800*

Honble JOSIAH PARKER Esqr

*Chairman of the Committee on Naval Affairs —*

SIR Not having answered your enquiries respecting the Marine Corps, and the expediency of providing for a Grade in the Navy, higher than that of Captain, I now take the liberty to call your attention to these subjects —

The Marine Corps by the existing Laws, may consist of 1142, Officers and privates; The vessels in service, and those which will be at sea, in less than three months — in short, the whole authorized by Law, except the six Seventy four Gun Ships will require 1081. It will easily be perceived, that it is next to impossible that a Corps of 1142, officers & men should be able to furnish at all times, as promptly as the occasion should demand 1081 officers and men fit for duty. — Hence an augmentation of the Marine Corps, or the adoption of other means to supply the deficiency of Marines, seems indispensable. — With our present prospects a provision for furnishing occasionally, as the exigency of the service may require, small detachments, to serve as Marines, might answer the purpose, and would be more consistent with that spirit of economy which pervades every department of the Government, than an augmentation of the Corps. —

But altho I do not venture to suggest an augmentation of the Corps, — Justice to the Commanding Officer, compels me to observe that besides those duties common to other Commanders of Corps, this officer is obliged to reside at the Seat of Government, the nature of his command, requiring that he should have daily intercourse with the head of the Navy Department; — it is his duty to have detachments properly equipped, provided at all the sea ports where our Ships rendezvous, and at the moment they are wanted; to carry on a correspondence with the Commanders of these various detachments, which are as numerous as our vessels, & to know, that each Officer, dispersed as the Officers are, performs his duty to the Public and the Corps — otherwise the vessels would often be delayed for want of Marines, and a thousand disorders would arise which can only be prevented by laborious & encreasing attention in the Commanding Officer — These duties cannot be executed to the Public advantage without great Industry, great promptitude and great knowledge of the details of the service — They have been executed well, and the pay and emoluments of a Lieut Col would certainly not be more than a just compensation to the Officer who performs them, residing as he must at the seat of Government.

It is not without reluctance that I enter on the subject of a higher grade in the Navy than that of Captain — I am well aware of the ridicule that may attach to the idea of making Admirals before we have such Ships as Admirals usually command, and when our whole Naval force amounts to no more than Eleven Frigates, or fifteen if we call every Ship carrying 32 Guns a Frigate & twenty smaller vessels But impressed with the conviction that by a Navy alone we can secure respect to our rights as a Sovereign Nation, that the best interests of the Country imperiously demand that this system of defence should be cherished, and that therefore it will be; and beleiving that Justice

& Policy require that the brave & experienced Officer should be rewarded, & the young stimulated, by conferring on long & extraordinary skill & valor, the usual Naval honors & Distinctions, I am impelled by duty to suggest to the consideration of the Committee the propriety of authorizing the President to appoint, when he shall think the good of the service requires it

Two Admirals

Two Vice Admirals

Two Rear Admirals

The Admirals to be allowed while in actual service 140 D<sup>rs</sup> p<sup>r</sup> m<sup>o</sup> & 14 rations p<sup>r</sup> day. — The Vice Admirals 120 D<sup>rs</sup> p<sup>r</sup> m<sup>o</sup> & 12 rations. — The Rear Admirals 110 D<sup>rs</sup> p<sup>r</sup> m<sup>o</sup> & 10 rations p<sup>r</sup> day. — But in time of War when their services are not called for, to be allowed only one half their monthly pay & no rations. — In peace they will it is presumed share the fate of other Officers —

I have the honor to be

Sir Yr obed Servt

[NDA, Con. LB, Vol. 1.]

[10 March 1800]

**Protest of Benjamin Rhodes, Master, Sloop *Betsy***

By this Publick Instrument of Protest Be it known and Manifest

That on the Twenty second day of May A D 1800 —

Before me Sam<sup>l</sup> Chace Esq<sup>r</sup> Publick Notary Duely admitted to said Office For the Town & County of Providence State Rhode Island &<sup>e</sup> Personally cometh Benjamin Rhodes late Master of the Sloop *Betsy*, Belonging to Richard Jackson, Zephaniah Brown & Rufus Waterman Merch<sup>ts</sup> in Providence, and Being Engaged agreeable to Law Doth Depose and Declare, That He sailed out Master of said Sloop in February last Bound for the Island of St Thomases — That in Latitude of Eighteen on the Tenth day of March following, He was Captured By a French armd Schooner of Twelve Guns Commanded by a Capt Thomas of Basseteere Guadaloup and was carried into Port Louis. Then taken out of his vessell and sent to Point Petre a Prisoner. That they took from him all the Sloops Papers including her Register, and all which They Totally Detained from him past a Possibility of Recovery

BENJ<sup>n</sup> RHODES

Wherefore The said Capt: Benjamin Rhodes Protests and I the said Notary Do hereby Solemnly for him as Desired Protest against the said Capture, By which Means He has lost his said Register intirely with all the Sloop's Papers and against all Loss Cost and Damage that accrues or may Happen thereby to the ownners or any others Concerned in said Sloop *Betsy* —

Thus Done Sworn to and Protested under my Hand and seal Notarial in the same Providence same State of Rhode Island & Providence Plantations on the Day & Date here above written.

SAM<sup>l</sup> CHACE *Publick Notary*

Protest 9/  
Stamp 1/6

10/6

[R.I. HS.]

To Jones & Clarke, Agents for U. S. R. C. Brig *Eagle*, Philadelphia, Pa., from  
Secretary of the Navy

[PHILADELPHIA]

*Navy Department 10th March 1800*

Mess<sup>rs</sup> JONES & CLARKE

*Philad<sup>a</sup> —*

GENTLEMEN The Law directs that all Vessels concerned in taking a prize, shall divide the prize money in proportion to the number of men and Guns belonging to each. The just construction of the Law, in my opinion, will be to give the same discription of officers and men on board each Vessel, exactly the same sum. In the case under your management, the Crews of the *Richmond* & the *Eagle*, are entitled to the prize money. Instead of first dividing between the two vessels, the just rule will be, the vessels being nearly equal in force, to add the two Crews together, and to give to the two Commanders three twentieths of the whole amount to be divided equally between them, and so on, as to the Lieutenants & Masters, and all the other discription of Officers and men —

I have the honor to be

Gentlemen

Yr obed servt

[NDA. GLB, Vol. 3, 1799-1800.]

To Captain Robert Gill, Navy Storekeeper, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department, 10th March 1800*

Capt ROBERT GILL

*Navy Storekeeper —*

SIR Please deliver to Captain Shaw of the *Enterprize*, 20 Rounds of round Shott for 28-18 pounders for the Frigate *Constellation*, 1000 Grape for 6 pounders for the Schooner *Enterprize* with stools or Canisters to suit them, also a Spanish Jack for the *Enterprize* —

I am Sir

Yr obed S<sup>t</sup>

[NDA. GLB, Vol. 3, 1799-1800.]

To Murray, Barnwell & others, Committee for building the Frigate *New York*, at New York, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 10th March 1800*

Mess<sup>rs</sup> MURRAY, BARNWELL & others

Committee for building a Frigate *New York* —

GENTLEMEN I am honored with your letter of the 7th Instant respecting the progress of the Frigate.

Prompt measures shall be adopted to provide the articles which depend on me except the Cables which having been contracted for by you had better be furnished by you, and if necessary you can draw on me for the Amount

The practice in respect to coppering which obtains here is to place Flannel between the Ships bottom & the Copper in the manner discribed in the enclosed, whether the British practice is the same or better, I know not —

When you have completed your disbursements, your Accounts must be made up, and with proper vouchers transmitted to the Accountant of this Department, after passing his examination they shall be transmitted to the Treasury Department from whence the Stock will issue. The Navy Agents at New York will be instructed to receipt for the Vessel. — As this Frigate has not yet been designated by a name, I have to request that the Committee will be so good as to say what she shall be called — if not the *New York* —

I have the honor to be

Gentlemen

Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Monday, 10 March 1800

Moderate Breezes and much Rain in the evening.

at 8 A M made three ships in the S E — coming down upon us at 9 cleared for Action & hoisted the British private Signal for the day, which was answered.

at 11 Ditto Spoke the *Amphion* Frigate. Captain Bennet informed that he wished to Send an Officer on board, to pay his Respects to me — and to inquire into the convoy — Under my charge — I directed that he should be informed, (which was done) that I would heave my main top Sail to the mast.

The first Lieu<sup>t</sup> accordingly came on board and behaved politely. after which the British Ships drew off — and we stood on our course by the wind. the other two Ships were the *Queen* & *Castor*.

at Noon the *Dolphin's* head bore South of us. Sloop *Liberty* has left the Convoy.

Longitude Account 83°.19' W.

Latitude Observed 23°.35' N.

[HS of Pa. NDA photostat.]

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Extract from journal of U. S. Schooner *Experiment*, Lieutenant William Maley,  
U. S. Navy, commanding, 10 March 1800

Sent M<sup>r</sup> Allen Midshipman & three Men on board the prize Schooner *Anna* for Philad<sup>a</sup> —

[NDA. NO, vol. 1.]

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To Secretary of the Treasury from Secretary of the Navy

[PHILADELPHIA]

Navy Department 11 March [1800]

SECRETARY OF THE TREASURY

The Secretary of the Navy presents his compliments to the Secretary of the Treasury, & encloses for his information two reports



from Captain Bainbridge of the Brig *Norfolk* relative to two vessels concerned in the slave trade boarded by the *Norfolk* & *General Pinckney*

[NDA. Req. on US T, 1798–1803.]

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To Accountant of the Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 11th March 1800*

THOMAS TURNER Esqre

*Accountant of the Navy*

SIR As the Vessels captured and recaptured by our Public Ships generally bring in with them Prisoners and therefore requires a greater number of men to be put on board of them than would be sufficient to navigate them — There may be some propriety in considering the expence of bringing such Vessels into port a Public charge — But it appears to me to be reasonable and just that all expence from the moment of their arrival including pay & subsistence of the prize Master & men should be paid out of the prize or salvage money — If you perceive no more equitable rule for adjusting those expences, be pleased to adopt the one here suggested in your correspondence with the Navy Agents — If a better rule occurs to your mind be pleased to let me know —

I have the honor to be with great respect

Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799–1800.]

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To Robert Brent from Captain Thomas Tingey, U. S. Navy

GEO TOWN 11<sup>th</sup> March 1800

SIR I am this moment favor'd with your's of yesterday

The timber contracted for by M<sup>r</sup> Young being for so material a part of the Ship — will be essentially better for being cut before the sap commences rising — We have hope by peculiar care in these points — to shew a superior Ship to those built in the other ports of the Union

I am &c &c

T:T: [THOMAS TINGEY]

ROB<sup>t</sup> BRENT Esq<sup>r</sup>

[NDA. Tingey LB, 1798–1800.]

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To Secretary of War from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 11th March 1800*

SECRETARY AT WAR

SIR I am honored with your letter of yesterday, on the subject of the purchase of a site for a cannon foundery & of ore the best adapted for ordnance, and of a permanent National Establishment for the casting of Cannon & Shot.

I can have no doubt that the United States ought to possess one or more such establishments, and I believe the vicinity of Harpers Ferry on the Potomack a very proper place for one such Establishment, as it has an aspect toward the Western Country is near the centre from North to South of the United States and being on Navigation is sufficiently convenient to the Seaports. — I will therefore without hesitation consent, that in your communication to the President you shall make use of my name as joining you in opinion as to the propriety of the establishment if upon the trials you propose of the ore, you find it answers the expectations you have formed of it. — — I beg leave to observe that the Salisbury Ore, on a trial just made appears to be equal to that of Virginia — it has not however undergone all the proof which the other has sustained — —

I have the honor to be with great Respect

Sir

Yr Obed Serv<sup>t</sup>

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

To Gabriel Christie, in Congress from Secretary of the Navy

[PHILADELPHIA]

Navy Department 11<sup>th</sup> March 1800

GABRIEL CHRISTIE Esquire  
in Congress —

SIR I am much obliged to you for the trouble you have taken about the Masts.

I have since I wrote to you, received a letter from Norfolk, saying all the Masts wanted for the *Congress* can be immediately supplied, in consequence of which I will decline sending any from Havre de Grace until an arrangement can be made for sending the whole —

I have the honor to be

Sir

Yr obed Serv<sup>t</sup>

[NDA. GLB, Vol. 3, 1799-1800.]

Extract of a letter from Captain Codwise, commanding the Brig *Ceres* of New York, describing his encounter with French privateers

ST. CROIX, March 11, 1800.

"The fourth day after we left Sandy hook, we found ourselves, by observation, to the southward of Bermuda, going at the rate of 10 and 10½ knots, under the foresail and close reefed main top sail. In the lat. of 27 N. we were chased from the break of day until night, by three French pirates, two schooners and a brig.

"When we first descried them, the wind was very light, so that by the aid of their sweeps, they gained fast upon us, and came nearly within gun shot; but no sooner did kind Providence favor us with a stronger breeze, which counterbalanced their sweeps, than the *Ceres* quickly left them at a distance. Perceiving that we led them, they, in order to intimidate us, commenced a repeated firing; but finding that to be of no avail, they *very wisely* gave up the chase.

“Nothing, I am confident, contributed more to our escape from the fraternal hug, than the great number of our light and lofty sails. It appears that the Frenchmen, being compelled by the vigilance of our cruisers to quit their usual cruising station, have commenced their depredations in a more northerly quarter, where they meet with less molestation.”

[LC, “The Daily Advertiser” (N. Y.), 22 April 1800.]

To Samuel Humphreys, U. S. Inspector of Timber, Savannah, Ga., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 11th March 1800

M<sup>r</sup> SAMUEL HUMPHREYS  
Savanah Georgia —

SIR The Sloop *Non Pareil* John Shepherd Jun<sup>r</sup> Master, is to call on her return voyage from the West Indies, and take a load of Live oak for one of the 74 Gun Ships from Georgia to one of the places of building. She may be expected at the mouth of S<sup>t</sup> Marys river the first week in April. Be pleased to make arrangements for Loading her as soon as may be after she arrives and order her for New York, taking Bills Lading or receipts specifying the number of Cubic feet contained in the Cargo for which freight is to be paid at the rate of 37½ Cents per foot, one of which bills enclose to this Office, one to Mess<sup>rs</sup> J & E Watson at N York & retain one yourself — Another Sloop is intended soon to follow the *Non Pareil* for the same purpose, and will probably touch first at the same place — Be pleased to adopt equally prompt measures for dispatching her with a load of timber as the *Non Pareil* at the same rate of freight & for the same place — if you can, load her with timber for the same Ship, otherwise she must be ordered for Boston to address of Mess<sup>rs</sup> Stephen Higginson & Co. Other vessels will in course follow these, & to enable me to give them the best directions the case will admit, as to the most proper place first to touch at, I have to request that you will as soon as practicable ascertain and forward to me the necessary information. It will be proper for you in the mean time to take steps for giving the necessary instructions at other places than the Saint Marys, where it is probable vessels may touch, to which places they are to proceed for their loads. — The Vessels now mentioned agree to take a less freight than I expected. They may however be obliged to call at several landings for their loads, for which you can agree if they require it, to make such allowance as you think just, exceeding however in no instance half a dollar per foot for the whole freight —

I think you must have a Book, & keep an account of the timber sent to each place, that we may be sure when all is sent, and I should be glad to receive an Invoice of each shipment specifying the particular peices sent.

The Navy Agent to whom sent should have a Duplicate. —

I am

Sir

Yr obed Servt

B[ENJAMIN] S[TODDERT]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Tuesday, 11 March 1800

the beginning Light winds — with an Appearance of a heavy Squall, which came on about 3 P M with great violence — after which a heavy gale followed from the westward

at 8 Ditto hove the Ship too, with her head to the Southward — making previously the Signal for the fleet to do the Same.

at A M made the Signal to ware and heave too, on the Larboard tack, and at Day light wore again, & Stood in shore — when we made, soon after, the Pan of Matanzas bearing S E B S, and at noon the said Land (pan of Matanzas) bore S B E  $\frac{1}{2}$  E about 8 Leagues Distance —

I find the Current has Set the Ship 20 Leagues to the Eastward since we doubled Cape Antonio — which is allowed for in this days calculation of the Longitude. —

Made the Signal for the convoy to Sail in close order as they seem much inclined to Scatter. —

Longitude Account  $81^{\circ}.20'$  W.

Latitude Observed  $23^{\circ}.34'$  N.

[HS of Pa. NDA photostat.]

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Extract from journal of Captain Edward Preble, U. S. Navy, commanding U. S. Frigate *Essex*, Tuesday, 11 March 1800

At 4 P. M. the north point of Saldanha Bay bore N. by E. half E. and the southern point E. by S., four leagues distant. Steering S. by E.; at 6 P. M. saw breakers off Coney Island bearing S. E. by S., three miles; at 2 A. M., saw the table-land of the Cape of Good Hope; at 10 A. M. anchored in 7 fathoms over a bottom of fine sand, the watering-place at the town S. W., one mile distant. Moored ship.

Found here seven British men-of-war, viz:

*Lancaster*, 64 guns, Admiral Sir Roger Curtis, Bart., Capt. Larcom.

*Tremendous*, 74 guns, Capt. Osborn.

*Diomed*, 50 guns, Capt. Hon. C. Elphinstone.

*Adamant*, 50 guns, Capt. Hotham.

*L'Oiseau*, 44 guns, Capt. S. H. Linzee.

*Camel*, Frigate, Capt. Lee.

*Rattlesnake*, 24 guns, Capt. Curtis.

Two English and a Swedish Indiaman, an English Whaler, and three American merchant vessels, viz.: the Ship *Ariel*, Capt. Coats, from China for Philadelphia, the Ship *Dispatch*, Capt. Benners, from Philadelphia for Batavia, and Brig ——— from Batavia for Philadelphia. Sent the First Lieutenant on board the Admiral to report the ship. Received a visit from the Health officer.

[NR&L, Nr P 922 14.]

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Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship *Ganges*, 11 March 1800

Weighed anchor and proceeded to Sea the *Harry* and *Sally* getting under way. At 9 the Pilot left us.

The *Harry* and *Sally* in C<sup>o</sup>

[NA.]

To Captain Robert Gill, Navy Storekeeper, from Abishai Thomas for Secretary of the Navy

[PHILADELPHIA]

Navy Department 12th March 1800

Captain ROBERT GILL

SIR Be pleased to deliver to M<sup>r</sup> James Key Purser of the *Philadelphia*, Twenty nine pieces of Bandanoes Handkerchiefs, taking his receipts therefor, & charging him the price at which they were purchased which transmit to the Accountants office that M<sup>r</sup> Key may be debited accordingly

By order of the Secretary

AB THOMAS

[NDA. GLB, Vol. 3, 1799-1800.]

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

[PHILADELPHIA]

Navy Department 12th March 1800

Capt<sup>n</sup> THOMAS TRUXTUN

of the *Constellation*, Kingston, Jamaica

SIR I am honored with your letter of the 3<sup>rd</sup> Ultimo inclosing an extract from your Journal relative to your glorious action with a French Ship of force greatly superior to your own on the 2<sup>d</sup>. Both the letter & the Extract have been laid before the President who directs me to give you the strongest assurances of his high approbation of your own judicious and Gallant conduct, and to request that you will present to the Officers & Crew of the *Constellation*, his thanks for so nobly seconding your efforts to raise the character of their Country and to maintain the honor of its flag.

Judging that you will readily obtain every thing necessary for your compleat equipment at Jamaica, and that you will most probably have left that Island for your Station off Guadeloupe before the arrival of the *Enterprise*, I send nothing for the *Constellation* by that Vessel except 10,080<sup>lb</sup> 18<sup>lb</sup> Shot & 1000 Grape. — Captain Murray fell in with you the 4th March. He is daily expected here — by him, I hope to receive full information from you of your wants, if you have any, and I will take immediate steps to supply them, by sending to Saint Kitts or Jamaica according to your letters by Murray —

I have not heard from S<sup>t</sup> Kitts since your action, nor has there been any accounts received respecting the Ship you engaged. — If it was the Ship stationed at Guadeloupe, the vessels you left on that station, will maintain the superiority, until she is again fit for service, and doubt not you will be ready as soon as she can be. — I wish however you were in one of the larger Frigates. — The *President* I believe will be ready for sea, by the first of July, before which time, you will either be relieved from the *Constellation*, or from the command off Guadeloupe, that you may take the *President*. The *Congress* having returned into Port completely dismasted, and the *Insurgente* wanting five or six weeks repairs, the *Constellation* cannot at present be spared from the West Indies, where I hope your future glory will equal, & your future success exceed the past.

Congress have as yet done nothing on the Navy Business — the Committee on Naval Affairs have under consideration propositions to create 2 Admirals, 2 Vice Admirals & 2 Rear Admirals, & to procure Timber for more Ships of seventy four Guns. The bundle of papers I send by Lieut Shaw will give you all the news. We have yet nothing from our Ministers to France —

Whatever engagements you make at Jamaica shall be punctually complied with — Perhaps you may be obliged to agree to replace the Mast & other things you obtain — & in this case the earliest attention shall be paid to your engagements. You can no doubt readily pass Bills on me for the greater part of your expenditures — At Saint Kitts I hope there are provisions enough in the hands of Mr Clarkson to last some time, and I shall take early measures for sending a further supply — But too much attention cannot be paid to the subject of sending on board the ships returning, all surplus provisions on board of any vessels which may from time to time return to the United States, from whatever cause. —

I have the honor to be with great respect & Esteem —

Sir

Yr most obed Servt

[NDA. OSW, Vol. 3, 1799-1800.]

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

[PHILADELPHIA]

*Navy Department 12th March 1800*

Lieut JOHN SHAW  
of the *Enterprise*

SIR You will proceed with all expedition to Kingston Jamaica, touching at Cape Francois on your passage to deliver the letters to Captain Talbot, and if you can, the Grape Shot for the Schooner *Experiment*, which may be delivered to Nathan Levy Esquire the Navy Agent at Cape Francois, or to any of our Public Vessels,

If you do not find Captain Truxtun at Jamaica, you will proceed to St Kitts, and if he should not be there, desire whoever may be the Commanding Officer on that Station to open the letters to Captain Truxtun.

Should you meet Captain Truxtun at Jamaica, you will there take his orders for your future Government. — If you should not meet him there or at St Kitts, you will join the Squadron at Saint Kitts under the command of the Superior Officer —

I have the honor to be

Sir

Yr most obed Servt

B[ENJAMIN] S[TODDERT.]

[NDA. OSW, Vol. 3, 1799-1800.]

To Captain Silas Talbot, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]  
Navy Department 12th March 1800

Capt<sup>n</sup> SILAS TALBOT  
of the *Constitution*  
Cape Francois

SIR I am honored with your letters down to the 9th February all of which have been laid before the President, who is well pleased with your judicious arrangements of the force under your command, & your whole conduct. The Sch<sup>r</sup> *Swift* was released to the Owners, before the receipt of your last letter. The Law prohibiting intercourse with the French possessions was so extremely defective that it was difficult to punish the breach of it. I now inclose a New Law [\*] just passed on that subject which I hope will be more effectual. You will be pleased to give copies & the necessary orders, to all the vessels under your Command — A Vessel with provisions for the Vessels on the St Domingo Station will be ready to sail from New York under the Convoy of the ship *Trumbull* Capt Jewitt in a few days The *Trumbull* mounts 18 — 12 pounders & is a powerfull vessel to be added to your Command — The Sch<sup>r</sup> *Enterprise* on her way to Jamaica, thence to join Captain Truxtun, will I expect deliver this — She has 1000 <sup>lb</sup> Grape Shot for the *Experiment*, if she has an opp<sup>y</sup> of delivering it —

I have the honor to be with great respect Sir

Yr obed Servt

[\*Presumably Act of Congress approved 27 February 1800.]

[NDA. OSW, Vol. 3, 1799-1800.]

To Captain Daniel McNeill, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]  
Navy Department 12th March 1800

Captain DANIEL McNEILL  
of the *Portsmouth*, N York

SIR Your letters of the 26th Ultimo and 5<sup>th</sup> Inst have been received. — France will be the destination of the *Portsmouth*, and you may therefore make such improvements in her accommodation as may appear to you to be necessary, keeping an eye to economy and recollecting that the Ship must sail in ten or twelve days at farthest. — If you should prefer remaining on shore, you will be pleased to inform me, and I will provide another Commander — How many men will be necessary to navigate the Ship as a Flag of Truce? I presume fifty able seamen, besides Your Officers will be sufficient. — On the subject of your Officers, since Lieutenant Rhodes has joined you, Lieutenant Godfrey Wood, and W<sup>m</sup> Wells have been ordered to place themselves under your Command, and I have this day ordered Doctor Frost to join you. — I have before advised you of the Midshipmen for your Ship — A Purser, I will supply you — In your letter of the 5<sup>th</sup> Inst, you say, you have succeeded in procuring a Sailing Master, Boatswain, Sailmaker and Carpenter. You will be pleased to forward the names of the Gentlemen you have selected

that their Warrants may be sent them. You will also name a Gunner. — I have also ordered Doctor Jeffry Dillon Shanley to join you as Surgeon —

I have the honor to be  
Sir Yr obed Servt

[NDA. OSW, Vol. 3, 1799-1800.]

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To James & Ebenezer Watson, Navy Agents, New York, from Accountant of the Navy

[PHILADELPHIA]  
NAVY DEPARTMENT ACCOUNTING OFFICE  
12 March 1800 —

GENTLEMEN I have rec<sup>d</sup> yours of the 8 instant together with your accounts and vouchers for the month of February, since my letter to you of the 7. inst. it has been determin'd, that in all cases of *Capture or recapture* the expense of the prize master, and men put on board, shall be on account of this department untill they arrive in port, after which, all expences including pay and subsistence, shall be paid out of the prize or salvage money: I will consult the Secretary respecting M<sup>r</sup> Pierce and write you on the subject. —

very respectfully

I am Gentlemen  
Y<sup>r</sup> Most Ob<sup>d</sup>

THOMAS TURNER  
Acc<sup>t</sup>

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

[NDA. LB Acct., 1798-1800.]

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Extract from journal of Captain Edward Preble, U. S. Navy, commanding U. S. Frigate *Essex*, Wednesday, 12 March 1800

[Harbor of Table Bay.] Wind S. E. Fresh gales. At 11 A. M., went on shore, accompanied by Capt. Campbell of the British Navy. Waited on the Admiral, Sir Roger Curtis, Bart., and the Governor, Sir George Young, Bart., and was politely and friendly received, each offering me his best services. I received a visit from all the Captains of men-of-war with compliments and congratulations on my arrival. Dined with the Admiral in company with all the Captains of the Navy.

[NR&L, Nr P 922.14]

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Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Ganges* 12 March 1800

At 5 Boca Granda bore N E. Dist about 4 leagues —

At 6 PM hoisted signals N<sup>o</sup> 19. 12.3 neither of which the fleet paid any attention to.

At 10 lost sight of the Brig

At 3 A M the Ship and Brig in C<sup>o</sup>

[NA.]



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

[U. S. Frigate] *Essex*, at anchor in Table Bay,  
CAPE OF GOOD HOPE, 13th March, 1800.

SIR: — I have the honor to inform you I arrived here the 11th inst., with the U. S. Frigate *Essex* under my command. The manner in which I have been received by the Admiral, Sir Roger Curtis, and the Governor, Sir George Young, has been honorable to our flag, and highly flattering to me. The day after leaving Newport a snow storm came on, and we parted with the three merchant vessels under convoy, and on the 12th of January, in a heavy gale of wind, in Lat. 38° 23' N., and Long. 54° 9' W., I lost sight of the *Congress*, [\*] not being able to carry sail to keep up with her without hazarding the loss of my masts, on account of the very bad quality of the rigging and iron work attached to them.

The 24th of Jan. in Lat. 16° 25' N., Long. 28° 30' W., our mainmast was discovered to be very badly sprung between decks. Every exertion was immediately made to secure it, and on the 26th that object was completed. On my passage out, much of the iron work has given way; the fore and main trestletrees, and fore and main cross-trees broken, owing to the bad quality of the wood, and their not having been properly secured at first. Nearly all the main shrouds, and all the topmast stays have been carried away. They were too small and their quality infamously bad. These disasters lengthened my passage considerably, and will detain me here at least ten days from the day of my arrival, as considerable iron and wood work is to be done to the masts, a complete gang of new shrouds to be fitted, and water to fill.

I begin to fear some accident has happened to the *Congress*, and if she does not arrive by the time I am ready for sea, I shall not wait a moment for her, but make the best of my way to the port of destination, and as the *Essex* is a remarkably fast sailer, I am in hopes to reach it in season to answer the object government had in view in sending me out.

I have not seen Mr. Elmslie, our Consul. He is in the country and expected in town to-morrow, when I shall deliver a letter which I have from the State Department for him, which was given me in charge by the navy agent at Newport.

The British have six men-of-war here, four of which are two-deckers, one frigate and a sloop-of-war, some of which have lately returned from a cruise off the Isle of France, after having chased on shore and burnt, *La Preneuse*, a French frigate, the only one which the French had remaining in the Indian Seas.

After a fair trial of my ship's company at sea, I found many impositions had been practised on the recruiting officers at the time of their engagements, and on the ninth of February I had a muster on board, for the particular purpose of rating them according to merit, and to reduce the pay of a considerable number, a list of whose names I have enclosed.

The returns which accompany this letter, I think, are perfectly agreeable to the regulations established, and I hope will be satisfactory, as every error in the returns made from Newport, which were very imperfect, is corrected in these.

The officer-like conduct and exertions of Lieut. Beale, on every occasion, merit my warmest approbation, and I hope will entitle him to the notice of the President. Lieut. Phipps is a worthy man, but too infirm for the duties of his office. Lieut. Lee is a young officer of science, who promises to be an ornament to the navy. Mr. George Washington Tew, whom I appointed an Acting Lieutenant, is a young officer of merit, and has given me great satisfaction. Dr. Orr, my surgeon, is ever attentive to the health of the ship's company; they are now in perfect health, except one man sick with a cold. I shall be better able to speak of my other officers on my return.

The *Essex* is much admired for the beauty of her construction, by the officers of the British navy. The day after my arrival, one of the Captains of the men-of-war waited on me on board the *Essex*, with their compliments and congratulations, and I was invited to dine with the Admiral. On the day following I received the same attention from the Governor. They both appeared to be disposed to render me every service in their power, and to make my stay here as pleasant as possible. I have this day been presented with a paper from Bombay, which contains the order of the Governor of the Isle of France for the confiscation of *all* American property, which I enclose you. I am told here the French have several privateers about the Straits of Sunda, and I am in hopes the superior sailing of the *Essex* will enable me to pick up some of them; every exertion shall be made use of for that purpose.

I shall write you again by the next opportunity, which will be in a few days. I have the honor to be, with great respect, Sir,

Your most obedient, humble servant,

EDWARD PREBLE.

P. S. Mr. Elmslie has arrived, and has received the letter I brought for him.

E. P.

Hon. SEC'Y of the NAVY.

(The foregoing was delivered,\*\*\* to Capt. Coats, of the *Ariel*, bound for Philadelphia.)

[\*See report concerning the dismasting of U. S. Frigate *Congress*, under date of 11 January 1800.]

[NR&L, Nr: P922-14, *Essex* by G. H. Preble.]

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

U. S. Frigate *Insurgente*  
PETAPSACO RIVER March 13<sup>th</sup> 1800

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

SIR The inclosed is a Copy of my respects to you [dated 27 February 1800] off Cuba & now have the honor to inform you of my arrival at [space] after one of the most blustering passages I ever had which has made us almost a wreck but the present subject shall be on the purpose of my late instructions.

The letters which I have now the honor to enclose, will inform you of my having brought \$120,000 from Jamaica on account of A Baring & C<sup>o</sup> & \$14,000 for others.

As those Gentlemen will no doubt be disappointed in not receiving a larger sum, there are some explanatory circumstances necessary on my part

When I arrived in Jamaica which was in a week after I received your orders, I found the above specified sum all ready & should not have been detained there more than three days, but Mess<sup>rs</sup> Atkinson & C<sup>o</sup> inform'd me that they were in hopes of being able to make up a much larger sum as they had been obliged to make use of what had been collected on their acct<sup>t</sup> for Government purposes, Vizt: the purchasing of the suspicious Negroes belonging to French Emigrants to be sent off the Island, but failing in their expectations and no money to be procured at Kingston, it occur'd to them that some respectable Houses concern'd in Havannah transactions might accommodate them there; the Scheme was proposed to me to know if I would call there, after some consideration (altho' I had no orders to justify me) it appear'd to me to be an object of magnitude, the transportation of so large a sum as they conjectured might be procured there Vizt \$300,000, that I gave my consent, but upon the Proviso, that I was not to be detain'd there more than three days, & was very precise in my inquiries to know upon what foundation this business stood & found it a matter of uncertainty altogether, in the first place, it depended upon those Gentlemen the letters were directed to, whether they had the money by them, in the next place it depended upon their inclination to comply with their engagements however advantageous it might appear & finally the risk & difficulty in getting it on board, as I could not think of running any risk, on the part of the Ship, I say taking all these considerations in a collateral view the matter was couch'd in uncertainty tho' it was my firm intention to make the tryal, but from the most untoward events I found the thing at least impracticable, for in the evening after I had written you the inclosed letter we had a fine favorable Western Wind & we kept on our course for the Moro Castle but the weather being very Hazy we over-run our distance a few leagues which we thought of no consequence, counting upon the Usual trade Wind to run us down in an hour or two, but the spell it seems was not out, the Western Wind freshen'd up to a hard gale & a rapid current setting to the Eastward we the next day found ourselves almost up with the old Streights of Bahama & drifting upon a dangerous shore, Wrecking & tearing our sails & rigging to pieces, in our effort to hold our own that I at last determin'd to stand through the Gulf Homewards, & there appear'd to be no hopes of a change of Wind, & must have created the delay of a fortnight at least, again I consider'd, as this might be a Mercantile transaction that so long a delay to their expectations might create an inconvenience & that it was better to hand them the present sum than to risk the uncertainty

Thus Sir have I given you a fair & candid detail of the business wishing to acquit myself with propriety to every individual, as well as in my public function, & herewith send you the three letters with the transactions respecting the negotiation which be so kind as to hand to M<sup>r</sup> Baring who will of course inform their friends in Jamaica of the disappointment

I wish much to have your permission to see my family & to let me know as soon as possible if I am to order the necessary outfit for the

Ship, such as Masts Bowsprit & coppering her bottom with other matters which I shall give you an estimate of & tell me what I am to do with the Crew in the interval of her equipment, whether to discharge them & take our chance for their staying by us as we are almost a Wreck, since the late hard gales of wind we have had off] Cape Hatteras it will be a work of time to do all that is required,

I have brought \$5109¼ for Robinson & Hartshorne of New York, which I shall keep & beg you will pay that sum to those Gentlemen, & charge my Acc<sup>t</sup> with it as we shall want Money for the Ships use —

With great respect

Yours &c

[NDA. A. Murray's LB, 1799–1805.]

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

[PHILADELPHIA]

Navy Department 13<sup>th</sup> March 1800

Capt<sup>n</sup> ALEX<sup>t</sup> MURRAY  
of the *Insurgente*, Norfolk

SIR Your last letter which I have received, induced an expectation that you would come to New York instead of Norfolk as before contemplated and I hope this may be the case; if however this letter should find you at Norfolk previous to your discharging any thing except money which you must leave there, I request that you will as soon as may be come round to New York or *rather to this place*.

I have the honor to be

Sir Yr obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department, 13<sup>th</sup> March 1800

WILLIAM PENNOCK Esq<sup>re</sup>  
Norfolk — Virginia

SIR I am honored with your letters of the 28<sup>th</sup> Ult<sup>o</sup> & 4<sup>th</sup> Inst. — I do not consider it necessary to take any steps at present respecting coppering the *Insurgente* at Norfolk — I expect she will come into New York — If however she should have come to Norfolk previous to your receiving this and has not discharged except money which is to be left at Norfolk, I request that she may instantly come to New York or to this place in preference, to which purpose I have written to Captain Murray —

I have the honor to be

Sir

Yr most obed Servt

[NDA. GLB, Vol. 3, 1799–1800.]

To Lieutenant John Shaw, U. S. Navy, or the Commanding Officer of U. S. Schooner  
*Enterprise*, from Jo Parrott, for Secretary of the Navy

[PHILADELPHIA]

*Navy Department 13 March 1800*

Lieut JOHN SHAW or the  
Comm<sup>d</sup> Officer of the *Enterprise*

SIR M<sup>r</sup> Wanderly represents to me that two apprentice Boys are on board the *Enterprise* — If this be the case, the Secretary requests that you will not hesitate a moment to give them up, nor by any means suffer them to proceed to sea —

I am Sir

Yr obed Servt

JO PARROTT

*By order of the Secry*

[NDA. OSW, Vol. 3, 1799-1800.]

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

[PHILADELPHIA]

*Navy Department 13<sup>th</sup> March 1800*

JAMES & EBENEZER WATSON  
*New York —*

GENTLEMEN The Frigate *Philad<sup>a</sup>* is waiting only for the articles from N York & some seamen also from that place, the former ought to be here before the latter, that there may be no delay when the men arrive — I pray that you send the articles at once without standing for a trifle in the freight —

I have the honor to be

Gentlemen

Yr most obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

To Hon. Uriah Tracey, United States Senator, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 13<sup>th</sup> March 1800*

Hon<sup>ble</sup>

URIAH TRACEY Esq<sup>r</sup>  
*in Senate —*

SIR M<sup>r</sup> Yellots muskets are shorter and lighter than those used in the Navy or Army, but their greatest defect is that they have not a sufficient caliber to receive an ounce ball. — His swords are inferior to those made in the United States. I have bought of the same kind for the Navy, but it has been under circumstances of urgencies & when better could not be obtained, a case not likely to happen again — Muskets and Swords are now made with facility & in great perfection in the United States, so that should the Militia want them there would be little difficulty in furnishing them of a better quality

than those of M<sup>r</sup> Yellots — I can therefore see no good reason for denying M<sup>r</sup> Yellot the privilage of exporting his arms —

I have the honor to be

Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799–1800.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Thursday, 13 March 1800

Moderate Breezes & pleasant weather. at 2 P M made the Double head shot keys bearing South about 4 Leagues distance.

the wind being Northerly Tacked and Stood to the Westward as per Column.

at 5 A M the Brig *Mary* of Portland asked permission to leave the convoy and stand on her Own course — Being in my opinion out of the tract or cruizing ground of French Privateers I granted his request, and at Noon made the Signal for all the fleet to make the best of their way. —

Find the Gulph to have helped us to the Northward, since yesterday at Noon, at the Rate of one mile per hour.

a few Minutes after Noon of this Day, made Cape Florida to the N W B W [?] from the mast head about 6 Leagues Distance.

Longitude Account  $80^{\circ}.25'$  W.

Latitude Observed  $25^{\circ}.32'$  N.

[HS of Pa. NDA photostat.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Thursday, 13 March 1800

Moderate breezes and Rainy weather, employd scrapeing the Quarter deck, at 3 saw the Cape

At 4 parted company with the U S Schooner *Experiment*

At 6 calm and rainy Saw the Cape S  $\frac{1}{2}$  W 8 or 9 leagues  $\frac{1}{2}$  past 6 a breeze sprung up from E N E furld Top Gallant sails In 2<sup>d</sup> reef the top sails and came to the Wind to the Westw<sup>d</sup> under the Top sails

At 9 Very Squally with Rain Reefd the Fore Sail

At [12] a fresh breeze Wore to the E<sup>th</sup>

AM at 3 Wore to W N W wind at North bore up W by S Sent d<sup>n</sup> T G<sup>i</sup> Yards, at 7 the chace Stood [to] the Westw<sup>d</sup> under a press of Sail hauld our Wind to the Westw<sup>d</sup> and Northw<sup>d</sup> under our topsails to let her come up,  $\frac{1}{2}$  past 10 Made the private Signal and was Answerd by the Strange Sail, found her to be a British 74 Gun Ship beating up to Windward

At 11 Saw Tortudas bore up under the Topsails and ran down along the land Bent the Cables and cleard Ship for Going In to port — At 12 the E end of Tortudas S by W 2 leagues

[NDA photostat.]

Extract from journal of Captain Edward Preble, U. S. Navy, commanding U. S. Frigate *Essex*, Thursday, 13 March 1800

[Harbor of Table Bay.] Strong S. E. gales. Ordered the ship completely stripped of its rigging in order to give it a thorough repair, and fit new main trestle-trees, &c. &c. Commenced watering. Dined with Capt. Linzee of the *L'Oiseau*.

[NR&L, Nr P 922<sup>14</sup>.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Ganges*, 13 March 1800

At 2 Carthagena bore E  $\frac{1}{2}$  N dist about 4 leagues —

At 3 Spoke the *Harry* when M<sup>r</sup> Harper. (Super) informed us it would be more for the interest of the concern to leave the brig than to retain both vessels —

At 4 Spoke the Brig when M<sup>r</sup> Carson (Super) also thought it best to leave him. Made sail —

At 6 A M Saw the *Harry* on our weather bow; standing to the North<sup>d</sup> & East<sup>d</sup> from the nearness of her situation must have seen us but paid no attention to our wearing but continued on her course untill we lost sight of her.

[NA.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Thursday, 13 March 1800

Pleasant Land Breezes the fore part[.] got under way at the Sun Rising Set all sail got out beyond the Reefs took the Wind from the Eastward Beat out at 12 Meridian Cleared the Capes of the Bay of Matansa Hoisted in the Cutter

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

To Secretary of State from Benjamin Hammell Phillips, U. S. Consul at Curacao

CURACAO 14<sup>th</sup> Mar. 1800

SIR I send herewith copies of my Letters of the 9<sup>th</sup> 20<sup>th</sup> & 27 Ult<sup>o</sup> —

By the Brig *Jane Maria* who is to sail for N. York in a few days I will send my account of Monies disbursed on account of the United States and my current A[ccount] in the mean time I have further drawn on you

The 11<sup>th</sup> Mar: favour A. A. Beutner. 1500 } Two thousand

14. Mar favour David Maffet 1000 } five hundred Dollars, & both at 30 Days after sight

The *Delaware* is not yet returned to Port The *Scammel* I am informed is gone from Porto Cavello for S<sup>t</sup> Kitts. —

I have the Honour to remain

Sir

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

15<sup>th</sup> I have had more time than I expected & have now the pleasure to send you the account mentioned in my letter of yesterday.

O P<sup>r</sup> Sch<sup>t</sup> *Virago* — C<sup>r</sup> Per *Jane Maria*

[SDA. French Spol. CA, Curacao, 1797-1801.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Friday, 14 March 1800

Light winds all these 24 hours and the water remarkably Smooth.  
at 10 P M the Brig *Eliza* of New York, Ran on board the *Conquest*  
[*of Italy*] and carried away her Bowsprit.

at 11 Ditto hoisted out my boat, & sent a carpenter with tools,  
Nails &c on board her and supplied a spar cordage &c &c &c to Lieu<sup>t</sup>  
Watson the commander. —

at Noon forwarded a letter to the Sec<sup>y</sup> of the Navy by the Brig  
*James* of Philadelphia Captain Williams. —

Longitude Account 80°.16' W.

Latitude Observed 26°.54' N.

[HS of Pa. NDA photostat.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*,  
Captain Silas Talbot, U. S. Navy, commanding, Friday, 14 March 1800

Fresh breezes and Cloudy, Employd as nessasary

At 4 Up T G Y<sup>as</sup> and Set the Sails then came to the Wind to the  
Northward the head of Cape Nichola Mole then bearing S ½ W 2  
leagues — At 1 Tackd to the S<sup>d</sup> At daylight Saw a Strange Sail  
bearing N E wore to the Northward

At 6 wore and came to the wind In chace fir'd a Gun to bring too  
the chace

At 8 brought her too and boarded her an American Brig from  
Savanna bound to Jamaica,

Made Sail for the Mole

At 11 a pilot came on board to Carry the Ship in to the Mole

At 12 Came too and Moord Ship In Cape Nichola Mole

[NDA photostat.]

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

[PHILADELPHIA]

Navy Department 15<sup>th</sup> March 1800

Captain Alex<sup>r</sup> MURRAY

Of the *Insurgente* Baltimore

D<sup>r</sup> SIR I have Just received your letter of the 13<sup>th</sup> & have only  
time to say that the *Insurgente* must be repaired in Baltimore, that  
I will write you more fully by Mondays post, & that M<sup>r</sup> Arch<sup>d</sup> Camp-  
bell is the Navy Agent at Baltimore, to whom you will apply, & put  
every thing in train to go on with the repairs — I believe the men  
must be discharged. — No doubt you can see your family but on this  
subject I will write you on Monday mean time you can be making  
the usefull arrangements —

There are masts at Havre de Grace

I have the honor to be

D<sup>r</sup> Sir

Yr obed Servt

M<sup>rs</sup> Murray is well —

[NDA. OSW, Vol. 3, 1799–1800.]



To Archibald Campbell, Navy Agent, Baltimore, Md., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 15<sup>th</sup> March 1800*

ARCH<sup>d</sup> CAMPBELL Esqr

*Baltimore*

D<sup>r</sup> SIR Captain Murray is arrived at Baltimore, and will apply to you as Agent, — His Ship will require to be repaired — I will write you fully on Monday —

I have the honor to be

D<sup>r</sup> Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799–1800.]

To Archibald Campbell, Navy Agent, Baltimore, Md., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 15<sup>th</sup> March 1800*

ARCH<sup>d</sup> CAMPBELL Esq<sup>r</sup>

*Baltimore —*

SIR In answer to M<sup>r</sup> Yusers letter inclosed in yours of the 10<sup>th</sup> Inst, be pleased to inform that Gentleman that M<sup>r</sup> Clarkson of Saint Kitts acts as Agent for the Navy in the Windward Islands — He has been so acting ever since our Vessels first cruised about those Islands, and tho I have no doubt of M<sup>r</sup> Yusers qualifications & fitness in all respects, yet there being no complaint against M<sup>r</sup> Clarkson, it would be improper to appoint another Agent — Our Vessels rendezvous at Saint Kitts —

The notes of Thompson & Dickey received for the *Montezuma*, you will please to retain and receive payment for on Account of the Public when due — At your liesure I wish you would send a Statement of the sale, that the entries may be made by the Accountant of the Navy — I wish you would also send an account of whatever stores are in your hands received out of the *Montezuma* or otherwise. It would be best to hire a convenient Ware house capacious enough to receive these and other articles for the Navy which may [be] had at Balt<sup>o</sup>

M<sup>r</sup> John Dorsey has made some anchors for the Public & is to make more, — I have advanced him some money, but shall turn him over to you for future payments when they hereafter become due & shall always take care to keep you in money for any thing required for the Navy in Baltimore

I am D<sup>r</sup> sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799–1800.]

To William Savage, U. S. Agent for Protection of American Seamen, Kingston, Jamaica, from Secretary of State

DEPARTMENT OF STATE

*Philad<sup>a</sup> March 15<sup>th</sup> 1800*

WILLIAM SAVAGE Esqr

SIR, By the *Hind* British ship of War, I now send you an official seal, as the Agent of the United States. — M<sup>r</sup> Liston addresses a letter

to Sir Hyde Parker by the same ship, inclosing documents relative to impressed American seamen, viz Cumpston Howe, Ludowic Slater, Dudley Emerson, John Peters Jun<sup>r</sup> Hezekiah Hale Jun<sup>r</sup> and Adonijah Rose. — The original of the same letter, committed to me by M<sup>r</sup> Liston, I sent to Baltimore, to be forwarded to you, together with another letter from M<sup>r</sup> Liston to Admiral Parker, respecting John Reddesmoser, son of Michael Reddesmoser who will forward both to you

I am Sir &c &c

TIMOTHY PICKERING

[SDA. Dip. Cor., Inst. to Min. Bk 5, 1798–1800.]

To Samuel G. Adams of Botetourt County, Virginia from Secretary of the Navy

[PHILADELPHIA]

Navy Department, 15th March 1800

SAMUEL G ADAMS Esqre  
Botetourt County Virginia

SIR The foregoing [enclosure] are the terms upon which I have contracted for cannon. If you should determine & let me know by the 26<sup>th</sup> April that you will furnish the 74 Cannon on these terms, to be delivered at Norfolk by the 1<sup>st</sup> June 1801, I will enter into a Contract with you for the same — and will then furnish the model and weights of the Cannon — To enable you however to calculate the weights, you may conclude, that the cannon will weigh about 200<sup>lb</sup> for each pound weight of ball they will discharge —

I am Sir

Yr obed Servt

[Enclosure]

Estimate of Guns for a Ship of War of 74 Guns —

28 — 32 pounders	} To be delivered at Norfolk, at the cost & Expençe of the Contractor by the first of June next, to be of such model & such weight as shall be designated by the Secretary of the Navy
28 — 18     d <sup>o</sup>	
18 — 9     d <sup>o</sup>	

To be cast in the solid, & bored truly, so that Diametre of the Bore, shall correspond exactly to each given caliber, be perfectly streight and in the center of the piece from the muzzle to the breech The cannon shall be proved in the same manner as is fixed in a Contract entered into between Sam<sup>l</sup> Hughes with the Secretary of War, under the direction of such person or persons, as may be appointed by the Secr<sup>y</sup> of the Navy. The Secretary of the Navy shall allow & cause to be paid to the said [space] for every ton weight of cannon so cast & delivered the sum of 100 Dollars imm<sup>y</sup> on the delivery of the same —

[NDA. GLB, Vol. 3, 1799–1800.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Saturday, 15 March 1800

Light and moderate Breezes.

Dispatched the *Conquest* [of Italy] at 10 A M for Norfolk, with a letter<sup>s</sup> from the Sec<sup>y</sup> of the Navy, and Several for Merchants of that place.

Several of the Convoy still in Sight — Unbent the cables, Set up Rigging &c &c &c. —

Saw a Ship to Windward which I take to be one of our Ships of War or one of the British: perhaps the [*George*] *Washington* or *Patapsco*.

Made the Signal to Speak the *Conquest* [*of Italy*] which is only a small distance from us, in order to Send her to Windward, and make our private Signals, to the strange Sail; ascertain who it is & inform me. —

Longitude Account  $79^{\circ}.26'$  W.

Latitude Observed  $28^{\circ}.57'$  N.

[HS of Pa. NDA photostat.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*. Master Commandant Timothy Newman, U. S. Navy, commanding, Saturday, 15 March 1800

The first part Moderate Breezes & pleasant  
at 1 P M Fell in Company with the *Norfolk*  
Shortened sail and Lay by Saw a sail Runing Down  
at 5 P M Made sail and Gave Chase  
at 6 spoke the schooner *Success* from Kenebeck Bound to the  
Havana 25 Days out Thomas Jones Master about 8 Leagues to the  
Eastward of Havana  
at 7 bore away at 8 Reefd the Top Sails  
at Midnight Lay by Head to the North<sup>w</sup>  
Middle part Moderate & pleasant  
at 7 A M sent the Jolly Boat into Havana  
at 8 the More bore S E 2 Miles Dist  
Stood of from the Land  
at Meridian the More bore South 3 Leagues Dist  
Latter part Moderate & pleasant  
a Strong Current to the Eastward Cut the Cable off 32 feet from  
the End it being Gawled on bottom & unfit for service Larboard  
Bower

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

To Edward Stevens, U. S. Consul General at Santo Domingo from Toussaint  
L'Ouverture, General-in-Chief of the Army of Santo Domingo

[Translation]

JACMEL, THE 25 VENTOSE YEAR 8 [16 MARCH 1800] OF THE FRENCH  
REPUBLIC INDIVISIBLE

TOUSSAINT L'OUVERTURE, *General in chief of the Army of Santo Domingo.*

TO MR. EDWARD STEVENS, *Consul General of the United States of America at Santo Domingo.*

MR. CONSUL GENERAL, I have been honored by your letter of the 9th March last in reply to mine of the 8th Ventose. It was accompanied by a copy of the one which Commodore Silas Talbot wrote you, under date of 6th March, in response to the one which you addressed to him on the 4th of the same month (of March) of this year.

I have read with great satisfaction your letter and his, and there was no need of your giving me greater proof of the interest which you take in me, in this circumstance than to assure me of it yourself, and you need not even assure me of it, since you have plainly demonstrated it to me by deeds. I could not be more grateful to you than I am for all the trouble to which you have gone with regard to Commodore Silas Talbot, in order to persuade him to give me succor with ships, in the waters around Jacmel. It affords me renewed pleasure in offering you my thanks, to tell you how glad I am and how I appreciate the signal and important services which the Commander of the United States frigate *General Green*, Mr. Christopher Raymond Perry, has rendered me; my praises and my appreciation to this officer; nothing could equal his kindness, his activity, his watchfulness and his zeal in protecting me, in unhappy circumstances, for this part of the colony. He has contributed not a little to the success by his cruise, every effort being made by him to aid me in the taking of Jacmel, as also in seeing order restored in this colony.

Please, Mr. Consul General, I pray you to convey to Commodore Silas Talbot my heartfelt gratitude for the service which he has done me by sending me the frigate *General Green*, for which I shall never cease to be grateful. Have the kindness to express to him my sentiments to that effect, and also to thank him for being pleased to send me other vessels, at your solicitation. I assure you, Mr. Consul General, that it is not without satisfaction and the most intense joy that I receive from you, Commodore Talbot, and all the other officers and citizens of the United States the evidence of your ardent desire and their ardent desire to cooperate in reestablishing order, prosperity and happiness in this colony so long unfortunate.

I have the honor to be with the highest esteem and the most cordial consideration,

Mr. Consul General,

Your very humble and obedient servant

Signed: TOUSSAINT L'OUVERTURE.

[SDA. CL. Cape Haytien, 1797—1799.]

[16 March 1800]

To Secretary of State from John Elmslie, U. S. Consul, Cape Town, South Africa

To TIMOTHY PICKERING Esq<sup>r</sup>

*Secretary of State of the United States of America*

SIR, Since my last of 7<sup>th</sup> of Dec<sup>r</sup> respecting the proceedings of the Vice Admiralty Court in the Case of the Ship *Pacific* — I have had the Honour to receive *Duplicate* of your favour of 18<sup>th</sup> Dec<sup>r</sup> — 99 — per the United States Frigate *Essex*, Cap<sup>t</sup> Preble who arrived here 10<sup>th</sup> Ins<sup>t</sup> I am sorry to inform you that neither the Original nor Duplicates of my Commission of Consul have yet come to hand — But his Excellency the Governor on the strength of your Letter of the aforesaid date, politely ordered the Secretary of Government, to write me an Official Letter acknowledging me Consul for the United States of America, copy of which I now transmit you; Yesterday morning I waited on the Admiral Sir Roger Curtis, and exhibited the Documents

respecting the nativity of Rich<sup>d</sup> Butler, which fully satisfied the Admiral of Rich<sup>d</sup> Butler being a native of the United States, and assured me that he would give orders for his immediate discharge. The Letter for M<sup>r</sup> Butler I sent on board the *Tremendous* yesterday but the weather has been so blowing ever since that I have not yet had an opportunity to hear from him — It was extremely pleasing to hear from Cap<sup>t</sup> Preble that he was received by the Governor & the Admiral with every mark of polite attention, it gives me pleasure also to inform you that the French Frigate *Preneuse* which so annoyed the American Trade to the Eastward is destroyed by the *Tremendous* in a late cruise off the Mauritius, & the officers are now prisoners in the Cape —

With the highest Respect

I have the Honour to be

Sir

Your Ob<sup>t</sup> Servant

JOHN ELMSLIE

CAPE TOWN GOOD HOPE

16<sup>th</sup> March 1800

[SDA. Cape Town, Vol. 1, 1800-1853.]

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To Secretary of State from Edward Stevens, United States Consul General at St. Domingo

(Duplicate)

(Private)

CAP FRANCOIS March 16<sup>th</sup> 1800.

DEAR SIR In a Letter which I lately had the Honor of writing you, I mentioned the unwarrantable Conduct of Cap<sup>t</sup> Thicknesse, Commander of his Brittanic Majesty's armed Brig *Pelican*, & referred you for the Particulars of this Transaction to M<sup>r</sup> Ritchie, Consul of the U. States at Port au Prince. Not being in Possession of the Protest made by the Officers of the Schooner *Buckskin*, at that Time, I could not transmit it to you. M<sup>r</sup> Ritchie indeed promised to send it to me immediately, but by some unaccountable Delay, I did not receive it until Yesterday. In his Letter of the 3<sup>rd</sup> Ins<sup>t</sup>, which accompanied it, he informs me that the french Schooner which was captured by the *Pelican*, proved to be the *Adelaide*, Cap<sup>t</sup> Pitre, bound to Port au Prince & furnished with a regular Passport. He adds that the Owner of the Schooner "had preferred a Complaint to Gen<sup>l</sup> Toussaint against "the Schooner *Buckskin*, for the Aid & Assistance given in capturing "the *Adelaide*, praying that Process might commence against the "Captain of the *Buckskin* for an Indemnification of the Value of his "Vessel;" — that Gen<sup>l</sup> Toussaint had written him on the Subject, & that he had given such an Explanation in Return as he hoped would prevent any disagreeable Consequences from taking Place. —

As soon as I received M<sup>r</sup> Ritchie's Letter I wrote Gen<sup>l</sup> Toussaint on the Subject, & do not imagine there will be the slightest Difficulty in arranging this Business as it ought to be. — I now have the Honor of enclosing you the Declaration made by the Master & Mate of the *Buckskin* before M<sup>r</sup> Ritchie. —

Since my last Dispatches I have had the Pleasure of receiving your several Favors of Dec<sup>r</sup> 27<sup>th</sup> & 31<sup>st</sup> & Jan<sup>r</sup> 18. —

The first relates to the Schooner *Polly* of Marblehead, Knot Pedrick, Master. To this important Business I shall pay all the Attention it merits, & shall acquaint you with the Steps that may be taken to recover the Property which has been captured. M<sup>r</sup> Joseph La Grange the Gentleman you have recommended in the second, shall have every possible Attention paid to his Claims, & as soon as M<sup>r</sup> Duracinè [?] shall make Application to the Government in his Behalf, I shall give him all the Assistance that lays in my Power. —

With respect to your last Letter I deem it of so much Importance, that I cannot avoid giving it a full & separate Answer, which I shall have the Honor of transmitting you, together with all the necessary Documents, by the armed Brig *Mary*, Cap<sup>t</sup> Tarvis [?] which, will sail in 4 or 5 Days. —

Every Thing continues tranquil in this Quarter, notwithstanding strong Symptoms of the Crisis I announced to you have taken Place. Within these few Days all the Adherents of the Agent have been seized, imprisoned, & the Seals put on their Effects & Papers. Among these are the Ordonnateur in Chief Dumaine Blanchard the receiver of the Revenues of the Colony & & & The Agent & his Secretary are kept close Prisoners to the Government House. The Seals are also put on the Papers of the latter. No Persons are permitted either to enter or leave the House: nor are Papers, Money or any Kind of Effects suffer'd to be carried out. All this is by order of general Toussaint. He sent general Age here to carry the Agent to Port au Prince, but he refused to go. He immediately gave orders to take the Steps I have mentioned. I expect him here in 3 or 4 Days when I suppose the Business will be settled as I have long foreseen. He will not send away the Agent because he is afraid he may intrigue against him in France. He will I beleive keep him a close prisoner & take all power, civil & military into his own Hands. In other Respects Things are as usual. The Citizens of the U. States are respected & their Property secure. A due Degree of Harmony continues to subsist between our naval Commanders & the Chiefs of the Colony. The *General Green* is on the South Side near Jackmel, — the *Boston* & the *Richmond* in the Bite, & the *Experiment* & *Augusta* gone to join Cap<sup>t</sup> Perry. The *Constitution* is, I fancy, at the Mole as she has not been off this Harbor for 2 Days I write in great Haste, for which I must beg you excuse.

I remain

W<sup>th</sup> great Respect & Consideration

[SDA. CL, Cape Haitien, Vol. 2, 1799–1800.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Sunday, 16 March 1800

Delightful weather — with a charming little Breeze and Smooth water, throughout the whole of these 24 hours.

Spoke the *Conquest* [of *Italy*], and directed her to proceed, and Exchange Signals with the Strange Sail, mentioned in the transactions of the preceding day: but finding at about 3 P M, she could not come up with the said Sail, without Running a long distance out of her way, and having every reason to believe the Sail in question, to be a

friend — I made the Signal, for the *Conquest* [of Italy] to give over the chase.

at 2 A M Brought to, a Sloop from New Providence, bound to Charleston South Carolina — in balast. — It is well to remark that the Gulph Stream runs close to the Edge of Soundings all along this Coast and is very narrow of[f] Cape Cannavarel [Canaveral] and widens as it runs to the Northward.

I do not suppose that off Cape Cannavarel the Stream is above five or six Leagues wide and off Hatteras not more than fifteen Leagues — & so its width encreases as it Runs to the Northward and Eastward. —

Longitude Account  $78^{\circ}.2' W.$

Latitude Observed  $30^{\circ}.10' N.$

[HS of Pa. NDA photostat.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. S. *Ganges*, 16 March 1800

At  $\frac{1}{2}$  Past 2 point Samba bore. S b E dist 5 or 6 Lea.

Discovered that the head of the Main mast to be sprung.

[NA.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Sunday, 16 March 1800

Moderate Breeses & pleasant the first part Lay off and at the Moro Waiting for the Boat

at 5 P M the Jolly Boat came on board

at 6 stood off to the Northward under single Reefd Top sail

at Midnight Wore ship to the Southward

at  $\frac{1}{2}$  past 1 A M Wore ship to the Northw[ar]d at  $2\frac{1}{2}$  Tack to the South<sup>w</sup>

at 8 A M the pan of Matansa bore S E b E 11 Leagues Dist the Moro bore W b S 4 Leagues

at 9 Made sail with the *Norfolk* to try the goodness of the *Warren* & *Norfolk* we beat her on a Wind She bore away We beat her Spared her flying Jibb T G Sails M<sup>a</sup> Top Mast Middle & M<sup>a</sup> T G Stay Sails and she could not Range A Head of us

Stood in for the Land saw it 9 Leagues Dist South from us

Latter part Fresh Breezes and Cloudy

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

To Secretary of the Treasury from Secretary of the Navy

[PHILADELPHIA]

Navy Department 17th March 1800

SECRETARY OF THE TREASURY

SIR I have the honor to enclose you a letter from Captain John Rodgers of the *Maryland* dated off Brame [?] point 7<sup>th</sup> January 1800 by which it appears that he on the 4<sup>th</sup> January fell in with the Schooner

*Clarissa* of Boston owned by a M<sup>r</sup> Blake of Boston, which vessel had on board Eighty one slaves, bound from Sierra Leona to Surinam

You have also inclosed a Copy of the *Clarissas* Register & of the instructions of the owner M<sup>r</sup> Blake to Captain Cook dated August 5<sup>th</sup> 1799 in which he is directed to trade in slaves from the Coast of Africa to Surinam —

I have the honor to be with

Great respect

Sir

Yr obed Servt

[NDA. Req. on US T, 1798-1803.]

To Captain Daniel McNeill, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 17<sup>th</sup> March 1800*

Captain DANIEL M<sup>r</sup>NIELL  
of the *Portsmouth*, NYork

SIR I have received yours of the 14<sup>th</sup> Inst You will indent for six months provisions and as much Spirits as will last you to France — which the Mess<sup>rs</sup> Watsons will supply upon your requisition —

Enclosed you have warrants for Levi Bardon Sailing Master & John Thompson Boatswain & blank oaths which you will require these Gentlemen to take, previously to delivering their Warrants —

I have the honor to be

Sir

Yr obed Servt

B[ENJAMIN] S[TODDERT.]

P. S.— You are to engage your men for 12 months from the Ships first weighing anchor on a Cruise —

[NDA. OSW, Vol. 3, 1799-1800.]

To Archibald Campbell, Navy Agent, Baltimore, Md., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 17<sup>th</sup> March 1800*

ARCH<sup>d</sup> CAMPBELL Esq<sup>r</sup>  
*Baltimore*

D<sup>r</sup> SIR Enclosed is the copy of my letter to Captain Murray. I hope you can find time to devote the necessary attention to this Ship. If you make good arrangements at first, you will have but little trouble afterwards — I think you had better engage able Master Carpenters of reputation to conduct the repairs — Buy the best Hemp for rigging & put it into the hands of the best Rope makers — Masts, I suppose will be sent from Norfolk — of this Captain Murray can inform you — There are a number of large ones belonging to the Public at Havre de Grace — Be very particular in taking vouchers for every thing you pay, and supply every thing required by Captain Murray. — Cases will occur, not foreseen, requiring the exercise of Judgement & discretion. — You must in such cases exercise your



own Judgement, without waiting to hear from me. — It will be proper to ascertain from Captain Murray whether the Copper in the hands of General Swann, will do for the *Insurgente*. — Knees will be wanted — perhaps larger than can be had in Baltimore — General Lloyd tells me he has at his place on the Eastern shore many hundreds of the best kind ready cut — If necessary you can send a proper Carpenter to purchase at once the number wanted — I have directed a remittance of 20,000 D<sup>r</sup> to be made you — the greater part will be wanted by the Purser of the *Insurgente* to pay off the men — He will receive from you in 2000, or 3000 D<sup>r</sup> at a time — For money advanced thus to pay the men, you must charge only one half per Cent Commission — this being the practice every where — for all other expenditures 2 per Cent — I will send more money as you want —

I am with Great Esteem D<sup>r</sup> Sir

Yr obed Servt

Dispatch, Economy & regularity must be attended to in refitting this vessel —

M<sup>r</sup> Philip Taylor on Farley Creek, Kent County, has knees, & other crooked timber — to him you will please apply, for what you may want for the *Insurgente* —

[NDA. GLB, Vol. 3, 1799-1800.]

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

[PHILADELPHIA]

*Navy Department 17th March 1800*

Captain ALEX<sup>r</sup> MURRAY

of the *Insurgente*

Baltimore —

DEAR SIR I wrote you a few lines on Saturday. The *Insurgente* must now be put into compleat repair before she leaves Baltimore. I observe that she wants masts, sails, — I presume rigging, caulking & coppering. — I wish you to ascertain at once every thing necessary to be done to her — to give M<sup>r</sup> Arch<sup>d</sup> Campbell an account thereof in writing & another to me—Advise with M<sup>r</sup> Campbell on the best most frugal & most expeditious manner of having the whole business done, — let every thing be begun before you leave Baltimore — and then leaving the Command of the Ship to that Lieutenant you think best qualified, with as many officers and men as you think will be necessary & usefull on board, furloughing all the other Officers & discharging all the other men — you may repair as soon as you please to Philad<sup>a</sup> — By the time the Ship would be ready for sea, the men would not have above two or three months to serve—if so long — it is best therefore to discharge at once all who cannot be usefully employed about the Ship. — The Purser should have his Acts [accounts] against the men prepared for settlement without the least delay — I hope indeed he is already prepared —. If any powers of Attorney have been given by them for half their pay in their absence particular attention should be paid to that circumstance — I shall this day remit M<sup>r</sup> Campbell 20,000 D<sup>r</sup> which I suppose will be sufficient to pay off the men who are to be discharged — The Major of Marines will give orders about the Marines pay —

I cannot be more particular nor is it necessary that I should be — You know every thing to be done, & how it is best to be done and you will give all the advice & information in your power to M<sup>r</sup> Campbell who tho a very good man may not be very well acquainted with a business in some measure new to him —

I have the honor to be with Great Esteem D<sup>r</sup> Sir

Yr obed Servt

B[ENJAMIN] S[TODDERT]

PS — Are you sure of the Masts from Norfolk? There are Masts at Havre de Grace 90 feet long & it is said very tough —

[NDA. OSW, Vol. 3, 1799-1800.]

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To Lieutenant Jeremiah Barton, U. S. Navy, from Captain Alexander Murray,  
U. S. Navy

U: S: Frigate *Insurgente*  
*Baltimore March 17<sup>th</sup> 1800*

SIR Feeling something at a loss how to govern myself with respect to some recent Occurrences as well as Anterior ones in which delicacy is requisite to come to a full eclclaircissement I find no other method than this.

I have fondl[y] hoped to end my Cruise in perfect peace, harmony & mutual satisfaction with each other, which the first part of our route encouraged me to hope would have been the case, & sorry am I that I have been disappointed in my expectations, being under the strongest convictions that I have done every thing in my power to cement a friendly intercourse.

I candidly declare to you that till latterly you have ever had my confidence & esteem as an Officer in the U: S. Service, I acknowledge your good sense & experience as an Officer; but there is one insurmountable misfortune that I have but lately discover'd (& which I forbear to mention) that is quite incompatible to the dignity and value of an officer.

Far be it from me to prefer a complaint upon any trivial matter & I would wish the present one to rest in Oblivion, your own reflection will be your own Monitor

You have hinted to me that you should quit the service, I wish it for your own sake, but at the same time to save appearances, could wish you to continue in your station a while longer; & be assured that I have no personal Antipathy against you as a Gentleman, but I am bound to the Public, to serve with fidelity, & honor, & to controul every unfortunate propensity in those who have placed themselves under my command; & altho' the hint I have given you at present may appear of a trivial complexion yet I think it of too important a nature for me to overlook, & which costs me a very Poignant feeling in thus communicating it to you, in all other respects accept of my assurance of regard

I am

Your most Obed<sup>t</sup> —

Lieu<sup>t</sup> JER<sup>m</sup> BARTON.

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

To Purser Samuel J. Cox, U. S. Navy, from Accountant of the Navy

[PHILADELPHIA]

NAVY DEPARTMENT ACCOUNTANT'S OFFICE

17 March 1800.

SIR Previous to paying off such of the Crew of the *Insurgent* as may be discharg'd by Captain Murray, you will take care to ascertain all charges against them, you I presume know whether any of them have authoris'd Attornies to draw any part of their pay & you must be responsible for charging it against their wages — \$150 has been paid at this Office to the Attorney of Edw<sup>d</sup> D. Burke, chaplain, Your pay rolls must contain columns for the names and stations of the ships company, also for the commencement and expiration of service, and others for the rates and amount of pay for that time, & such other columns as are necessary to exhibit the charges of money, slops, payments to Attornies &c as circumstances may require, and one for the balances due & remaining to be paid at the time the Roll is made up to, or time of discharge, death, or desertion of the individual: for the final payment a receipt roll will be proper, which must have columns for the names, stations and balances, together with a column for the signature of the person paid, and another for the witness to the final payment and signature; The witness should be a commissioned or warrant officer, one of whom, should always be present at the pay table while paying off — Deserters forfeit the wages due to them; but the Ex<sup>rs</sup> or administr<sup>rs</sup> of dead men, upon producing & leaving with you for your Voucher, the letters of Administration legally authenticated may be paid, such as do not apply while you are paying off may hereafter be paid at this office, for which purpose it will be necessary for you to make out an abstract of the balances due to dead and discharg'd men, or deserters which will be forwarded to this Office with your pay & receipt rolls. — In your Slop account, you will shew by appropriate columns, the quantities of each several kind of articles rec<sup>d</sup> or purchas'd, & the amount and from whom, when and where, and on the contrary, you will shew the quantities disposed of, & remaining on hand, with their amounts respectively, so that your account will shew both the article and the amount. —

The regulations of the Navy, require every person belonging to a vessel of War to draw one ration p<sup>t</sup> day, and this it will be presumed is always done, unless the contrary is shewn, therefore in your subsistence abstracts a distinction must be made between the undrawn & extra rations, which the Officers will be entitled to pay for. — The undrawn adds a ration to your provision account, which must be accompanied by a statement, shewing the number of men who from time to time have drawn rations and the quantities of each several kinds of articles thereby expended — And in order to shew the statement of the Officers subsistence account, an abstract exhibiting what provisions each of them have drawn or have been supplied with, and what may be due to each of them, must accompany your provision account. —

I have the honor to be

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

THOMAS TURNER. Acc<sup>t</sup>

SAMUEL J COX

Purser of the *Insurgente*

Baltimore

To Edward Stevens, U. S. Consul General at St. Domingo from Captain Christopher R. Perry, U. S. Navy

United States Frigate *General Greene*  
Off Jackmel March 17<sup>th</sup> 1800.

SIR I have the honor to acquaint you of my falling in with a French Armed schooner off Jackmel, on the 11<sup>th</sup> Instant from St Domingo. — She is not possessed with a passport from yourself, or from General Touissaint, or any other papers, by which it can be determined, to whom she belongs, but from every appearance, she was fitted out for the purpose of Cruizing against the United States, as well as all other Neutral Powers, therefore have determined to send her to Commodore Talbot. —

In compliance with a request from General Touissaint, I have been Cruizing off this place, for sometime past, for the purpose of intercepting any supplies which Rigaud might endeavor to throw into Jackmel, and as that place is now surrendered, shall proceed, on my intended Cruise —

This Privateer is Commanded by John Pelott [or Platt], who took the New Jersey Indiaman, & has I presume taken many other valuable American Ships, and will more, if this Vessel is not condemned. She has about 50 Men mostly whites. —

I have the honor to be with much respect —

Sir

Your most ob<sup>t</sup> s<sup>t</sup>

EDWARD STEVENS Esq<sup>r</sup>  
&c &c &c

(Signed) CHRIS<sup>t</sup> RAYMOND PERRY

A true Copy.  
E. STEVENS

[SDA. CL, Cape Haitien, Vol. 2, 1799-1800.]

To Master Commandant David Jewett, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 17<sup>th</sup> March 1800

Capt<sup>n</sup> DAVID JEWITT  
of the *Trumbull* —

SIR I have received yours of the 15<sup>th</sup> Inst. — Upon your requisitions the Mess<sup>rs</sup> Watsons will supply every thing in their power necessary for your complete preparation for sea — Your indents must be made out & the supplies obtained in three days from this date, as I shall tomorrow send on your sailing orders, & I expect that the *Trumbull* will be ready to sail imm<sup>o</sup> upon receiving them

As to an additional supply of men, you must relinquish the idea, as there will not be time to procure them. — I enclose you a Warrant for Benjamin Rumsey & an oath which you will require him to take —

I have the honor to be

Sir

Yr obed Servt

B[ENJAMIN] S[TODDERT.]

P. S — If you can procure ten able seamen without delay do so —

[NDA. OSW, Vol. 3, 1799-1800.]

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

[PHILADELPHIA]

*Navy Department 17th March 1800*

JAMES & EBENEZER WATSON

*New York —*

GENTLEMEN Having no doubt that the Store Ship for Cape Francois is in readiness to proceed on her voyage, I shall tomorrow send on Captain Jewitts orders, and expect he will be at sea on the next day, Mean time as the *Trumbull* from the Captains account, is in want of many articles to compleat her, Be pleased to supply at once whatever may be in your power, but she must not be detained —

I have the honor to be

Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

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

[PHILADELPHIA]

*Navy Department 17th March 1800*

Lieut<sup>t</sup> JOHN CASSIN

of the Frigate *Philad<sup>a</sup>*

*New York —*

SIR Immediatly on receipt of this you will be pleased to close your rendezvous at New York & proceed with what men you have to this place with the utmost expedition —

I am Sir

Yr obed Servt

B[ENJAMIN] S[TODDERT.]

[NDA. OSW, Vol. 3, 1799-1800.]

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

[PHILADELPHIA]

*Navy Department 17th March 1800*

Major W. W. BURROWS

SIR Mild as is the sentence of the Court Martial against Lieut [S. W.] Geddes, for conduct totally unworthy of an officer, the sentence must be approved, in the hope that he will in future conduct himself with prudence & propriety, & in consideration of his very respectable connections — It is this last consideration indeed which induces me to consent to the sentence of the Court —

I have the honor to be

[NDA. GLB, Vol. 3, 1799-1800.]

[17 March 1800]

Protest of Jonathan Holbrook, Master of the *Active*, captured by French Privateer *La Troisième Ferrailleuse*

Know all men by these presents that on the fourteenth day of April in the year of our Lord one thousand eight hundred before me

John Jeremie the younger Notary publick by royal authority duly admitted and sworn residing in the Island of Guernsey personally came and appeared Jonathan Holbrook late Master of the American Ship or Schooner called the *Active* of Castine who voluntarily declared and affirmed unto me as truth — That on or about the twenty seventh day of February last he sailed with the said ship from Liverpool loaded with sundries and bound to Boston — and was afterwards thrown on the Coast of Ireland where he suffered considerable damage as more particularly appears by the said Masters Protest made at Kingsail in Ireland aforesaid — whence after repairing his said ship the said Master with a Mate three men and two boys forming the said ship's Crew sailed the thirteenth of March and proceeded on his said intended voyage — That nothing material happened to them until the Seventeenth when being in Latitude 50° 30'' North and Longitude 20° West of London they were boarded by a French Privateer called *La Troisieme Ferrailleuse* — Lugeol Commander belonging to Bordeaux — That the Crew of the said Privateer forcibly took possession of the said Ship *Active* plundered her of part of her Stores and Cargo and carried away this Appearer together with three of his men to the said Privateer leaving in the said ship only the Mate & two Boys of her Crew — That the said Privateer putting Eight of her own men on board ordered them to proceed for the said port of Bordeaux — That, on, or about the twenty third of the said Month of March the said Privateer continuing to Cruize & six days after the said Master and his said three men had been in the said Privateer they met the ship *William* from Boston bound to Dublin — That the crew of the said Privateer having plundered the said ship *William* they put this said Appearers three men on board and left her — That on or about the Seventh Instant they fell in with the *May Flower* Private Ship of War of Guernsey commanded by James Le Bair — That both Privateers engaged and the french was taken, in consequence of which this Appearer was brought in this Island where he arrived on the twelfth Instant — That since his arrival this Appearer has been informed that his said ship *Active* has been released from the Enemy by the Dublin *Volunteer & Dispatch* two Private Ships of War belonging to this place, which have not taken possession of her but left her at sea near the Coast of Spain with the Mate and two Boys who had been left by the French when they took possession of her as aforesaid — And this Appearer desiring to Protest I the said Notary at his request do hereby solemnly Protest as well against the Winds & Seas as against the Private Ship of War *La Troisieme Ferrailleuse* aforesaid and against all and every person or persons whom it may concern for all Losses damages Costs and expences suffered or to be suffered for and on account of the premisses — In Witness whereof the said Appearer has hereunto set his hand and I the said Notary my hand and seal of office at Guernsey aforesaid where Stamps are not used the day and year first above written. —

JON HOLBROOK

In pramissorum fidem

[SEAL]

JN<sup>o</sup> JEREMIE jun<sup>r</sup>

Not: Pub: Gy.

I Robert Were Fox Consul of the United States of America do hereby certify that I beleive the Contents of the withinmentioned Protest to be true, and that Captain Jonathan Holbrook is about to proceed to Spain, there, again to take possession of the said Schooner *Active* and her Cargo.

Given under my Consular Seal at Falmouth this tenth day of May 1800 —

[SEAL]

ROB. W. FOX

[Ct. of Cl. French Spol. Case No. 958.]

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Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Monday, 17 March 1800

[In Cape Nichola Mole] Moderate breezes and clear weather  
Employd watering and clearing Ship

AM at 7 Completed our water and cleard Ship for Getting under way. At 9 Unmoord Ship and hove In to a small Scope on the Small bower

At 10 loosd Topsails Sheeted them home  $\frac{1}{2}$  past 10 Weighd and came out of the bay

At 11 the Small cutter came along Side with Coffee and Sugar for the Ships company

At 12 brought too without the harbour In boats and filld away to the Northward by the Wind the Mole head bearing S E one mile

[NDA photostat.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Monday, 17 March 1800

The first part Fresh Gales and Cloudy Weather

at 6 P M the pan of Matansa bore S E 6 Leag Dist the *Norfolk* Boarded A Brig from St Thomas

at 9 Wore Ship and stood to the Northwd

Middle part Moderate & pleasant

at 2 A M Wore ship to the South<sup>wd</sup> & Eastward

at 5 Wore ship After a sail to the North<sup>wd</sup>

at 7 spoke the ship *Sterling* from Africa With Slaves belonging to *Norfolk* Boarded her Brot the Capt & Supercagoe on board for Examination, Pierce Coggsball Master Bound to the Havana

at 8 the pan of Matansa bore S B E 9 or 10 Leag

at 11 $\frac{1}{2}$  A M Made all sail After a Chase

at 12 Meridian the pan of Matansa bore S b E Dist 7 Leagues

Latter part pleasant Weather & Breeses

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

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

[PHILADELPHIA]

Navy Department 18th March 1800

Captain JAMES SEVER  
of the *Congress* Norfolk

SIR I am honored with your letter of the 3<sup>d</sup> instant [See letter under date of 11 January 1800.]—

Immediately on hearing of your arrival, I directed M<sup>r</sup> Pennock to put every thing in motion to refit the *Congress* with all possible expedition, and if necessary to delay the operations of the *Chesapeake* to accomplish this object — This course was so obviously dictated by common sense that I hope and trust, he did not wait for my instructions — The Men of the *Congress* have too long to serve to be discharged, and the expence of keeping them idle in port is not the worst consequence which will accrue — ill humour & insubordination must arise out of such a state of things —

With respect to your Officers, judge whether any of them can be spared, and how long — Such of them as you can do without may be furnished with furloughs, until you think they will be of service on board, which I hope will not be for more than 2 or 3 weeks, for surely the ship can be masted & rigged in 4 or 5 or 6 weeks at farthest from her arrival — Your first Lieutenant [J. B. Cordis] being in Commission must remain in service, be dismissed by a Court Martial or resign — I should be glad [if] he would do the latter — I presume however, he will not — If so, what can be done with him? — If he is not fit to act under a Commander who pays proper attention to the discipline of his Ship is it probable that he is calculated to act under any other? The right course is to keep him on board your Ship, & for you to make him do his duty, or to have him arrested, and tried for misconduct — Having been tried once already, it is not likely he will escape the second time so well as he did the first. I wish I could see any proper mode by which you could be gratified in his removal — If he has acted improperly, it is your duty to arrest him, & if he cannot be tried at Norfolk, he must remain on shore, until he can be tried — In the event of his detention or removal, Lieu<sup>t</sup> Blair will of course, Succeed to his Station —

In your recruiting instructions it is observed that “you must advance to Your Recruiting Officers, who must settle their Accounts with You” — I can hardly conceive that it can be necessary for the recruiting Officer to come here merely for the Settlement of his accounts — If however you find it indispensable, I suppose he must come on, tho it will be attended with so much delay, that it is not to be expected he can return in time to join the Ship at Norfolk —

I have the honor to be

Yr obed Servt

[NDA. OSW, Vol. 3, 1799-1800.]



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

[PHILADELPHIA]

Navy Department 18<sup>th</sup> March 1800

W<sup>m</sup> PENNOCK Esq<sup>r</sup>

Norfolk

SIR I wrote you on hearing of the arrival of the *Congress*, that if either vessel must be retarded, it must be the *Chesapeake* — She has not her men. — It is of importance on a variety of accounts as well as economy that the *Congress* should not remain an unnecessary day

I fear from M<sup>r</sup> Cockes a/c she may be delayed for Blocks — do not suffer this, but take those for the *Chesapeake*, and in every other instance give the *Congress* the preference in dispatch — Keep as many Carpenters about her as can work to advantage, even if every man is taken from the *Chesapeake*. — I know not when Capt Truxton will arrive — but it will be well for you to provide at once his principal masts —

I have the honor to be

Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

To Major Commandant William W. Burrows, U. S. Marine Corps, from Second Lieutenant Newton Keene, U. S. Marine Corps

S<sup>t</sup> KITTS 18<sup>th</sup> March 1800

Major BURROWS,

SIR, The Ship *Connecticut* arrived here yesterday Morning. after a Cruise of Six Weeks off Portorico without making any captures. The Convoy for America being about to Start I have just time to inform you of a Report in Circulation at this place that Captain Truxton has had an engagement with a French Ship [*La Vengeance*] of Fifty-four Guns — it is said he certainly would have taken her had he not have lost Two of his Masts & had Sixty Men Killed it is also said that the *Constellation* has gone down to Jamaica for the purpose of Refitting. I fear the report is too true as Captain Truxton was to have been at S<sup>t</sup> Kitts by the first of March — The Marines under my Command are all well, I have the Honor to be

Your Obed<sup>t</sup> Servant

NEWTON KEENE

Lt. of Marines on Board  
the U. S. Ship *Connecticut*

The above action Happen'd under the Lee of Guadalupe

— N. K.

[MCA. LR, 1800.]

To Captain Thomas Baker, U. S. Navy, commanding U. S. Ship *Delaware* from Benjamin Hammell Phillips, U. S. Consul at Curacao

CURACAO 18 Mar. 1800

THO<sup>s</sup> BAKER Esq<sup>r</sup>

DEAR SIR Lieutenant Jones has handed me your Letter & the tokens of your friendship for my M<sup>rs</sup> P. they will be gratefully rec<sup>d</sup>

by her & I have the satisfaction to tell you she is improving fast & anticipates with pleasure the arrival of Cap<sup>n</sup> Monteith. —

I have prepared 30 B<sup>ls</sup> Beef & 15 B<sup>ls</sup> of Pork for you the price of these articles are enormous since you left us Pork has been at 40 \$ & no price could procure Beef

The Pork I have for you is @ 30. & the Beef 48 \$

We never enjoy'd more quiet than since you were here & I am of opinion that you could spend a few days between this Island & Bonair with a propability of *some thing* & I suppose more agreeably to your off<sup>rs</sup> & Ships Company than here, but I w<sup>d</sup> recommend to you not to be absent more than 3 or 4 D<sup>s</sup> when you can if you think proper come in or send boat for Provis<sup>s</sup> & ca.

I have not rece<sup>d</sup> any Letters for you or your off<sup>rs</sup> but there are Vessels daily expected from N Yk & S<sup>t</sup> Thomas & I think it propable they may bring some —

I have the Honour to be

Sir

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

[SDA. French Spol. CA Curacao, 1797–1801.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Tuesday, 18 March 1800

[Harbour of Table bay] Calm, with some hazy weather over the land. Sail'd this day for Philadelphia, Ship *Ariel* Capt<sup>n</sup> Coates. likewise for Batavia Ship *Dispatch*, Captain Benners. all hands employ'd getting Yards & topmasts aloft. repairing riging, watering the Ship &c. We have fill'd 3262 gallons water into the casks in the hold in this place.

[LC, EPP, 1799–1800.]

Extract from journal of Captain Edward Preble, U. S. Navy, commanding U. S. Frigate *Essex*, Tuesday, 18 March 1800

Sailed, the Ship *Ariel* for Philadelphia, and the *Dispatch* for Batavia. Sent a paquet to the Navy Office by the *Ariel*. Got up topmasts and yards. Dined with General Dunlap, Commander-in-chief of the troops.

[NR&L, Nr P 922.<sup>14</sup>]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Tuesday, 18 March 1800

The First part pleasant Breezes & Weather  
at 12½ P M fired a shot at a schooner Bro't Her to the *Polly* of Baltimore Bound to Havana 13 Days out Joseph Mirick Master  
Wore ship at 4 P M to the Northward  
at 6 the Pan of Matansa bore S S E 7 Leag at 6½ Reefd the Top sails  
at 12 Midnight Wore ship to the South<sup>w</sup>

Middle part Fresh Breezes & Cloudy  
 at 4 A M Bore up to the Westwd and made sail  
 at 7 the pan of Matansa bore S B E 4 Leagues  
 at 10 A M spoke the U S Brig *Norfolk*  
 Lay by Capt Baimbridge came on Board  
 at 12 Meridian the Pan of Matansas bore E S E Dist 6 or 7 Leagues  
 Dist  
 Latter part Light Breezes & pleasant  
 Wormed the Bower Cable where it had Received a wound  
 [HS of Old Newbury, Mass. NDA photostat.]

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

GEORGE TOWN 19<sup>th</sup> March 1800

SIR I had the honor to address You the 7<sup>th</sup> instant. since which period the Wharf-builder has made some progress — as much indeed as weather and time would permit.

In that correspondence Your sanction was requested; relative to the kind of fence, you think most proper to enclose the Yard with — I submitted to your consideration also, whether this time, while very little is doing — may not be the most appropriate for me to apply toward moving my family — should I ultimately determine so to do. I am anxious on this business but cannot permit myself to leave this without your assent

I have the honor &c &c

T: T: [THOMAS TINGEY]

Hon<sup>bl</sup> B STODDERT  
 Sec<sup>y</sup> of the Navy  
 Philad<sup>a</sup>

It will I think be necessary to have a Guard of Marines at the Yard — or the losses may be immense.

[NDA. Tingey LB, 1798-1800.]

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To Secretary of the Navy, from Captain George Little, U. S. Navy

UNITED STATES FRIGATE *Boston* at Sea  
 March 19<sup>th</sup> 1800 —

SIR, On the 6th of February I received orders from Captain Talbot to cruise in the Bite of Leogan, after filling up my water in the Mole. while I lay there, I drew a bill on Nathan Levy Esquire for the sum of 400 Dollars, which was expended in provisions Wood, & other articles necessary for the ship. Since that time I have been employed in Convoing American merchantmen from the Mole to Port Republican, & from Port Republican to the Mole — after discharging my convoy at each place, I have generally cruised five or six day on the Coasts of Rigaud. On the 2<sup>d</sup> of March I ran ashore a small boat near Jeremie, the crew making their escape I took the boat & carried her to Port au Prince, where she was sold at Public Auction by our Consul, M<sup>r</sup> Ritchie; I inclose to you a copy of the sale. On the 4th of march fell in with a small French Merchant sloop, called the *La, Fortune* from

Abricot, near Jeremie, bound to St Yago de Cuba; she was Armed with Muskets, Pistols, & Cutlasses. On a strict examination 3302 20/100 [or 3382 20/100] Dollars were found in her hole in the well of the pump, it consisted of light Joes and dollars; I had it taken aboard, together with her Arms; The Vessel being of 4 tons burthen only, and of little value; severally women & children, passengers also being aboard, I permitted her to proceed.

On the 11th of March being between Gonave & the Point of St Mark, with a Merchant brig in tow, bound to Port au Prince; I saw 9 Barges making towards us from the Island of Gonave; having about 20 Oars each & each carrying from 30 to 40 men. Their object was the *Boston*; On discovering them I ordered my guns instantly housed to decoy them if possible, which answered the intended effect in some measure; on approaching within shot they found their mistake & turned to row away from me. The Guns were immediately run out & a fire commenced which lasted two hours, during which time I destroyed three of the barges with their crews, the rest were so fortunate as to reach the Island, but in a most shattered condition, by this time it had become dark; had day light continued three hours longer I am apt to think I should have destroyed the whole fleet. The Powder & shot expended in firing at them, I fear, was of more value than *their* destruction. I parted with the Schooner *Experiment*, Lieu<sup>t</sup> Maley yesterday, who has gone round the south side of the Island, to join the Gen<sup>l</sup> Green, Captain Talbot, supposing her force alone inadequate to the purpose of cruising successfully against those pirates. Mr Ritchie has the appearance of Gentleman & true friend to the interests of his Country; bestowing the greatest attention both on public & private property.

My Officers and men having been from home 8 Months, requested a distribution of the proportion of Cash Accruing to them, from the prize *La Fortune*; In consequence of which, I ordered a distribution according to the list accompanying this, which was made in presence of the Officers & Crew; A proportion of the light Joes mentioned above, was distributed to the Officers & crew, the remainder with the Silver I have placed to the Credit of the U. States. I laid out in Port au Prince 696 dollars for Provisions and Spirits & other necessaries for the ship. I shall be as prudent of the public property as in me lies, I shall suffer no waste of stores of any description on board the *Boston*, & I presume at the end of the cruise, you will find the disbursements for this ship less than for any other ship of her size on the station. Herewith I send you two muster Books for the months of January & February last, a List of the Distribution of the Cash taken out of the Sloop *La Fortune*, the Sloop *La Fortune's* papers, & a list of Provisions now on board with the time in which they will be expended.

I have the honor to  
be Sir Your Most  
Ob<sup>t</sup> humble Serv<sup>t</sup>

GEO. LITTLE

The hon<sup>bl</sup> SEC<sup>ry</sup> OF THE NAVY

[NDA. A, 8.]

[Enclosure]

[6 March 1800]

Extract from the Account of Captain George Little, U. S. Navy, with the Navy Department

Extract from the A/C of Cap<sup>t</sup> Geo Little with the Navy departm<sup>t</sup>

1800

March 6. By cash the U. S. half of the prize

Sloop *La Fortune* ..... D<sup>rs</sup> 1651.10

Taken from the Accounts of Cap. Geo Little on file in the Office of the Accountant of the Navy — There is no account of sales — It appears from Cap<sup>t</sup> Little's relation of the business that it was money he took out of a small Sloop not worth retaining & which he gave up to the passengers on board —

AB THOMAS

[NDA, XZ.]

To J. & W. Forbes, Agents for distribution of prize money, New York, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 19<sup>th</sup> March 1800

Mess<sup>rs</sup> J & W. FORBES

New York—

GENTLEMEN With respect to the distribution of the prize money resulting from the capture of *Le Gourd* & *Le Pelicain*, between the crews of the *Boston* & *Norfolk*, the Law directs "that whenever one or more Ships of the United States are in sight at the time of any one or more other Ships as aforesaid are taking a prize or prizes, or being engaged with an enemy & they shall all be so in Sight when the enemy shall strike or surrender, they shall share equally according to the number of Guns and men on board of each in sight."

The *Boston* mounts 24 — 12 pounders and 8 nines — The *Norfolk* 18 six pounders — The number of men on board of each you will ascertain by the Muster rolls of these ships which must be forwarded you from this Office before a distribution can take place — We have not yet received them —

I have the honor to be

Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

To Captain Henry Geddes, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 19<sup>th</sup> March 1800

Captain HENRY GEDDES

of the *Patapsco* New Castle

SIR I am honored with your letter of the 17<sup>th</sup>. — I presume the Ship *Patapsco* being at New Castle it will be better to have her caulked there, than to bring her to Philadelphia — I shall therefore send down a parcel of Carpenters — more I suppose can be got at New

Castle — Apply to Mess<sup>rs</sup> Riddle & Bird who will aid in having the necessary repairs done without the least delay, and will furnish fresh provisions. — There must be no delay, because the services of the *Patapsco* are greatly wanted in the West Indies — The sick you must dispose of in the best manner you can, to get them well — the people must have fresh provisions —

Please to send me immediately returns of what provisions & stores you want — calculating that you are to take as much provisions as you can find room for — The Merchants who have money on board, must adopt themselves the means of getting it to Philad<sup>a</sup> — You have a right by the regulations to charge  $\frac{1}{2}$  per Cent Comm<sup>n</sup> for your Care of it —

I have the honor to be  
Yr obed Servt

[NDA. OSW, Vol. 3, 1799-1800.]

[19 March 1800]

**Rigging for U. S. Frigate *Philadelphia***

Receiv<sup>d</sup> on b<sup>d</sup> the Frigate *Philad<sup>a</sup>* the following Masts, Spars &  
March 19<sup>th</sup> 1800

Viz<sup>t</sup>

	f <sup>t</sup>	Inch <sup>s</sup>
1 Main Mast.....	92.	6 long
Cheeks & Paunch for d <sup>o</sup> .....	57.	each
Hounds & Bracketts for d <sup>o</sup> .....	6.	6 each
Main Trussletrees for d <sup>o</sup> .....	16 $\frac{1}{2}$	inch <sup>s</sup> deep
Bolsters for d <sup>o</sup> .....	3 f <sup>t</sup>	long
Cross trees for d <sup>o</sup> .....	54.	6 long
Main Top.....	19.	6 wide
Swivel stocks in d <sup>o</sup> .....	7.	— long
Top Rail.....	18.	— long
Fixing stauncheons in Top.....	1 $\frac{1}{2}$	days Work
Main Cap.....	16 $\frac{1}{2}$	inches diameter
1 Fore Mast.....	83.	3 long
Hounds & Bracketts for d <sup>o</sup> .....	6.	6 d <sup>o</sup> each
Trussletrees for d <sup>o</sup> .....	15 $\frac{1}{2}$	inches deep
Bolsters for d <sup>o</sup> .....	3 f <sup>t</sup>	long
Cross trees for d <sup>o</sup> .....	51 f <sup>t</sup>	long
Fore Top.....	18 f <sup>t</sup>	wide
Swivel Stocks in d <sup>o</sup> .....	7 f <sup>t</sup>	long
Top Rail.....	17 f <sup>t</sup>	long
Fixing Stauncheons in Top.....	1 $\frac{1}{2}$	days work
Fore Cap.....	15 $\frac{1}{2}$	inch <sup>s</sup> diameter
1 Mizzen Mast.....	82.	3 long
Hounds & Bracketts for d <sup>o</sup> .....	4.	6 long each
Trussletrees for d <sup>o</sup> .....	12 $\frac{1}{2}$	inches deep
Bolsters for d <sup>o</sup> .....	2 f <sup>t</sup>	long
Crosstrees for d <sup>o</sup> .....	25 f <sup>t</sup>	long
Mizzen Top.....	13 f <sup>t</sup>	6 inches wide
Top Rails.....	12 f <sup>t</sup>	long
Fixing Stauncheons in Top.....	1	days work
Mizzen Cap.....	12 $\frac{1}{2}$	inch <sup>s</sup> diameter
1 Main Top Mast.....	55 f <sup>t</sup>	6 inch long
Trusletrees for d <sup>o</sup> .....		9 inch deep
3 Crosstrees.....	10 f <sup>t</sup>	long each
Bolsters.....	18	inches long
Cap.....		9 inch <sup>s</sup> diameter
1 Fore Top Mast.....	50 f <sup>t</sup>	long
Trussletrees.....	8 $\frac{1}{4}$	inch <sup>s</sup> deep

	1 <sup>1</sup> / <sub>2</sub> Inch
3 Crosstrees.....	9 f <sup>t</sup> long each
Cap.....	8 <sup>1</sup> / <sub>4</sub> inch <sup>s</sup> diameter
Bolsters.....	18 inch <sup>s</sup> long
Mizen Top Mast.....	41 f <sup>t</sup> long
Trusletrees.....	6 <sup>3</sup> / <sub>4</sub> inch <sup>s</sup> deep
2 Crosstrees.....	7 f <sup>t</sup> long each
Bolsters.....	18 inches long
Cap.....	6 <sup>3</sup> / <sub>4</sub> inch <sup>s</sup> diameter
1 Main Top gall <sup>t</sup> Mast.....	44 f <sup>t</sup> long
Fid for — d <sup>o</sup> .....	7 inch <sup>s</sup> deep
1 Fore Top gall <sup>t</sup> Mast.....	40 f <sup>t</sup> long
Fid for d <sup>o</sup> .....	7 inch <sup>s</sup> deep
1 Mizzen Top gall <sup>t</sup> Mast.....	33 f <sup>t</sup> long
Fid for — d <sup>o</sup> .....	5 inches deep
1 Bowsprit.....	55 f <sup>t</sup> 6 inch <sup>s</sup> long
Bees for d <sup>o</sup> .....	7 f <sup>t</sup> long
Chocks under d <sup>o</sup> .....	5 f <sup>t</sup> long
Cap for d <sup>o</sup> .....	12 <sup>1</sup> / <sub>2</sub> inch <sup>s</sup> diameter
Saddle for d <sup>o</sup> .....	
6 Cleats for d <sup>o</sup> .....	
1 Jib-boom.....	55 f <sup>t</sup> 6 inch <sup>s</sup> long
Martingale.....	14 f <sup>t</sup> long
1 Fore Yard.....	72 f <sup>t</sup> 6 inch <sup>s</sup> long
Battens for d <sup>o</sup> .....	36 f <sup>t</sup> 3 inch <sup>s</sup> d <sup>o</sup>
2 Cleats for d <sup>o</sup> .....	
Cross Jack Yard.....	58 f <sup>t</sup> long
Battens for d <sup>o</sup> .....	29 f <sup>t</sup> d <sup>o</sup>
2 Cleats for d <sup>o</sup> .....	
1 Spritsail Yard.....	52 f <sup>t</sup> long
Battens for d <sup>o</sup> .....	13 f <sup>t</sup> d <sup>o</sup>
2 Cleats for d <sup>o</sup> .....	
1 Main Topsail Yard.....	58 f <sup>t</sup> long
Battens.....	29 f <sup>t</sup> d <sup>o</sup>
2 Cleats.....	
1 Fore Topsail Yard.....	52 f <sup>t</sup> d <sup>o</sup>
Battens.....	26 f <sup>t</sup> d <sup>o</sup>
2 Cleats.....	
1 Mizzen Topsail Yard.....	41 f <sup>t</sup> 6 inch <sup>s</sup> long
Battens.....	20 f <sup>t</sup> 9 inch <sup>s</sup> d <sup>o</sup>
2 Cleats.....	
1 Spritsail Topsail Yard.....	34 f <sup>t</sup> 9 inch <sup>s</sup> long
Battens.....	8 f <sup>t</sup> 6 inch <sup>s</sup> d <sup>o</sup>
2 Cleats.....	
1 Main Top gall <sup>t</sup> Yard.....	38 f <sup>t</sup> 8 inch <sup>s</sup> long
Battens.....	9 f <sup>t</sup> 6 inch <sup>s</sup> d <sup>o</sup>
2 Cleats.....	
1 Fore Top gall <sup>t</sup> Yard.....	34 f <sup>t</sup> 9 inch <sup>s</sup> long
Battens.....	8 f <sup>t</sup> 6 inch <sup>s</sup> d <sup>o</sup>
2 Cleats.....	
1 Mizzen Top gall <sup>t</sup> Yard.....	27 f <sup>t</sup> 8 inch <sup>s</sup> long
Battens.....	7 f <sup>t</sup> 6 inch <sup>s</sup> d <sup>o</sup>
2 Cleats.....	
1 Main Royal Yard.....	29 f <sup>t</sup> long
2 Cleats.....	
1 Fore Royal Yard.....	26 f <sup>t</sup> long
2 Cleats.....	
1 Mizzen Royal Yard.....	20 9 long
2 Cleats.....	
1 Spanker Boom.....	58 long
Jaws for d <sup>o</sup> .....	18 diameter
1 Hollow Cleat.....	18 diameter
1 Saddle.....	
1 Mizzen Boom.....	36 long
1 hollow Cleat.....	

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	ft	Inch
1 Mizin Gaff.....	36	ft long
1 d° d°.....	41	ft long
Jaws for d°.....	18	inch diameter
1 Driver Yard.....	34	ft 9 inch long
2 Lower Steering sail Booms.....	45	ft long each
2 d° d° Yards.....	26	ft long each
2 Main Topmast Steering sail Booms.....	43	ft long each
2 d° d° Yards.....	24	ft long each
2 Fore Topmast Steering sail Booms.....	38	ft d° each
2 d° d° Yards.....	21	ft 6 inch d° each
2 Main Top gallt Steering sail Booms.....	29	ft d° each
2 d° d° Yards.....	16	ft 6 inch d° each
2 Fore Top gallt Steering sail Booms.....	26	ft d° each
2 d° d° Yards.....	16	ft d° each
1 Ensign Staff.....	28	ft long
2 Jack Staffs.....	14	ft long each
2 Fire Booms.....	30	ft long each
1 David.....	39	ft long
60 ft 1½ in. Oak Plank.....		
30 ft 1 in. d°.....		

STEPHEN DECATUR [Senior]

To be entered in Acc<sup>t</sup> of Standing Masts, Spars, &c 52 ft square white pine finishing pieces.

STEPHEN DECATUR [Senior]

## Boats Spars &c

Cents

	ft	Inch	
Launch — 1 Mainmast.....	32	ft long	23
1 Main Topmast.....	6	ft d°	7
1 Main Gaff.....	5	ft long	6
Jaws for d°.....	6	Inches diameter	87
1 Main Boom.....	19	ft long	10
1 Foremast.....	30	ft long	21
1 Fore Gaff.....	6	ft d°	7
Jaws for d°.....	6	inches diameter	87
Barge — 1 Mainmast.....	29	6 long	@ 20
1 Foremast.....	28	6 d°	@ 20
Pinnace — 1 Foremast.....	19	ft long	10
1 Fore Yard.....	12	ft d°	7
1 Jigger Mast.....	12	ft d°	7
1 — d° Sprit.....	12	ft d°	6
Jolly Boat 1 Mainmast.....	12	ft 6 inch long	8
1 Foremast.....	11	ft 6 d°	8
2 Sprits.....	12	ft 6 d° each	6
8 Boat Hook Staffs —			

STEPHEN DECATUR

Spare Masts, Spars &c receiv<sup>d</sup> on board the Frigate *Philad*<sup>a</sup>

	ft	Inch
Main Trussletrees.....	16¾	inches deep
Main Cap.....	16¾	inches diameter
1 Main Topmast.....	55½	ft long
Trussletrees for d°.....	9	inch deep
3 Cross trees.....	10	ft long each
Cap.....	9	inch diameter
Fore Trussletrees.....	15½	inch deep
Fore Cap.....	15½	inch diameter
Fore Topmast Trussletrees.....	8¾	inch deep
3 Cross trees.....	9	ft long each
Cap.....	8¾	inch diameter
1 Mizin Top Mast.....	41	ft long
1 Main Topgallt Mast.....	44	ft long
1 Fore Topgallt Mast.....	40	ft long
1 Main Topsail Yard.....	58	ft long
Battens.....	29	ft d°



	ft	inch
1 Fore Top Sail Yard.....	52	ft long
Battens.....	26	ft d°
1 Main Topgall <sup>t</sup> Yard.....	38	ft 8 inch long
1 Fore Topgall <sup>t</sup> d°.....	34	. 9 — d°
2 Lower Steering sail Booms.....	45	ft long each
2 d° Yards.....	26	— long each
2 Main topmast Steer <sup>s</sup> sail Booms.....	43	ft d°
2 d° d° Yard <sup>s</sup> .....	24	ft d°
2 Fore Topmast Steer <sup>s</sup> sail booms.....	38	ft — each
2 d° Yards.....	21.6	d°
2 Main Topgall <sup>t</sup> Steering sail Booms.....	29	d°
2 d° Yards.....	16.6	d°
2 Fore Topgall <sup>t</sup> steer <sup>s</sup> sail Booms.....	26	ft long
2 d° Yards.....	16	ft d°

STEPHEN DECATUR

To be entered in the Acc<sup>t</sup> of Spare Masts Spars &<sup>s</sup> for Frigate  
*Philad<sup>a</sup>*

39 ft of 6 by 8 Scantling  
1 Spare Fore Top Mast 50 ft  
24 Rough spare spars —  
2 Buoys — 10 inches diameter

STEPHEN DECATUR

[F. D. Roosevelt Collection.]

To Jacob Sheaffe, Navy Agent, Portsmouth, N. H., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 19th March 1800*

JACOB SHEAFFE ESQ

*Portsmouth N H*

SIR I am honored with your letters of the 5<sup>th</sup> & 7<sup>th</sup> instant —

It is no doubt proper that the staves for the Water Casks for the 74 Gun Ship to be built at Portsmouth should be procured at an early period that they may have time to be thoroughly Seasoned — Be pleased therefore to have them procured. —

It will be proper to have some casks large enough to contain 250 to 300 Gallons each, and others of smaller capacities, for the convenience of storage, the exact numbers of the different dimensions I cannot directly ascertain — this you must do — The whole must contain 58,000 G<sup>rs</sup> which, will be an ample supply for 650 men the complement of a 74 — 4 months. — The staves for the large Casks must be 5 feet 8 inches long not less than 4½ inches wide, nor less than 1¾ inches thick in the thinnest part — The heading must be 3 feet 7 inches long not less than 7 inches wide & the same thickness with the staves — from this data, you may make your calculations of the staves & heading for the lesser casks — The whole must be of the best stuff, clear of sap & worm holes, streight & clean. — I will consult Mr Langdon respecting the sale of his Island & the price — A remittance of 18,000 D<sup>rs</sup> is ordered —

I have the honor to be

Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Wednesday, 19 March 1800

Moderate breezes and clear weather, Employd as nessasary — At 2 calm with a smooth Sea

At  $\frac{1}{2}$  past 6 cape Maize W S W 7 or 8 leagues and Cape Nichola Mole S by E  $\frac{1}{2}$  E 10 or 11 leagues

$\frac{1}{2}$  past 7 a breeze sprung up from the Eastward filld to the Northward — At 8 Tackd to the S<sup>d</sup>

At 10 fresh breezes with Sharp lightning

At 12 Midnight light winds Tackd to the Northw<sup>d</sup>

At 4 Variable winds with Showers of Rain

At daylight Tortudas S E by E, 8 or 9 leagues and a strange sail W S W. at 7 out all reefs and Set top Gallant sails In chace — at 10 Shortnd Sail Wore ship and Spoke the *Hunter* from Gonaives bound to New York — Made sail in chace of a strange sail In towards the land

At 12 light airs from E S E the chace E by S 7 or 8 miles the Middle part of Tortudas E S E 7 leagues

[NDA photostat.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Wednesday, 19 March 1800

The first part Light Airs and calms

at 6 the pan of Matansa bore S S E 7 Leagues

at 9 P M bore away to the Westward

at 11 Let the flowing Reefs out

parted Company with the *Norfolk*

Middle part pleasant Weather

at 6 A M made sail for the Moro

at 11 got Close into the Mouth of Havana fired 3 Guns for a fleet to come to sea took in sail and hauld off from the Land

Latter part Moderate Breezes and pleasant

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

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To the Speaker of the House of Representatives, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 20<sup>th</sup> March 1800 —

*The Speaker of the House of Representatives*

SIR In obedience to the order of the House of Representatives of the United States, of the 18<sup>th</sup> instant, the Secretary of the Navy has the honor to lay before the house a copy of Cap<sup>t</sup> Truxtun's Letter of the 3<sup>d</sup> of February, together with a copy of the extract from his Journal, referred to in the s<sup>d</sup> Letter, detailing the particulars of the engagement between the Frigate *Constellation*, under his command, and a heavy french Ship mounting as he supposed 54 Guns [*La Vengeance*]. —

The Secretary has received a number of Letters, too voluminous to trouble the house with, of dates both prior and subsequent to the action, leaving no doubt on his mind, that the French Ship, so gallantly defended against the bravery and superior skill of Cap<sup>t</sup> Truxtun, is the same that arrived at Gaudaloupe from France, in the month of Decem<sup>r</sup> last, called *La Vengeance*, mounting 50 Guns or upwards.— In confirmation of this opinion the Secretary takes the liberty of stating the substance of Letters received from Cap<sup>t</sup> Baker of the *Delaware* Sloop of War — from B. H. Phillips Esq American Consul at Curracoa, and from David M. Clarkson Esquire Navy Agent at S<sup>t</sup> Kitts. — Cap<sup>t</sup> Baker in a Letter dated Curracoa 8<sup>th</sup> February, mentions, that a French Ship called *La Vengeance* of 54 Guns, had left Guadaloupe on her return to France about the 1<sup>st</sup> of February — had a very severe action with the *Constellation* the following night, and arrived at Curracoa on the 6<sup>th</sup> in a most shattered condition — that he understood she had lost One hundred and forty Men in the action, and when she escaped from the *Constellation*, had eight feet water in the hold. — M<sup>r</sup> Phillips in a Letter dated Curracoa the 9<sup>th</sup> of February, to the Secretary of State, announces the arrival there of the French Ship *La Vengeance* of 56 Guns bound from Gaudaloupe to France with a valuable Cargo, and a large sum of Specie, in a very distressed situation, having lost 160 Men killed & wounded, and her Masts & Rigging nearly all shot away in an engagement of five hours within pistol shot, with the Frigate *Constellation*.

M<sup>r</sup> Clarkson at S<sup>t</sup> Kitts states in a Letter dated the 16<sup>th</sup> February, “We are certain Cap<sup>t</sup> Truxtun’s gallant action was fought with *La Vengeance*, a French Man of War, of 54 Guns, and five hundred “picked Men, from Gaudaloupe, for France.” —

As to the conduct of any particular Officer or other person on board the *Constellation*, the Sec<sup>y</sup> has no information except what is to be found in the communications from Cap<sup>t</sup> Truxtun, by which, but still more by the result of this Heroic Action, it appears that all the Officers and Men on board the *Constellation* must have nobly performed their duty — The praise of having pursued for many hours a Ship of force so greatly superior to his own, to bring her to action, and of conducting that action with so much skill as to compensate for his great inferiority of force, belongs exclusively to the gallant Commander. It cannot be necessary for the Secretary to add the Elogium bestowed by Cap<sup>t</sup> Truxtun, on the brave young Midshipman, James Jarvis, who gloriously preferred certain Death to an abandonment of his post —

I have the honor &c

[NDA. Con. LB, Vol. 1.]

To Edward Stevens, U. S. Consul General at St. Domingo, from Secretary of State

[PHILADELPHIA]

N<sup>o</sup> 14.

Department of State March 20. 1800

EDWARD STEVENS Esq<sup>r</sup>

DEAR SIR, I have to acknowledge the receipt of your letters of January 16, 27, and 29, and February 13: all of which have been laid before the President. Your proceedings are distinguished by that intelligence and attention to the interests of the United States which

were expected when you accepted your appointment. — The arrangements with General Toussaint, stated in your letter of Jan<sup>y</sup> 16<sup>th</sup> are very satisfactory.

Your answers to M<sup>r</sup> Levy, the naval agent, are unquestionably correct; I am only surprised that he could not discern the opinion plainly expressed in your first letter, and that he troubled you for an explanation. Altho' some prizes to our armed ships have been adjudicated before British tribunals, yet the measure is deemed improper, and I suppose will not be repeated. Indeed private armed merchant vessels of the United States were allowed by their instructions to carry French armed vessels which they should capture, into British ports — Britain and France being in a state of war — and there to deliver the prisoners, and submit the prizes to adjudication — if the officers of the place so permitted: and they were allowed also to release American recaptured vessels, and aid their passages to their destined ports: lest otherwise such captures and recaptures should essentially injure the voyages of the capturing vessels. I do not know, however, that these indulgences have ever been adopted in practice: and if I mistake not the public armed vessels are now instructed to send all their prizes to the United States. — This is especially proper and *necessary* in the cases of American vessels seized and taken for offences against our own laws. — By your letter of Feb<sup>y</sup> 13<sup>th</sup> it appears that you have submitted the case of the schooner *Amphitheatre*, captured by Captain Maley [commanding U. S. Schooner *Experiment*] and sent to the Cape, to the opinion and decision of Captain Talbot. If these should be for her trial at the Cape, the question will be determined before this letter can reach you; and there the matter must end. But should she remain untried, it is the Presidents opinion and direction that she should be sent to the United States for adjudication. For this purpose I expect the Secretary of the Navy will forward the requisite orders. —

We have recently received the New Constitution for the French Republic — as it is still called — tho' the first Consul is in reality a monarch with immense powers. — The 91<sup>st</sup> article is worthy of particular notice. — "The regime of the French Colonies is determined by special laws." I inclose a copy as published in our new's papers.

I have the honor to be &c &c

TIMOTHY PICKERING

What you intimate about Jacmel, and other ports which may successively fall under Toussaint's jurisdiction, is under consideration

[SDA. Dip. Cor., Inst. to Min. Bk 5, 1798-1800.]

To Naval Constructor Josiah Fox, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 20<sup>th</sup> March 1800

JOSIAH FOX, Esquire  
Norfolk, Virginia

SIR I am surprized that there should exist any difference in opinion on a point where Public Interest & common sense so obviously decide —

The *Congress* is full of men and of course lying at great Public expence — The *Chesapeake* not a seaman on board. — You will take every man from the *Chesapeake*, that can be in any measure useful in dispatching the *Congress* & pay no attention to any other object to the prejudice of this until it is accomplished —

I have the honor to be

Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

Extract from journal of Captain Edward Preble, U. S. Navy, commanding U. S. Frigate *Essex*, Thursday, 20 March 1800

Sent a spare mainyard on shore to be left in the dockyard, the Admiral having assured me that it should be taken good care of, and delivered to any of the U. S. ships that may want it. Dined with the Admiral.

[NR&L, Nr P 922.<sup>14</sup>]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Thursday, 20 March 1800

The first part Moderate Breezes & pleasant

Lay by and Tackd ship Occasionally off the Mouth of Havana waiting for A fleet to come out to Convoy

at 6 P M got A fleet of 12 sail and give them Instructions at 7 filled away handed Top Gall Sails Hoisted a Light at M<sup>st</sup> Peak for a Night signal

at 8 Reef<sup>d</sup> the Top Sails fore and Aft

Middle part Fresh Breezes & Cloudy

at 2 A M Wore ship to the Southward Shew signals for the fleet to Ware

at 6½ spoke the *Norfolk*

at 8 Wore ship to the Northward

Latter part pleasant Weather

at 12 Meridian About 12 Leagues East of Havana

Latitude Observed. 23° 25' North

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

[20 March 1800]

List of Vessels which sailed from Havana, under Convoy of the U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, bound for the United States

*Ship Polly* Stetson, Charleston

Brig *Bristol*, Clark, Newport, (R. I.)

*Eliza*, Salisbury, Baltimore

*Polly*, Brown, Rhode Island

*Nancy*, Mosher, Bristol, (R. I.)

*Delight*, Phillips, Charleston

*Aurora*, Bartlett, Plymouth, (Mass.)

Schr. *Abigail*, Chadwick, Savannah  
*Nancy*, Townsend, Bristol, (R. I.)  
*Alexander*, Lombard, Salem  
*Ruth*, Gorham, Boston  
*Satisfaction*, Trask, Boston  
 Conveyed to lat. 24, 30 in the gulph.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 12 April 1800.]

To Edward Stevens, U. S. Consul General at Santo Domingo from Toussaint  
 L'Ouverture, General in Chief of the Army of Santo Domingo

[Translation]

Liberty

Equality

Léogane, the 30<sup>th</sup> Ventose, Year 8 [21 March 1800] of the French  
 Republic, one and indivisible.

Toussaint L'Ouverture, General in Chief of the Army of Santo Domingo.

To Mr. Stevens, Consul General of the United States of America at  
 Santo Domingo.

MR. CONSUL GENERAL, My faith in you has never wavered, and I again assure you that nothing will change this sentiment; this I earnestly pray you to believe. The accord which exists between your Government and Santo Domingo will likewise suffer no change on my part; on the contrary, I shall always use all the means in my power to cement it more closely, and to assure you that under all circumstances the citizens of the United States will always find safety and protection in the territories under my command.

The United States have rendered great services to Santo Domingo. I am partly indebted to you for the same. First let me assure you of the gratitude of the inhabitants; but, Mr. Consul, since you have rendered us great services, would you not be disposed to continue them? It is with the aid of one of your frigates that Jacmel has surrendered to my authority; I shall never forget such a great favor; it is easy of execution, do not refuse it to me. This service will increase my gratitude, if that is possible.

I have just ordered General Moyse to conclude the purchase of the armed brig, which you had almost concluded; but it is necessary, Mr. Consul, that she be safely brought to her destination without fear of the English. Now that I am in possession of Jacmel, through the aid of the cruise of the frigate *General Green*, kindly provide the garrison with supplies which you can convey there without risk. The place, reduced to the most terrible famine, is in great need. The hospital lacks the barest necessities. Could you not accede to my proposal, which is that you be so kind as to permit that the brig, loaded with supplies, as well as other small vessels, also loaded, be sent, as Americans and under the American flag, to Port Republican, in order to evade the English, with orders to go by way of Santo Domingo, and from thence to proceed to Jacmel, as if they had supplies to give in passing to the American brig *Augusta* which is cruising off Jacmel, in order from there to continue their route to their destination, and then, when they are off Jacmel, they will seize

a favorable opportunity for entering that port. This means, Mr. Consul, is infallible. I beseech you to kindly adopt it. Have I no longer the right to hope for it?

I am also writing to the Commodore. I am addressing the same request to him as to you. If you adopt this course, the Commodore will not oppose it. Aided by your protection I am confident of success.

I am sending to you my Adjutant General, in order to ask this inestimable favor of you and of the Commodore. I am charging him to assure you of my inviolable attachment, and my entire devotion to the Government of the United States.

The Adjutant General D'Hébecoure [?] will give you an account of the reduction of Jacmel, of its evacuation and of the incalculable losses sustained by the enemy.

Mr. Consul General, please render me the service which I ask of your justice, and believe me with the most perfect consideration,

Mr. Consul,

Your very humble and very obedient servant

Signed: TOUSSAINT L'OUVERTURE.

[SDA, CL, Cape Haytien, 1797-1799.]

To Captain Silas Talbot, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 21<sup>st</sup> March 1800*

Captain SILAS TALBOT  
of the *Constitution*

SIR Captain Geddes of the *Patapsco* having returned to the United States without joining your Command as ordered His vessel it seems wanted caulking — The *General Greene* will be soon leaving you, her mens time being nearly out. — You will then have besides the *Constitution* only The *Boston*

*Herald*

*Augusta*

*Experiment*

*Richmond*, and

the *Trumbull* Captain Jewitt just departing from New York to join you with a provision vessel under convoy. — As soon as I can I will send other vessels to join you, and will take the necessary steps to relieve you in time to return to the United States to discharge your men according to contract, until that time it is intended that you remain & keep all the vessels with you on your Station. —

You must have acquired such knowledge of the proper places for cruising, that I will suggest nothing on the subject — It is probable I understand, that the French Ship at Curracoa was so damaged in her action with Captain Truxtun, that she will not be able to refit in the West Indies. If so, I suppose three or four hundred Frenchmen will be let loose to man Privateers — Judge for yourself and pursue the measures you think necessary —

You will receive a bundle of papers containing the news. The Congress are still in Session — We have heard nothing from our Ministers to France. — Enclosed I send a Law lately passed respect-

ing Intercourse with the French possessions — You will observe that it is different in some particulars from the old Law

Prizes should be sent in to the United States if practicable —

I have the honor to be with great Esteem

Sir

Yr obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

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To Master Commandant David Jewett, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 21st March 1800*

Capt<sup>n</sup> DAVID JEWETT  
of the *Trumbull*, New York

SIR You will imm<sup>y</sup> proceed with the *Trumbull* under your command, & taking under your convoy the Ship *Charlotte* with provisions to Cape Francois — The provisions are for the Public vessels on that Station — such as they cannot imm<sup>y</sup> take on board must be delivered to Nathan Levy Esq<sup>r</sup> Navy Agent at Cape Francois — At St Domingo you are to place yourself under the command of Cap<sup>t</sup> Talbott — or the Commanding Officer on that Station, and remain there until farther orders — Being well assured that the reputation of the American Flag will never suffer in Your hands, & wishing you great success & Glory

I have the honor to be

Sir

Yr obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

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Extract from journal of Lieutenant John Mulloyny, U. S. Navy, commanding U. S. Ship *Ganges* 21 March 1800

At 2 PM the rock bore: N N W dist 3 or 4 leagues —

At 4 Exercised the G[reat] G[uns] & S Arms

At 5 PM the Easternmost part of Jamaica bore N N W. dist about 10 leagues —

At 11 AM Saw a sail ahead standing to the North<sup>y</sup>

[NA.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Friday, 21 March 1800

The first part Fresh Breezes and Cloudy Weather

at 3 P M Wore ship to the Southward & Eastward the fleet All in Company

at 4 P M made a signal for the fleet to sail in Close order

at 6 the pan of Matansa bore S S E Dist 8 Leagues at 7 took in Top Gall Sails



at 8 P M hove out A signal for the fleet to Ware Wore ship at the same time to the Northward at 10 Reefd the Mizzen T Sail

at 12 Midnight wore ship to the South<sup>w</sup> hove out signals for the fleet to Ware

Middle part Cloudy Weather

at 6 Wore ship to the Eastward 7 of our fleet in sight 4 of them wore ship without any Signal for the same and made sail to the Northward

at 8 the pan of Matansa bore South 9 Leagues

at 9 spoke the U S Brig *Norfolk*

Latter part Light Breezes and pleasant

12 Meridian the pan of Matansa bore S B W Distance 11 Leagues

Latitude Observed. 23° 42' North

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

To William Smith, U. S. Minister to Lisbon, Portugal, from Secretary of State

DEPARTMENT OF STATE

*Philad<sup>a</sup> March 22. 1800*

Nº. 18.

WILLIAM SMITH Esq<sup>r</sup>

DEAR SIR, I have received your letters in a complete series as far as Nº 30, dated the 14<sup>th</sup> of November last, and none later.

Unless Portugal would permit a commercial intercourse with her American Colony, the Brazils, a treaty would seem to be of no great moment: and your communications clearly indicate that she will avoid any treaty whatever. — The time however will rapidly advance, when she will think the United States entitled to more respect than her conduct now supposes. — I trust the information to be derived from the Chevalier de Freire will give that court juster ideas of the importance of this country; and the statements of its own minister will be duly appreciated.

I have informed you of the sailing of a large ship (the *Hero*) with a valuable cargo for Tunis: She was detained at New York a month longer than I expected, sailing the beginning of February instead of January. — The *Sophia* departed in January with a cargo of gunpowder and merchandize for Algiers, the latter to raise a small supply of money. — The residue of the stores stipulated for Tunis are preparing to be shipped this Spring, and another vessel with goods &c. will in about a month sail for Algiers. — I wrote fully to O Brien and Eaton, explaining the causes of the delays which had taken place: and I persuade myself if the *Hero* and *Sophia* fortunately reach their destination, that all will be well. If however, O Brien shall have renewed a pressing call for money, you will have answered his draughts on the arrangements made by M<sup>r</sup> King with the House of Baring, in London, or Mess<sup>rs</sup> Bulkeley's in Lisbon, as you found one or the other most advantageous. — It will be desirable, considering the capricious characters of the Barbary Governments, that you should always exercise your discretion in judging and acting upon their demands, thro' our Consuls.

The expectation long since formed and so often repeated, of two of our frigates visiting the European seas and entering the Mediterranean, is again disappointed. — One stout frigate of 44 guns (the *Philadelphia*, Capt Decatur [Senior]) now nearly ready for sea was destined for that cruise, with another ship of the same size [U. S. frigate *Chesapeake*] fitting at Norfolk: But the *Constellation*, Truxtun, in a severe engagement of five hours with the French frigate *Vengeance* of 54 guns, lost his mainmast, and was otherwise so much damaged, as to be under the necessity (after going down to Jamaica and not finding the requisite materials) of returning home to refit: she may be daily expected. — This obliges Decatur to sail for the Station left by Truxtun, to command the cruisers in the vicinity of Guadaloupe. — And the *Congress* frigate, Captain Sever, has lately got back dismasted totally; which may require the *Chesapeake* (the frigate at Norfolk) to take her place. — The *Congress* (of the same force with the *Constellation*) was bound, with the *Essex* frigate, to the East Indies, to protect our rich commerce in those seas. — In about a week after their departure, early in January, in a gale of wind, the *Congress* lost her masts. — The *Essex* it is hoped escaped and proceeded. — But the latter is only of 32 guns, and the heaviest, 12 pounds.

The newspapers and public printed documents committed to the care of M<sup>r</sup> Izard will give you adequate information of our internal affairs. The Judiciary Bill will particularly interest you. — It is doubtful (to say the least) whether it will be so matured this session as to become a law: But that, or something like it, appears highly expedient to ensure a full execution of the laws of the Union, and in a manner acceptable to the people, by bringing the Courts nearer to every mans residence.

I am, Dear Sir, &c &c &c.

TIMOTHY PICKERING

[SDA. Dip. Cor., Inst. to Min. Bk. 5, 1798–1800.]

To Captain Silas Talbot, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 22<sup>nd</sup> March 1800

Captain SILAS TALBOT  
of the *Constitution*

Cape Francois

SIR The Secretary of State has put into my hands some papers respecting a captured vessel sent into Cape Francois, about which Doctor Stevens was waiting to receive your directions

Be pleased to cause it to be observed by the vessels under your command, that prizes are to be sent into the United States with all their papers and some part of the Crew in order to be tried in our Courts — That our Laws do not authorize the capture of even French vessel unarmed, nor of neutral under any circumstances — Some of the Commanders on the St Domingo Station complain in their letters to me, that French Vessels carry on Trade under Danish colours — If they are certainly French Vessels & armed, they can be captured — but if not armed, we have no right to molest them

With respect to American Vessels carrying on prohibited trade, they must be dealt with as the Law "for the suspension of Intercourse" directs

I have the honor to be with great respect

Sir

Yr most obed Servt

[NDA. OSW, Vol. 3, 1799-1800.]

[22 March 1800]

Extract from a letter to Captain Richard Morris, U. S. Navy, from Captain George Cross, U. S. Navy, concerning various captures and recaptures, by U. S. S. *John Adams*, 22 March, 23 March and 3 April 1800

U. States frigate *John Adams*,  
BASSATERRE ROADS, April 16, 1800.

"On the 3d inst. the south point of Martinico bearing W. half and St. Lucie S. W. distance 9 leagues, after a chase of four hours, I captured a French privateer schooner named *La Jason*, having 50 men and 8 carriage guns, 6 of which she hove overboard during the chase. She is a new schooner and coppered to light water mark, completely fitted, &c.

"On the 22d ult. I recaptured the brig *Hannibal* from Tobago, taken the night before by a French privateer named *Le President Tout*, and on the day following we retook the brig *Atlantic*, from Demerara, prize to the same privateer, and only 20 hours in possession."

[LC, "Claypoole's American Daily Advertiser", (Phila.), 27 May 1800.]

To John Murray and others of Committee for building the U. S. Frigate *New York*,  
from Secretary of the Navy

[PHILADELPHIA]

Navy Department 22<sup>nd</sup> March 1800

JOHN MURRAY & OTHERS

Committee for building a Frigate

*New York* —

GENTLEMEN I am honored with your letter of the 15<sup>th</sup> Inst. I have no objection to substituting 18 pound carronades in lieu of some of the 9 pounder Guns for the upper deck of the Frigate *New York*. — There are in the hands of Mess<sup>rs</sup> James & E Watson 16 Carronades of the above size. — Be so good as to ascertain what number of these she will carry to advantage & what number of the 9 pounders — and let me know as early as convenient — The 18 pounder Guns for her main Deck, & the nines will be furnished from hence — We have not been able to procure any *Lignum vitae* of the size you want — I am informed there is some in the hands of Block makers, which they have for their own use — To tempt them to part with as much as you want, I have directed a double price to be offered — You shall know the result by Monday or Tuesday Mail —

I have the honor to be

Gentlemen

Yr obed Servt

P S — I presume the few nine pounders wanted, must be of great length — Capt<sup>n</sup> Robinson will ascertain the length

[NDA. GLB, Vol. 3, 1799-1800.]

To Secretary of State from Benjamin Hammell Phillips, U. S. Consul at Curacao

CURACAO 22 March 1800

SIR I beg reference to the sundry Copies of my Letters & papers sent herewith say Copies of my Letters of 9<sup>th</sup> 20<sup>th</sup> & 27<sup>th</sup> Ult<sup>o</sup> with P. S. of the 15<sup>th</sup> Ins<sup>t</sup> and Copies of my A/Disbursements & A/Current closed on the 15<sup>th</sup> Ins<sup>t</sup> by a balance of 125.82/100 \$ in my favour. — The *Delaware* came off the Harbour on the 18<sup>th</sup> & Lieutenant Jones came on Shore, he informed me that the Ship had received supplies of Meat & Vegetables at Porto Cavello, & I rece<sup>d</sup> Drafts from the Correspondent of my house for the *Delawares* account 441.21 \$ & for the *Scammel* Acc<sup>t</sup> 132.82 \$ in consequence of Letters of Credit which they carried there, I have agreeably to the orders of Captain Baker, purchased Pork & Beef &ca. and paid several orders amt<sup>s</sup> together about 2000 \$.

I have the Honour to advise you that on the 18 Ins<sup>t</sup> I pass'd my Draft on you at 30 Days Sight in favour of Hector Scott, for 1000 \$ say One Thousand Dollars.

It is expected that vaulable supplies are on the way here from Guadaloup for the French Frigate [*La Vengeance*], Capt<sup>n</sup> Baker is gone towards Bon Air for a few Days

I have not had the Honour to receive any Letters from you. — I have the Honour to be mo<sup>t</sup> resp<sup>t</sup>

Sir

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

Papers refered to

A/Current

A/disbursements & the several Letters, under the particular care of M<sup>r</sup> Richard Davis.

O per Jones, *Jane Maria*, & copies thereof per the *Virago*, Capt<sup>n</sup> Fuller.

[SDA. French Spol. CA Curacao, 1797–1801.]

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

[PHILADELPHIA]

Navy Department 22<sup>nd</sup> March 1800

Major BURROWS

SIR A Detachment of Marines to consist of one Captain one Lieutenant

Fifty privates — including non-commissioned officers is required for the Frigate *Philadelphia*

You will be pleased to take immediate order for supplying this detachment —

I have the honor to be

Yr obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. GLB, Vol. 3, 1799–1800.]

To Secretary of State from Secretary of the Navy

[PHILADELPHIA]

Navy Department 22<sup>d</sup> March 1800

SECRETARY OF STATE

D<sup>r</sup> SIR There will be no Frigate ready to sail from this country except Decatur [U. S. Frigate *Philadelphia*] sooner than six weeks. — Decatur must go to Guadeloupe. — Whether in six weeks, when we shall be prepared to do it, it will be proper to send a Frigate to the East Indies, I cannot at this time Judge —

I am D<sup>r</sup> Sir

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

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

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Saturday, 22 March 1800

The first part Moderate Breezes & pleasant  
Saw a sail to the Southward & Eastward  
Made sail with the *Norfolk* & stood for her  
at 6 took in sail and spoke her the Sloop *Affreck* from Havana bound  
to New York 1 Day out John Warner Master  
at 12 Midnight Wore ship to the Westward  
Middle part Light Breezes and hazy  
at 6 A M saw a sail bearing W N W at 7 come [up] with her spoke  
her the Brig *Polly* from Jamaica Bound to South Carolina 10 Days  
out Joseph Barker Master  
at 8 stood to the South East  
Latter part Light Breezes & pleasant  
Judged ourselves off Matansa Bay  
Latitude Observed. 23° 48' North  
[HS of Old Newbury, Mass. NDA photostat.]

[23 March 1800]

Extract from a letter from Master Commandant Timothy Newman, U. S. Navy, commanding the U. S. S. *Warren*, to a friend in Newburyport, Mass.

[U. S. S. *Warren*] Dated at Sea, March 25, 1800.

"I boarded an American Guineaman from Africa, two days since, with a cargo of 171 slaves, which, in case the owner who is now at the Havana, goes to the U. States, will prove a very valuable prize."

[LC, "Claypoole's American Daily Advertiser", (Phila.), 28 April 1800.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Sunday, 23 March 1800

The first part Light Breezes and pleasant  
Saw a sail to the Southward  
at 2 P M Made sail after Her

at 4 took in sail and spoke a Denish Bark from Jamaca bound  
Charleston 12 Day out Point Jacko bearing S S E Dist 5 or 6  
Leagues

Middle part Light Winds & pleasant

at 6 A M Point Jacko bore S S E 6 Leag

at 7 saw several sail in sight

flogged John Hill A Marine for sleeping on his post gave him six  
lashes on his Back

Latter part Very Moderate

at 12 Meridian the pan of Matansa bore S W b W 8 Leagues Distance

Latitude Observed. 23°18' North

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

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

[PHILADELPHIA]

Navy Department 24<sup>th</sup> March 1800

W<sup>th</sup> CRAFTS Esq<sup>r</sup>

Charleston —

SIR As it is probable the place of the *General Pinckney* will not be  
supplied by another vessel — such of the Officers as have been acting  
on board that vessel without Commissions had better be paid off —  
Should they wish to continue in service, I will endeavor to find em-  
ployment for them, but their pay cannot go on, until they are again  
called upon — Under this class there are by Captain Heywards  
return —

James Smith — 2<sup>d</sup> Lieut

Benj<sup>n</sup> Pearson — Master

Joseph Anthony Surgeon

Lewis Raynal Purser

Rich<sup>d</sup> Hrabvinska Midsh<sup>n</sup> — You will let me hear from you on  
this subject

I have the honor to be

Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

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[24 March 1800]

Protest of Benjamin Spooner, Master, of American Merchant Schooner *Tabitha*  
captured by a French Privateer Schooner commanded by Captain Joseph

By this Publick Instrument of Protest Be it known and Manifest  
That on the Twentieth Day of June A D 1800 — Before Me Sam<sup>l</sup>  
Chace Esq<sup>r</sup> Publick Notary duely admitted & sworn to said Office for  
the Town & County of Providence State Rhode Island &<sup>r</sup> Personally  
cometh Capt Benjamin Spooner, late Master of the Schooner *Tabitha*  
owned By M<sup>r</sup> George Arnold J<sup>n</sup> Corey and himself. and being Duely  
Engaged according to Law Doth Depose & Declare. That He saild  
out as Master of said Schooner from hence Bound to the Island of  
Nevis that on his passage He was Captured on the twenty fourth

day of March 1800. By a French Privateer Schooner Commanded By one Capt Joseph from Guadaloup who Took away from Him His Vessells Register and all his other Papers. and Totaly Detained them from Him past all his Efforts to Recover them —

BENJ<sup>a</sup> SPOONER

Whereupon The said Capt Benjamin Spooner Protests and I the said Notary Do for him as Desired Hereby Publicly Protest against the said Capture by s<sup>d</sup> French Privateer — as By that Means He has lost his Register & all other His Papers as afore mentioned — and that it was not in his Power any way to Recover or Regain them and against all Loss Cost & Damage that accrues or may happen thereon To the owners of s<sup>d</sup> Schooner *Tabitha* or any others concernd therein on account thereof

Thus Done Sworn to and Publicly Protested under my Hand and Seal Notarial in said Providence, in said State of Rhode Island & Providence Plantations on the Day & Date here above written & Dated

SAM<sup>l</sup> CHACE *Publick Notary*

[R.I. HS, photostat.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Monday, 24 March 1800

Moderate Breezes & Clear. Continued on our different tacks — Endeavouring to gain the Chesapeake—but the current has run so strong Southerly — that our Latitude to day — is the same as yesterday.

Many vessels in sight — Died and was buried with the usual ceremony George Salter.

At noon the depth of water, was 10 &  $\frac{1}{4}$  fathoms, the bottom Coarse Red & White Sand, with black specks, and a small piece of Shell was brought up with the lead: at the same time the light house on Cape Henry, Bore NWBW Six Leagues distance. —

Longitude Account 75°.46' W.

Latitude Observed 36°.47' N.

[HS of Pa. NDA photostat.]

Extract from journal of Captain Edward Preble, U. S. Navy, commanding U. S. Frigate *Essex*, Monday, 24 March 1800

In the morning calm. This day I had company to dine on board, viz: General Vandalure of the British army, Mr. Elmslie, U. S. Consul, and all the Captains of the British men-of-war in port. In the afternoon a heavy gale of wind came on, in which our Launch was upset and lost; the crew was with difficulty saved by the *Diomed's* Barge. My company were detained on board all night in consequence of the gale.

[NR&L, Nr P 922<sup>14</sup>.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding  
U. S. Ship *Ganges*, 24 March 1800

Light breezes and clear.

At 6 the Extreemes of Jamaica bore from E½S to SE½S 20 Miles —

At 7 a sail a head fired a shot at her and brought her too under the English Ensign proved to be a Spanish brig prize to the British Frigate *Amphion* — —

[NA.]

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

U. S. Frigate *Essex*,  
TABLE BAY, CAPE OF GOOD HOPE,  
March 25, 1800.

SIR: — Enclosed is a duplicate of a letter I wrote you on the 13th inst., by the *Ariel*, Capt. Coats, since which nothing particular has taken place.

The conduct of the Army and Navy, and of every branch of this government, has been uniformly friendly and obliging. They have treated me with distinguished attention, and have uniformly tendered their best services.

The *Essex* is now completely equipped, and as I have heard nothing of the *Congress*, I shall proceed to sea tomorrow, to carry into effect the orders of the President.

Previous to my leaving Newport, Capt. Sever wrote me a letter, advising me, should I arrive first, to wait for him; but as I have been here fourteen days, and it is uncertain when he will arrive, I do not think it prudent to wait any longer. The frequent S. E. gales of wind I have experienced in this bay since my anchoring here, have prevented my being ready before now.

It is with great pleasure I inform you that my ship's company are in perfect health, which is an *unusual* circumstance, on board *new ships built of unseasoned timber*. Every exertion on my part shall be made to keep them so, and to promote on every occasion the honor and reputation of our infant navy.

As I have four boats, I shall leave my launch here. She takes up so much room on the gun-deck, as to exclude the fresh air from passing below, and is very much in the way of the guns on the main-deck. I have likewise left a spare main yard.

The returns forwarded by the *Ariel*, were the regular monthly returns; returns of commission and warrant officers, &c., &c.

With great respect, I have the honor to be, Sir,

Your most obedient, humble servant,

EDWARD PREBLE.

HON. SECRETARY OF THE NAVY,  
*Philadelphia.*

[NR&L, Nr: P922-14, *Essex* by G. H. Preble.]



To Captain James Sever, U. S. Navy, from Captain Edward Preble, U. S. Navy

U. S. Ship *Essex*,  
TABLE BAY, CAPE OF GOOD HOPE,  
March 25, 1800.

DEAR SIR: — I beg leave to acquaint you that I arrived here the 11th inst., since which time my ship's company have been constantly employed in repairing the damages received at sea, and in watering.

Soon after I lost sight of your ship I carried away several lower shrouds, fore and main trestle-trees, topmast cross-trees, and sprung my mainmast, and at the time of our separation, I was expecting every moment to lose it, which made it impossible to keep up with you.

The treatment I have met with here by the Admiral, Sir Roger Curtis, Bart., and the Governor, Sir George Young, Bart., and by all the Captains and officers of the navy, as well as the officers of the army, has been honorable and extremely flattering.

At the moment of my arrival here I was not prepared to salute the Admiral's flag, or I should have done it. I hope on your arrival, that you will think proper to do it, in which case you will receive the same return that Captains of the British navy do, and if you send an officer on shore immediately on your anchoring, I think the Governor will give you assurance of an equal return, should you think proper to salute the Garrison.

I hope as I neglected doing either, you will make up for my neglect by doing both, as I know it is expected of you as the senior officer.

I leave a spare mainyard and my long boat here; either or both will be delivered to you should you want them.

My passage was much lengthened by disasters I met with at sea, and as it is now fourteen days since I arrived I have thought it advisable to proceed direct to Batavia, presuming that you have met with some damage, which perhaps may prevent your proceeding any farther than this place, should you reach here.

I flatter myself that my conduct in this particular will meet the approbation of the President, as it was expected we should both enter the Straits of Sunda by the first of May.

I beg leave to mention that it will be necessary that you send a Lieutenant immediately on your arrival on board the Admiral, and from thence on shore to the Governor, to acquaint them of your ship and the object of your touching here, and that you are cruising against the French. I mention this, as my neglecting it for an hour or two only, gave some dissatisfaction, but which was soon done away. The recollection of my treatment here by the navy and army will ever afford me pleasure.

I shall cruise in the Straits of Sunda for fifteen days, and if you do not make your appearance in that time, I shall not expect you, and shall act accordingly.

With great regard, I have the honor to be,

Your obedient, humble servant,

EDWARD PREBLE.

Capt. SEVER, U. S. Ship *Congress*.

[U. S. Frigate *Congress* was dismasted 11 January 1800.]

[NR&L, Nr: P922-14, *Essex* by G. H. Preble.]

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

[PHILADELPHIA]

Navy Department 25<sup>th</sup> March 1800

STEPHEN HIGGINSON & Co.

Boston —

GENTLEMEN Two French Officers Lieutenants of the *Two Angels* [*Les Deux Anges*] sent on board of another vessel by Captain Little, were cast away on the Southern Coast & have travelled so far on their way to Boston, where they are desirous of being at the trial of the *Two Angels* — I have advanced them one hundred Dollars, which are charged to your account, expecting you can be reimbursed not only for this, but for their whole reasonable expences from the time they were cast away until their arrival at Boston, out of the sale of the prize should she be condemned — Their expences are certainly chargeable to that vessel

I have the honor to be

Yr obed Servt

At Boston these Gentlemen must be treated as other prisoners, but the same allowance made them as other officers & may be put upon parole —

[NDA. GLB, Vol. 3, 1799–1800.]

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Extract from log of H. M. S. *Calypso* by Commander Joseph Baker, Royal Navy, Tuesday, 25 March 1800

Calm and Cloudy W<sup>r</sup> —  $\frac{1}{2}$  past 1, spoke the United States Frigate, Boston —

At 4 D<sup>o</sup> W<sup>r</sup> —

At 6 Light Airs & Clear, Cape Tiburon S b E  $\frac{1}{2}$  E. Extremes to the East E S E. —

At 8 Calm, hoisted out the large Cutter & sent her in shore, Mann'd & Arm'd

At 12 Light Airs & Cloudy —

At 4 D<sup>o</sup> W<sup>r</sup> —

At 6 Extremes of the Land from, S E b E to S W b S. — Saw a strange Sail to the South<sup>d</sup> Made all sail in chace of her —  $\frac{1}{2}$  past 9 falling little Wind, hoisted out the small Cutter & sent her after the Chace, which I perceived to be a Schooner — at 10 saw the American Frigate we spoke yesterday with two other sail (a Brig & Schooner) to the West<sup>d</sup> —

At Noon Light Var<sup>bl</sup><sup>e</sup> Airs inclining to Calm — Extremes of the Land from S S E to E b S.

Lat<sup>d</sup> Obs<sup>d</sup> 18°.43' N.

[NDA original.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Tuesday, 25 March 1800

Light winds variable — intermixed with Calms, the first and Middle employ'd working into the Chesapeake — and at 3 A M. Anchored about one League above the light house. —

At daylight, got underway again, and at 10 A M. Anchored and Moored, in Hampton Road.

Dispatched Lieu<sup>t</sup> Clinch of the Marines to Norfolk, with the Bag of Letters — wrote the Sec<sup>y</sup> of the Navy of my arrival &c &c &c.

[HS of Pa. NDA photostat.]

Extract from Journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Tuesday, 25 March 1800

Moderate breezes and Cloudy In chace to the Southw<sup>d</sup>

at 1 Shortnd sail and Gave over the chace, saw she was a small sail beating up within the reef to the E<sup>d</sup> of Cape francois, at 2 saw a strange sail bearing N E came to the Wind to the Northward and Gave chace Tacking as often as nessasary to Work to Windward

At 3 Answerd the signal of the Schooner *Amphitheatre* which we fitted out as a Tender, at 5 Lieu<sup>t</sup> Porter came on board, at 6 carryd away our Main Topsail Yard in the Slings, Double reefd the fore and Mizen Topsails, hauld the Main topsail in to the Top sent down the sprung Yard and Sent up another, ½ past 7 Lieu<sup>t</sup> Porter went on board the *Amphitheatre* and made sail for his Station, at 12 Moderate Ships head to the Northward

At daylight saw Monte a christo S S E 8 or 9 leagues

AM at 8 taken aback with a light air from the Southw<sup>d</sup> and Westward filld to the Eastward Wind very light

At 12 Employd White washing between decks —

Latitude Observed 21° 43' North

[NDA photostat.]

To Captain Silas Talbot, U. S. Navy, from Edward Stevens, U. S. Consul General at St. Domingo

CAP FRANCOIS March 26<sup>th</sup> 1800 —

SIR I have the Honor of enclosing you two Letters to your Address, which have been sent to me to be forwarded. One of them is from Gen<sup>l</sup> Toussaint. He has sent his Adjutant Gen<sup>l</sup> M<sup>r</sup> D'Hebicourt to the Cape for the express Purpose of conversing with you and me respecting some Supplies for his Army at Jacmel. He writes me that they are in Want of the Necessaries of Life, and that the Sick & wounded in the Hospital will infallibly perish unless they receive speedy Assistance. - From my Conversation with M<sup>r</sup> D'Hebicourt I find that the Gen<sup>l</sup> places great Reliance on the Succour he has demanded from us, & he seems to hint that if he is disappointed his Operations in the South will be much retarded, or perhaps entirely frustrated. —

I confess that I feel very much embarased, and do not well know how to act. The plan he has proposed to me, and which, he says, he has also submitted to your Consideration, appears to be *impracticable*. Do me the Favor to give me your Opinion on the Subject, and if you can think up any Plan which will serve *him*, without committing *me*, I will cheerfully cooperate with you in putting it into Execution. It is of immense Consequence to our Commerce with this Colony that Rigaud should not get the upper Hand in the South. The Incursions

of his Armed Barges in the Bite, have already been very injurious to our Trade in that Quarter, and should Gen<sup>l</sup> Toussaint be unsuccessful, there is no knowing how far the Depredations of his Enemies may be carried. —

I shall be glad to hear from you at your Leisure, and if you have any Letters to send to Gen<sup>l</sup> Toussaint and will transmit them to me I will forward them. —

&°&°&°

E. S.

S. TALBOT Esq<sup>r</sup>  
&° — &° — &°

[SDA. CL, Cape Haitien, Vol. 2, 1799–1800.]

To Captain Henry Geddes, U. S. Navy, from Major Commandant William W. Burrows, U. S. Marine Corps

MARCH 26 1800

Cap<sup>t</sup> HENRY GEDDES

SIR. I do myself the Honor of writing to you to request some Information, respecting the Marines, — as I sent — L<sup>t</sup> Middleton on Board with orders to make Returns of his Detachment on his arrival at any Port. I fear he must be dead, or he could not be guilty of Such wilful neglect. — If he is with you be p<sup>d</sup> to order him to leave his Detachment & Come to Head Quarters with his proper Returns. The present Regu<sup>on</sup> [Regulation] with respect to the payment of the Marines, is settled between the Navy officer & myself as follows. — The Marine officer, when he arrives in Port, makes out a Pay Roll, forward a Duplicate & draws on me at 3 days sight. He settles for all slops & advances with the Purser, and no acc<sup>t</sup> must appear at the Navy office, from the Purser against the Marines. If there is no officer, the Purser follows the same mode as the officer is directed to do & Settles the acc<sup>t</sup> with the Pay Master of the Marine Corps — The officer exclusive of the Pay Roll, draws out his acc<sup>t</sup> curr<sup>t</sup> against the Marine Corps — & includes in it his Pay & Rations

Every thing respecting the Marines must pass Solely under my Notice, and if I can add to their Comfort, or your Convenience I will cheerefully do it

your ob<sup>t</sup> Ser<sup>t</sup>

W W. B [WILLIAM WARD BURROWS]  
M. C [Major Commandant]  
M. C [Marine Corps]

[MCA. LS, 1800–1801.]

Certificate of Noel Ruello, Master of French Sloop *L'Heureux*, captured by the U. S. Ship *Boston*

UNITED STATES FRIGATE *Boston* at Sea  
Jeremie 2 leagues distant  
March 26. 1800

This will certify that I was this day captured by the U. States Frigate *Boston*, in the Sloop *L'Heureux* That the said sloop was from Cabotage in the Dominion of Rigaud, bound to St Yago with a Cargo

of Coffee & to return with a Cargo of Provisions. that she had seven persons on board armed with muskets, & that I acknowledge her & her Cargo to be a lawful prize.

Signed. NOEL RUELLO  
Master of the Sloop

In presence of  
NATH<sup>l</sup> CLIFT *Lieutenant*  
NEHE<sup>ab</sup> M<sup>c</sup>CUMBER, *S. Master*  
[NDA, XZ.]

Sale Account of Schooner *Brilliant Youth* (*Brillant Jeunesse*), captured by U. S. Ship *Baltimore*

Sale of Prize Schooner *Brilliant Youth*, Captured by the United States Ship *Baltimore* William Cowper Esq<sup>re</sup> Commander

date —	Purchasers	Commodity	Money		
1800 March 26 ---	Roger Woodburn —  CHARGES	Schooner & Appen- dages.	475	4	—
	To Cash p <sup>d</sup> for Sundries to Subsist Men on Board &c	}	15.	18.	7½
	Paid 3 Men on Board 12 days Sea.		21.	12.	—
	To my Commission on £475-4/ at 7½ p <sup>r</sup> Cent.		35	12	9
	Dr 974 64/100	Neat proceeds-----	402	—	10½
			£475	4	—

Errors Excepted.  
DAVID M CLARKSON

[NDA. XZ, 1798-1800.]

Extract from journal of Captain Edward Preble, U. S. Navy, commanding U. S. Frigate *Essex*, Wednesday, 26 March 1800

Unmoored and shifted the ship to an outside berth, and anchored in 10 fathoms water, sandy bottom. Cape Town S. S. W. two miles. Shipped two seamen. Dined with the Hon. Capt. C. Elphinstone of the *Diomed*.

[NR&L, Nr P922 14.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Wednesday, 26 March 1800

the first part Fresh Breezes & Cloudy three ships in sight to Windward 3 Leagues Dist Tackd ship Occasionally  
at 1 P M took in Top Gall<sup>nt</sup> Sails

at 6 the pan of Matansa bore S S E Dist 6 Leagues fl[ogged] John Reed A Sailor for not giving notice of a Vessell being in sight from Mast Head before seen on Deck gave him six Lashes on his Back

at Midnight hauld up the Courses

Middle part Moderate & Cloudy

at 4 a m Set the Courses

at 6 Let the Reefs out set T G Sails the pan of Matansa bearing S  $\frac{1}{2}$  E Dist 5 Leagues

at 9 set the stay sails

at 12 Meridian the pan of Matansa bore S b E Dist 5 Leagues

Latter part Light Breezes and Pleasant

Latitude Observed. 23° 24' North

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

To Hugh Henry, Philadelphia, Pa., from Surgeon Isaac Henry, U. S. Navy

*Constellation* FRIGATE HAMPTON ROADS

27<sup>th</sup> March 1800

DEAR SIR — I transmitted you few days since by Post a short Letter — M<sup>r</sup> Vandyke's going to Philadelphia with Commodore Truxtun's Dispatches — affords me a convenient opportunity of addressing you again — 'though I have nothing new to say — I refer you for every thing to the Bearer — whom I wish you to make a point of seeing and paying attention to, as one among the Number of our truely *brave fellows* —

Tell Robert Henry Dunkin Esquire — Barrister — Counsellor — Attorney at Law; Notary Public, &c &c &c (if it accords with the will of his high Mightyness) that Lieu<sup>t</sup> Samuel B. Brooke — who is a brave good young Man will thank him to remit 54 Dollars — the Ballance of his prize money — *as soon as possible* —

\* \* \* \* \* He had my Duplicate Notes for 114 Dollars. which I will thank you to pay immediately to M<sup>rs</sup> George taking a Receipt for the same — I suppose they were sent to her —

When I leave the Ship to Join the *President* in Newyork I shall send the Boy Tom round by Sea to Philad<sup>a</sup> with my heavy Baggage — when it will be I am uncertain — If John Finley is with you remember me most affectionatly to him — and say that I want to see him extremely — My love to Count Dough & familey —

Should M<sup>r</sup> Vandyke return to the Ship immediately — be pleased to send me by him — a Handsome small sword — Yellow Mounted — ; and, not too long —

I suppose you received my Letter by D<sup>r</sup> Bullus — give him my Comp<sup>ts</sup>

My love to Aunt & Nancy &c Polly George — and accept the same from your Affectionate Son —

ISAAC HENRY



SURGEON ISAAC HENRY, UNITED STATES NAVY.





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

[PHILADELPHIA]

Navy Department 27<sup>th</sup> March 1800

EDWARD GARRIGUES Esq<sup>r</sup>

President of the Board of Health —

SIR I am honored with your letter of the 26th Inst — I have received no information, except what your letter contained which would induce me shortly to expect the arrival of the Vessels you mention — I shall however by lodging directions at New Castle endeavor to prevent any United States vessel coming from the West Indies from proceeding to the City, until the Committee of Health shall have made the necessary examination —

I have the honor to be

Sir

Yr most obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

To William & Charles Laight, New York, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 27<sup>th</sup> March 1800

Mess<sup>rs</sup> W<sup>m</sup> & CHARLES LAIGHT

New York —

GENTLEMEN We have so many Frigates dismasted, that at this time there is no one to be spared for the East Indies — nor do I think any can be spared so soon as the begining of May — Should it be determined to send one sooner, or a little later than the first of May, you shall have early information —

I have the honor to be

Very respectfully

Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

[27 March 1800]

Extract from a letter from Captain George Stiles of the American Ship *Samuel Smith*, of Baltimore, concerning his encounter with the French privateer *Mars*, The *Mars*, previously captured the American Ship *Perseverance*, Captain Norman, commanding, of Baltimore

LONDON, 5<sup>th</sup> April, 1800.

"On my passage from Lisbon, on the 27th March, off Scilly, I fell in with a French privateer of 26 guns, the wind was light; she made great use of her sweeps, and came along side, where she remained 36 minutes, within musket shot, during which time with the assistance of my brave officers and men, I was enabled to convince her that a longer stay was not adviseable; she again had recourse to her sweeps, by which means she got about two miles off, when a light breeze began to freshen: I was induced to pursue her 28 hours, during which time I run 262 miles, never more than two miles and sometimes a little less off; the last 6 hours we went 11½ knots, when a dark night proved her protection. My ship suffered very much in her masts, spars, sails and rigging; my main topsail had 75 shot holes in it, my rigging all cut to pieces, but my ship's hull received little or no damage, and not one man hurt."

*From the same, dated 12th April.*

"My antagonist was taken two days after I left him; he had prior to the action with me taken the *Perseverance*, of Baltimore, captain Norman. The mate of the *Perseverance* was on board the privateer during the action, and he writes that they were much surprised to see the American ensign and pendant go up, and immediately to receive a broadside (which by the bye happened to be a raker); he likewise writes that they had the 1st lieutenant and between 30 and 40 of their men killed and wounded. Captain Norman says that the privateer was called the *Mars* of Bordeaux; that when she took him she had 24 long brass 12 pounders and two 36 pound carronades, with 220 men, but her complement appeared when she was captured to be 173 men. My force was 24 nine pounders and two 42 pound brass carronades, with 96 men."

[LC, "Claypoole's American Daily Advertiser", (Phila.), 30 June 1800.]

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Extract from log of H. M. S. *Calypso* by Commander Joseph Baker, Royal Navy, Thursday, 27 March, 1800

Mod<sup>t</sup> Breezes & fair W<sup>t</sup> at 1 Bro<sup>t</sup> to the Chace & Wore Ship. — She proved to be an American Schooner from Boston bound to Jamaica —

½ past 3, Saw two strange Sail to the South<sup>d</sup>

At 5 Ans<sup>d</sup> the Private Sign<sup>t</sup> to the American Frigate *Boston*, who had a Sloop in Tow. —

At 6 Shorten'd Sail extremes of the Land from S W. to S E. —

At 7 Tacked Ship — at 8 Light Winds & Clear W<sup>t</sup> —

At 12 Light Winds & Clear, Tack'd Ship. —

At 4 D<sup>e</sup> W<sup>t</sup> —

At Daylight. Extremes of the Land from E<sup>t</sup> to S W. — at 7 K<sup>d</sup> —

At 8 & 9 strong Breezes & Squally with Rain Made & shorten'd Sail occasionally — took in 2<sup>nd</sup> Reef of T. Sails — at 10 saw a strange Sail to the West<sup>d</sup> — out 2<sup>nd</sup> Reefs & made all sail in Chace —

At Noon Fresh Breezes & Cloudy Cape Donna Maria S W b S. — Extremes to the East<sup>d</sup> E<sup>t</sup> [sic] — Chace W b S. — the *Boston* American Frigate in Sight to the North<sup>d</sup>

Lat<sup>d</sup> Obs<sup>d</sup> 18°. 48' N.

[Latitude, noon, 26 March, 1800 — 19°. 10' N.]

[NDA original.]

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Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Thursday, 27 March 1800

Fresh breezes and clear weather, In chace to the Southw<sup>d</sup>

At 1 shortnd sail and boarded the chace, an American Schoner from Plymouth bound to the cape At 2 filld and made sail in chace to the Southward to three strange sail that Appeard to be coming out fo the cape, at 4 shortnd sail wore to the Northward and boarded the chace two of which were american Schooners from the Cape, bound to Baltimore the other a Sloop bound to New York Sent two french prisioners on board the Schooner bound to Baltimore to be delivered up as prisoners, at 7 Shortn'd sail and double reefd the Topsails Monte a christo S E by S Cape francois S W by W 5 or 6 leagues

Wore and Tackd as nessasary during the Night to keep our Stations  
At daylight Moderate breezes and clear weather Winds variable from  
W N W to N E.

At 12 Moderate breezes from N by E Cape Francois S W by S 6 or 7  
leagues Monte a christo S E 7 or 8 leagues

[NDA photostat.]

To Edward Stevens, U. S. Consul General at St. Domingo, from Captain Silas Talbot,  
U. S. Navy

FRIGATE *Constitution* 28<sup>th</sup> March 1800

SIR I have this moment had the honor of your favor of the 26<sup>th</sup>  
instant, covering one from the General in Chief Toussaint —

If I rightly understand the object of the Generals request, it is to  
cover an armed Brig of his, with number of the Smaller Vessels,  
laden with provisions for his Army in the South, under the pretence,  
that they are American public property particularly for the use of the  
*Augusta*. It appears to me, that such a disguise, would not avail  
sh<sup>d</sup> it be attempted: the quantity would be abundantly too great, to  
wear the appearance of being only for the *Augusta* &c: besides the  
kinds of provisions would probably be very different, from such as  
are used on board American Vessels, & consequently would be sus-  
pected. — I am willing to do all in my power consistently, to serve  
the General, & perhaps were I to see you, and the Adjutant General  
some better plan might be devised. If you and he can make it  
convenient to come onboard the *Constitution* the tender will bring  
you out, and take you back into port, the same day. But lest it may  
not be convenient, for you & the General to come to me, I will just  
suggest for your consideration, whether it may not be better to send  
out from the Cape the Brig, and the other Vessels, the General alludes  
to, in his letter to me, loaded as may be wished and when they are  
out at sea, I will take possession of them as prize, for want of requisite  
papers. I shall of course put an Officer on board, & some Men, with  
orders to continue with the *Constituion*, who will go round to Jackmel  
with all such Vessels, and I will endeavor, to get them Safe, into such  
port, as the General may desire. This will give me some trouble:  
but I am willing to serve General Touissaint. — I hardly think, that  
any British Armed Vessel will attempt to examine those Vessels, if  
accompanied by the *Constitution*. —

If this plan should be thought of adviseable, the larger the Vessels, &  
of course the fewer in number the more convenient will it be to me to  
convoy them to the South side, in which case, I must have, one or  
two pilots from the Cape, who know the land round the Island. —

I will not write to the General until something is determined on,  
& until I hear from you again, or have the honor of seeing you onboard  
the *Constitution*. I hope you can come out to me in the morning. —

I have the honor to be with much respect

Yr most obe<sup>t</sup> S<sup>t</sup>

(Signed) SILAS TALBOT

EDWARD STEVENS Esq<sup>r</sup>  
Consul General of the US:  
at Cape francois —

A true Copy.

E. STEVENS

Extract from journal of Captain Edward Preble, U. S. Navy, commanding U. S. Frigate *Essex*, Friday, 28 March 1800

At 2 P. M. wind N. W., weighed and sailed for Table Bay in company with his B. M. Ship *Rattlesnake*, Capt. Curtis. Saluted the Admiral's flag with 15 guns, which was returned. At 11 P. M. strong gale and heavy sea. At 4 A. M. the wind shifted to the S. W. Steered to the S. E. Saw a sail at 8 A. M. a long way to windward and one to leeward. Bore away and gave chase. At noon spoke the chase, a small English brig from St. Catharine's Bay, bound to the Cape. Latitude  $35^{\circ} 14' S.$ \*

(\*The Cape of Good Hope is in Lat.  $54^{\circ} 22' S.$ , and Lon.  $18^{\circ} 29' E.$ , therefore the *Essex* must have passed the Longitude of the Cape about 11 A. M., March 28; the first United States vessel-of-war to double the Cape and show our flag beyond it.)

[NR&L, Nr P922 14.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding Friday, 28 March 1800

the first part fresh Breezes & flying Clouds

at 3 P M took in sail off the Moro Castle being 1 Mile Dist Hauld to the Northw<sup>d</sup> under short sail

Standing off and on abreast of the Moro under short sail to keep to Windward

Middle part Fresh Breezes and Cloudy

Stood off and on off the Moro the wind being off the Land

at  $\frac{1}{2}$  past 12 Meridian the Wind Hauling to the Eastward bore away to Run in to the Havana

at 2 P M got into Harbour came to with the Bower moored with the Stream to the Westward Handed Sails Squared Yards & Cleaned up Ship

Moderate the Latter part

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

To Purser Charles Morris, U. S. Navy, from Accountant of the Navy

[PHILADELPHIA]

Navy Department Acct<sup>s</sup> Office 29 March 1800

SIR I have just rec<sup>d</sup> your letter of the 18 instant, I wrote you on the 19. to which I refer you on the subject of rations. —

The practice of drawing parts of rations should be discouragd and when you have the Articles on board every person should draw one ration p<sup>r</sup> day. —

The Property of Seamen dieing in the service of the Navy not in debt to the Ship, is considered as the property of their relatives or administrators — of course the best care should be taken of it untill an Opportunity offers to deliver it over — And when there are no relatives known to the Officer of the Ship or no application for the delivery within a reasonable time, perhaps it will be best with the

advice and consent of the Captain to sell the Property keeping a particular account [of] sales of the Articles and crediting the amount to the deceased in the Ships Books. —

respectfully

I am Sir  
Y<sup>rs</sup> & C

CHARLES MORRIS, Purser  
of Frigate *Congress*  
Norfolk

THOMAS TURNER Acc<sup>t</sup>

[NDA. LB Acct., 1798–1800.]

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

[PHILADELPHIA]

Navy Department 29<sup>th</sup> March 1800

JAMES & EB: WATSON  
New York —

GENTLEMEN The Frigate *New York* appears to be in such forwardness as to require the attention of this Department — The Committee who superintend the building inform me that they intend to rig her compleat & to furnish her with one suit of sails, that they have contracted for her Cables, but not certain whether their funds are adequate to this object together with this proceeding, I have authorized them to draw on me for the deficiency if any —

The following are among the articles which must first claim your attention. Vize Gun Carriages, & every thing relative to the complete mounting & fixing the Cannon — Anchors, Cables, Boats, Water Casks, Pumps, Spare Sails, Sparrs, ballast, The Guns, Powder, Shot, Muskits & Bayonets Pistols, Boarding pikes, Axes & Swords I will provide —

Estimates of provisions, Military Stores Medicine, Instruments, Hospital Stores Utensils & Stationary, & Cabin furniture are enclosed also the dimensions of the Cannon by which you are to have the carriages made — I presume a considerable quantity of Spare Rigging may be wanted, as well for the *President* as the *N York* and having a considerable quantity on hand at the place more than will probably be wanting here before we may be again compelled to retire from the City on account of the Yellow Fever, I am desirous that it may be immediately made use of — Be pleased therefore to provide none but what you have already ordered for either of the Ships & let me know the deficiency that I may take order to supply it. —

It may be proper to substitute some of the 18 pounder Carronades in your possession in lieu of as many 9 pounder Guns for the *New York*. — Being on the spot you can ascertain the number, & have the carriages & equipments made accordingly.

The Estimate of Military Stores is withheld until I know the number of Carronades substituted for the 9 pounders —

I have the honor to be

Gentlemen

Yr obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. GLB, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 29th March 1800

Captain THOMAS TRUXTUN  
of the *Constellation* —

SIR Should you arrive at Norfolk and think the *Constellation* can safely be moved to New York, I would wish you to move her — Norfolk being a bad place for repairs, & being overloaded with business of this kind — I have directed a Main mast to be prepared at New York — Should you conceive it dangerous to move to New York then the repairs must go on at Norfolk, but I will send from hence all the rigging you want & also Sails — the moment I know what you want

The *President* is now ready for your attention

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

Yr obed Servt

[BENJAMIN STODDERT]

[NDA. OSW, Vol. 3, 1799–1800.]

To Purser James Key, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 29th March 1800

M<sup>r</sup> JAMES KEY

Purser of the Frigate *Philad<sup>a</sup>*

Similar Letter to Buller Cocke  
Purser of the *Chesapeake* for-  
warded 23 May 1800

SIR By the regulations of Congress Slops are permitted to be provided for the Sailors & M<sup>r</sup> Gill Naval Storekeeper has instructions to procure and deliver to you the following articles with an Invoice containing the price of each, Viz<sup>t</sup> Shirts, Frocks, Outer jacketts, under Jacketts Flannel Drawers, Overalls (Linen or Woolen) Shoes Woolen Hats, Blankets & Matrasses, — the proportion of each not to exceed the number of the Crew exclusive of the Marines — You will please receive of these articles a sufficient quantity for the Crew of the *Philadelphia* & supply the wants of the Sailors at the prices specified in the Invoice which must accompany them, being carefull not to let them be in debt, by keeping an exact account of the quantity delivered to each & comparing the same with the sums due for their pay respectively —

You will give Duplicate receipts for the Slops, one of which will be forwarded to Thos Turner Esqre Accountant of this Department who will charge you therefor & credit you for what you dispose of — the residue you will be held accountable for, & must deliver up when called upon, or pay the deficiency —

This supply of Slops comprehends articles of necessity only — there are smaller ones which may be supplied by yourself, but it is expected that you will be contented with a moderate profit so as to give the Crew no cause of complaint.

Other Instructions relative to the duties of your Department will be transmitted by the Accountant of this Department

I am Sir

Yr obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

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Extract from Journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Saturday, 29 March 1800

Fresh breezes and cloudy, At 1 brought too with the Main topsail to the Mast, *Amphitheatre* in company

At 2 a strange sail bore N N W, at 3 filld made sail and Gave chace parted company with the *Amphitheatre* she being bound In to the cape.

At 5 Wore Ship and spoke with the chace the American Ship *Dey* bound to Curracoa; hauld on a wind and Gave chace to a strange sail running down before the wind for the cape chaced her within Gunshot of the Fort but found we could not Stop her before she Entered the harbour Tackd Ship shortnd Sail and double reefd the topsails and Stood to the Northward till 1 AM at which time we tackd to the Southward

At daylight fresh breezes. Saw the Ship we had spoke the evening before Monte a christo S E by S 10 leagues

AM at 8 Moderate Standing in for the cape

At 10 Saw a strange sail to the Northward of the cape bore up and Gave chace

At 12 the Cape S S W 4 leagues the chace S W by W 12 or 13 miles

[NDA. photostat]

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Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Saturday, 29 March 1800

Commences with squally weather and heavy gales with lofty sea from contrary ways under short sail the Ship labouring much. At 11 PM saw a Sail on our larboard bow. Continues with strong gales & heavy sea. Carried away the M<sup>r</sup> trusses, employ'd in preparing more.

Lat. Observed 36.50 S

Longitude in 23.5 E

[LC, EPP, 1799–1800.]

## 360 NAVAL OPERATIONS; JANUARY 1800–MAY 1800

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Extract from journal of Captain Edward Preble, U. S. Navy, commanding U. S. Frigate *Essex*, Saturday, 29 March 1800

Strong N.W. by S.W. gales and a heavy sea. Saw a ship off the lee quarter. Gale so strong and sea so high, did not think proper to wear ship to speak her, supposing her English, as the French have no ships on this coast.

Lat. Observed 36.50 S.

Long. 23.5 E.

[NR&L, Nr P922<sup>14</sup>.]

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Extract from journal of U. S. Schooner *Experiment*, Lieutenant William Maley, U. S. Navy, commanding, 29 March 1800

At 5 Am. happening to go on Deck I found M<sup>r</sup> Downes who was then Officer of the Watch laying asleep; captured the spanish brig S<sup>t</sup> *Michael* put M<sup>r</sup> Fleming & 4 Seamen on board and ordered her for Jacquemel —

[NDA. NO, Vol. 1.]

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Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Sunday, 30 March, 1800

Moderate breezes and cloudy, In chace to the Westward

At 2 fired two Guns to bring too the chace,  $\frac{1}{2}$  past 2 shortn<sup>d</sup> sail and boarded the chace, an American Brig from the Cape bound to Philadelphia, and an American Schooner from Charleston bound to cape francois

Punished Robert Hillman with 12 lashes for Neglect of duty from 8 In the evening till daylight Moderate breezes Ships head to the Northward

At 12 Moderate breezes and cloudy

AM at 6 Saw a strange sail bearing NE by E, made sail and Gave chace

$\frac{1}{2}$  past 9 tackd to the Southward and answerd the private Signal of the *Herald* Sloop of war Captain Russell which at 10 Joind company, saw several sail standing out of the Cape

At 12 Cape Francois SW by S 6 or 7 leagues

[NDA photostat.]

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To J. & N. McVicker & Company from Secretary of the Navy

[PHILADELPHIA]

Navy Department 31st March 1800

Mess<sup>rs</sup> J & N McVICKER & Co

GENTLEMEN I am honored with your letter of the 29th Inst. —

There is at present no vessel of War which could be employed in the protection of the East India trade except the *Philadelphia*, and her services are indispensable on the Guadeloupe Station — In another month it is expected other vessels will be in readiness & should it be determined to send one to the East Indies, timely information will be given to the Merchants concerned in that trade

I have the honor to be

Yr obed Servt

[NDA. GLB Vol. 3, 1799–1800.]



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

[PHILADELPHIA]

Navy Department 31<sup>st</sup> March 1800

W<sup>m</sup> PENNOCK Esqre  
Norfolk —

SIR I send a pilot boat to get information respecting the *Congress* & the *Constellation*. If the latter must remain at Norfolk, which I shall be sorry for, the rigging & sails must be sent from hence, and it will not be necessary for you to provide them — We have too large a stock of these articles in store at this place. I hope the return of the pilot Boat, will bring me advice that the *Congress* will be ready for sea as soon as orders can be sent to Norfolk —

I have the honor to be

Yr obed Servt

[NDA. GLB, Vol. 3, 1799–1800.]

To Thomas Terrant, Master of Pilot Boat *Industry*, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 31<sup>st</sup> March 1800

M<sup>r</sup> THOMAS TERRANT  
Master of the Pilot Boat *Industry*

SIR You will proceed from hence to Norfolk in Virginia with dispatches for Captain Thomas Truxtun, of the *Constellation*, Captain James Sever of the *Congress*, Captain Samuel Barron of the *Chesapeake* & William Pennock Esq<sup>r</sup> Navy Agent, all which you will deliver agreeably to the direction immediately on your arrival — You have also a packet for Mess<sup>rs</sup> John Cowper & C<sup>o</sup> and a letter for Lieut Bartholemew Clinch of the Marines which you will also deliver —

If you meet the *Constellation* before you enter the Chesapeake bay, you will deliver to Captain Truxtun & Lieu<sup>t</sup> Clinch their dispatches & imm<sup>dy</sup> return to this port — For this Service you will be allowed Eighty Dollars if you go the whole distance & reasonable demurrage if detained more than two days at Norfolk by order of either of the Officers to whom you are sent —

If you do not go the whole distance, an allowance in proportion will be made —

I am Sir

Yr obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 31<sup>st</sup> March 1800

Capt<sup>n</sup> THOMAS TRUXTUN  
or in his absence from the ship  
& from Norfolk, the Officer  
commanding the *Constellation* —

SIR Hearing by a private express from Norfolk of your arrival there the 25<sup>th</sup> Inst I send down a pilot boat, the sooner to learn the situation of the *Constellation*, & for an account of such articles as can be best

supplied from hence — The Shrouds prepared for the *Constellation* last summer are still in store as is every other kind of rigging & of the best quality none therefore should be got at Norfolk — nor sails, of which we can quickly send from hence all that you want, after knowing what you want — If however the *Constellation* can be safely removed to New York, that will be the best stip that can be taken. — Norfolk had more to do before your arrival than could be accomplished there with the requisite dispatch — At New York too, you might give the necessary attention to the *President* now nearly ready for launching, & might at the same time direct the proceedings of the *Constellation*, until a successor if you preferred the *President* as no doubt you will do, could take charge of her — Supposing you would try to reach N York, I directed some time since Masts to be prepared, which are now preparing — If however you should think it unsafe to proceed to New York, we must do as well as we can at Norfolk — In this case let me know if you please at what time (with the aid of rigging, Sails, Powder & Ball from hence) the Frigate can be prepared to go again to sea, before which time, I must send a Commander to succeed you — Until his arrival, I suppose you will find it necessary to remain yourself — I have the honor to be with Great Esteem

D<sup>r</sup> Sir

Yr obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 31<sup>st</sup> March 1800

Capt<sup>n</sup> PATRICK FLETCHER

Boston

SIR It is probable your services may be immediately wanted, to take command of the *Constellation* — You will please to hold yourself in readiness

I have the honor to be with great respect —

Sir

Yr obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

To First Lieutenant Bartholomew Clinch, US Marine Corps, from Major Commandant William W. Burrows, U. S. Marine Corps

PHILADA March 31, 1800

Lt. B. CLINCH

I wrote you by the Schooner *Enterprize* on the 7th inst but I doubt whether you could have rec'd that letter. I congratulate you on yr safe arrival and should have been happy to have heard from you when Capt Truxtun wrote to the Secry. You will observe by the Papers what honorable mention has been made of Capt. Truxtun and his brave Crew by Congress [Approved 29 March 1800]. There were but 4 votes against the Resolution, 4 of whom were Virginians by birth

Seeing a Paper from Virga. where honorable mention was made of your name I had it republished here.

\* \* \*

Yr ob Servt

W. W. B. [WILLIAM WARD BURROWS]

[MCA. LS, 1800-1801.]

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To Secretary of the Navy from President John Adams

PHILADELPHIA, 31 March, 1800.

The President of the United States requests the Secretary of the Navy to employ some of his clerks in preparing a catalogue of books for the use of his office. It ought to consist of all the best writings in Dutch, Spanish, French, and especially in English, upon the theory and practice of naval architecture, navigation, gunnery, hydraulics, hydrostatics, and all branches of mathematics subservient to the profession of the sea. The lives of all the admirals, English, French, Dutch, or any other nation, who have distinguished themselves by the boldness and success of their navigation, or their gallantry and skill in naval combats. If there are no funds which can be legally applied by the Secretary to the purchase of such a library, application ought to be made to Congress for assistance.

[NDA. Life & Works of John Adams, Vol. IX.]

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[31 March 1800]

Protest of Wilkes Barber, Master, of the American Private Armed Ship *Minerva*, captured by French Privateer *La Minerve*, and afterwards captured by a British Frigate

Consulate of the United States of America at Bordeaux.

By this public Instrument of Protest, be it known and made manifest to all whom it may Concern that on the twelfth day of April One thousand eight hundred, before me Isaac Cox Barnet, Agent of the United States of America & charged with the affairs of the Consulate for the Port and District of Bordeaux, duly authorised by the Authority & Government of the United States

Personally appeared Wilkes Barber, Master & Commander, Abraham Walton, Second Mate & Boatswain, James Gibson Gunner, & Jonathan Ellis Seaman of the Ship *Minerva* of Boston and William Tudor Jun<sup>r</sup> Edward Sharp & Oliver C Greenleaf Passengers; and said Wilkes Barber made before me on his Solemn Oath the following Declaration to which the said Abraham Walton, James Gibson, and Jonathan Ellis, & the above named Passengers have severally certified & signed.

I Wilkes Barber, Master of the ship *Minerva* of Boston in the United States of America, armed with fourteen carriage Guns, twelve of which were four pounders & two of six pound shot, & equipped with thirty men & Boys, besides the Passengers, sailed from the Port of London on the sixteenth day of March last, bound for Boston, came to anchor

in the Downs on the Eighteenth, & on the twenty first following, sailed from thence in company with the ships *Diana* Captain Davis & *Sarah* Captain Brick of Boston, the *Belvidere* Captain Ross of Philadelphia & *Halcyon* Captain Wise of Baltimore, all bound for the different Ports of the United States, under a verbal agreement to keep company with each other untill clear of the English Channel, that on the twenty second day of March at night being off Beachy Head & thick weather, the ship *Belvedere* parted Company. — On the twenty third following at about five o'clock P. M. was brought to by his Britannic Majesty's ship *Babet*, went aboard with Captain Wise of the *Halcyon* & were detained about two hours from pursuing our Voyage.

On the twenty fourth March spoke the other ships, Captain Davis of the *Diana* came on board the *Minerva* & left a letter for Boston, saying that he was going to Portsmouth, for that having engaged by his insurance to sail *with ships*, one of which had already left him, he feared the rest would do the same; that agreeing still with the Captains of the other ships to keep Company, all stood on together untill night, when at about twelve o'clock and thick Fogg, Capt. Davis of the *Diana* hailed and said the *Minerva* would be aboard him, upon which I ordered sail to be shortened to let him shoot a Head & continued making signals through the night, which were not answered — and the next morning twenty fifth of March, the *Diana* was out of sight; the *Halcyon* & *Sarah* being still in company at about five o'clock P. M. saw the land which I supposed to be Portland, from which I took my departure, continued on our Course together untill about midnight — then being off of the Start, parted company from the *Sarah*. On the twenty seventh of March at Ten P. M. being very squally & a heavy sea, carried away the Main Top Mast — cleared the rigging & on the following morning got up another and was all compleat at Meridian.

On the twenty ninth of March at twelve o'clock P. M. lost sight of the *Halcyon*, in consequence of the heavy Gales from the Northward & the very high sea running, being then in lon. 13 W. & lat. 48 some odd miles N. stood on our Course untill March thirty first being in the lat. 47.50 — lon. 14 & odd by account with the wind from N. N. W. to N. W. very squally and a heavy sea, being under short sail, every thing in good order & standing on my Course as near as possible. About four o'clock in the Morning saw sail in the N. E. which tacked & wore ship several times; about ten o'clock A. M. the ship made sail & gave chase to the *Minerva* upon observing which, I made all the sail the Weather would permit by letting out the reefs from the Topsails & kept on the same Course to the S. W. and W. S. W. and immediately got all clear for Action, determined if possible to save my ship from Capture if the ship in chase should prove to be a Privateer, and in which resolution I was fully seconded by my Officers and Crew who shewed the greatest alacrity and good order — The sail in sight gained very fast on us by her Superior Sailing and at half past ten A. M. fired a Gun being distant about one and half Miles to Leeward & hoisted french Colours and appeared to be a Privateer ship of eighteen Guns. — I then ordered a Gun fired to Leeward and hoisted the American Colours & made ready for defence with all hands to their quarters; shortly after which the french ship hailed in

English & ordered me to send my Boat on board, I answered that "if he wanted anything of me to send his own Boat on board and examine me", he then hailed a second time and said "*Damn you send your Boat on board or I will fire into you*", to which I answered "*fire & be damned*" he then fired a Gun, the shot of which cut away the *Minerva's* starboard Main, Clue Garnet, I then ordered a Gun fired with shot at the Privateer, which was returned by a Broadside and wounded one Man very badly, named Daniel Coffin; the *Minerva* then within Pistole shot fired her Larboard Broad-side twice, whilst the Privateer kept up a Continual fire from her Battery, Musketry & large blunderbusses fixed on the Tops, during the Action a Musket Ball killed the Man at Helm by name of Andrew Nannicks, a Dane by Birth & naturalized Citizen of the United States — finding very soon the great inferiority in Men & force of the *Minerva* & that a longer Contest would only be a Certain loss of all my men and ineffectual resistance, I struck my Colours after which the Men from the Privateer, continued to fire their Musketry to the number, I believe, of sixty or seventy rounds, contrary to the laws of nations, the well known rules of War and humanity & after they had ceased firing, I was ordered from the Privateer to lower my Boat, I then ordered it lowered down, & during the execution of my orders, I was threatened several times to be fired at; I then went on board the Privateer with my papers accompanied by M<sup>r</sup> Tudor Jun<sup>r</sup> one of the Passengers; on going on board the Privateer, the Linguest talked to me in a very abused manner, calling me "*a Damn'd Englishman Damned Liar*" but M<sup>r</sup> Tudor speaking the french Language answered to the French Captain's Questions "that the Ship was the *Minerva* of Boston, bound from London to Boston & loaden with Bail & Dry Goods, belonging to American Merchants &C &C." The Captain of the Privateer took my papers, eighteen in number, among which were an attested list of my Crew or *Role d'Equipage*, Register, Mediterranean Pass, Commission of Letter of Marque, Sea letter &C &C., the papers were then sealed up and delivered to a prize Master who was sent on board the *Minerva* with a Mate & twenty men; — & twenty two of the *Minerva's* Crew were brought on board the Privateer with two of the Passengers, M<sup>r</sup> Edward Sharp & M<sup>r</sup> Oliver C. Greenleaf who were forced into the Boat & from the great Sea & swell were in danger of their lives, they were moreover shamefully abused on their passage from the *Minerva* to the Privateer by an American Negroeman, one of her Crew.

I mentioned several times to the Captain of the Privateer the dangerous situation of the wounded man left on board the *Minerva*, & requested a Surgeon being sent on board, which was not attended to, it was objected that the sea was too rough, but the Captain of the Privateer told me a few days after that his non Compliance arose from the fear of meeting with English Cruizers — otherwise he would have sent on board to look after the Wounded man & bring off M<sup>r</sup> Tudor's & my Cloaths, there were left on board the *Minerva* my chief Mate, John Norwood, Robert Cleland Passenger and acting as Officer, three Seamen & four men, two women and two Children passengers

After being a short time on board the Privateer, I learned that she was called *La Minerve* of Bordeaux commanded by Langlois, armed

with eighteen carriage Guns of twelve & nine pounders & one hundred & fifty five men.

On the third day of April following, the wind being from the Westward and thick Weather, the *Minerva* close then in Company & close a board — at about nine o'clock in the Morning, a sail was discovered standing towards us, we were immediately ordered below with my Passengers, & the *Minerva's* Crew confined in the hold under double guards — The Vessel in chace coming up fast, in about a hour after we were ordered below, I saw her fire a Gun at the *Minerva* & from the Cabbin windows of the Privateer, I could distinguish this ship to be an English Frigate, and soon understood that she had boarded & taken possession of the *Minerva*. — the *Minerva* then hawled away to the N. E. & the Frigate gave chace to the Privateer. — In order to lighten which & help her sailing, part of the Guns, spare spars, some shot & other heavy Articles were thrown overboard, and several Casks of water, stove & pumped out, the stanchions between Decks knaked away & stays slacked; in about an hour afterwards the Frigate gave over chace and the Privateer proceeded on for the Port of Bordeaux — On the fifth day of April arrived in the Gironde River & on the ninth following anchored off Bordeaux. I was kept on board the said Privateer during all the day of the tenth, with my Crew & the Passengers, and not allowed the liberty to communicate with the shore, and on the eleventh of this present month at about Ten o'clock in the morning three French men came on board the said Privateer, one of which having a tricoloured Riband about his neck with a silver Badge to it, I took to be a Civil Officer or Magistrate, I was requested to attend in the Cabbin — where I was questioned in English by one of the above mentioned three French-Men, on many points relative to my ship *Minerva*, her Cargo & my Capture, all which questions with my answers, were committed to paper & to which by their desire I subscribed my name after hearing them read to me in English & finding nothing stated contrary to the answers I had previously given — My examination took up about three hours & an half, and about half past one P. M. & as it was finished, Isaac Cox Barnet Esquire Agent of the United States & charged with the affairs of the Consulate, came on board & told me he had obtained liberty to me to go on shore, & upon his invitation I accordingly accompanied him, leaving my Passengers & men to be examined, who were thereafter & upon the said Isaac Cox Barnet Esquire's Interference set at liberty in the Course of the Afternoon of the same day and this Morning the twelfth of April.

And I the said Wilkes Barber do by these presents solemnly protest & do request the said Isaac Cox Barnet to receive this, my declaration and to protest against the said Privateer ship *La Minerve* Cap. Langlois, her Officers & Crew, Owners & all interested therein for the capture of my said ship *Minerva* & for all Damages, Costs, Interests, Salvages, Detriments, Injury, loss & Consequences whatever which have arisen or may arise therefrom to the prejudice of the said ship *Minerva*, her Tackle, furniture, Apparel & Cargo, and all Interested therein

In Consequence whereof I the said Isaac Cox Barnet at the request afore said have protested & do by these presents solemnly protest against the said Privateer *La Minerve*, her Captain, Officers, Crew &

Owners & all Interested or Concerned in the same for all acts of hostility commenced on their part & for all Damages accrued by the Capture & recapture of the said ship *Minerva*, her Tackle, Apparel & Cargo &c. &c. and generally against all Damages whatsoever that may or can arise by reason thereof, signed on the Book of Records Wilkes Barber, Abraham Walton, James Gibson, Jonathan Ellis, William Tudor Jun<sup>r</sup>, Edward Sharp & Oliver C. Greenleaf

Done at Bordeaux the day, Month & year afore mentioned in presence of the said Wilkes Barber Captain, Abraham Walton Second Mate & Boatswain, James Gibson Gunner & Jonathan Ellis Sailor, & William Tudor Junior, Edward Sharp & Oliver C. Greenleaf Passengers, who have each & severally made solemn Oath to the truth of the aforesaid Declaration & protest by them suscribed, In testimony whereof I have hereunto set my hand and affixed the seal of office of the United States signed I Cox Barnet

Recorded at the request of said Captain Wilkes Barber at the office of the Agent & charged of the affairs of the Consulate of the United States of America in Book A fol<sup>o</sup> 58, — 59 — 60 & 61 by me, signed Jn<sup>o</sup> P. Lahautiere Secretary to the Agent & Charged of the Affairs of the Consulate of the United States of America

I, Isaac Cox Barnet Agent of the United States of America and charged with the affairs of the Consulate for the Port & District of Bordeaux do hereby Certify that the foregoing Instrument of writing is a true Copy taken from the Original Record duly signed in my Books of Records entitled A, and that the same has been carefully collationed by me

In Witness whereof I have hereunto set my hand & affixed my Seal of office. Done at the City of Bordeaux, this fifteenth day of April in the year One thousand Eight hundred and of the Independence of the United States of America the twenty fourth.

[SEAL]

I. COX BARNET

[Ct. of Cl. French Spol. Case No. 970.]

Extract from a letter from a Captain of one of the U. S. Ships of War

OFF PORTO RICO,  
March 31st. [1800]

"Privateering seems nearly at an end; I am informed by good authority that there have not been as many captures by the French lately, as will enable the owners of privateers to fit them out for a second expedition.

"A few days since I fell in with the U. S. brig *Augusta*, and I think her one of the finest brigs in the service, remarkably stiff, and sails uncommonly fast — with a very stiff breeze, and with single-reef'd topsails and top-gallant sails over them, going by the wind, her lee ports were two feet clear of the water."

(This is the same brig *Augusta* that *some folks* wanted condemned as unfit for service. Our friends to the East might not have intended any attack upon the reputation of southern Ship-building, but there was something very much like it.)

[LC, "The Herald", Norfolk, Va., 26 April 1800.]

To Isaac Cox Barnet, U. S. Commercial Agent, Bourdeaux, France, from Secretary of State

DEPARTMENT OF STATE  
*Philadelphia, 31 March 1800*

ISAAC COX BARNET Esqr

SIR, I have received your several letters of 16<sup>th</sup> July, 14<sup>th</sup> August. 3, 12, 15<sup>th</sup> Sept<sup>r</sup> and 3<sup>rd</sup> Oct<sup>r</sup> last. —

With respect to your advances on account of American captured vessels, I shall write to M<sup>r</sup> Murray, authorizing him to examine and settle them, and for that purpose will supply him with funds. But you will in all cases, wherein it is practicable, obtain reimbursement from the individuals, and never pledge yourself to pay except in cases wherein from the utter want of funds or credit of the master or other person representing the claimants of a vessel or property captured you are constrained to do so. — In future you will never incur any charge on behalf of the public in a case the circumstances of which bring it within the rule of a condemnation pronounced by the Court in the last resort, unless a change in the principles and conduct of the rulers of France towards the United States, or other encouraging circumstance should warrant it. — This last direction is however given without a knowledge of what may have happened in consequence of our mission to France. — If it should have terminated favourably you will doubtless have had such information from M<sup>r</sup> Murray or the other envoys as will serve to regulate your conduct in this business, and you will follow the advice of M<sup>r</sup> Murray in the further prosecution of it.

The charge of two per cent, made by your correspondents on the amount of vessels and cargoes claimed, appears enormous. It is better to authorize some trustworthy Advocate to manage the claim in co-operation with the person representing the claimant, in each case, and to make him compensation accordingly. Whenever it is absolutely necessary to employ an Agent distinctly from the Advocate you should agree for a per centage on his disbursements, and if in special cases that may not be found a sufficient compensation, allow in addition to it a gross sum, which with the commissions may be equal to the services rendered. — The per centage on the entire amount of the property in litigation is unreasonable and inequitable, because, it has no relation to the services rendered, and I suppose generally far exceeds a just retribution for them. — You will state this idea to those who entertain the expectation of receiving this arbitrary compensation, and use your endeavours to have it reduced.

You should be very cautious of giving certificates to vessels purchased of the belligerent powers, for such purchases are often very suspicious, and when they are fair they tend to embarrass the purchaser. — In this you will be guided by a prudent discretion. — Where the vessel has been a prize you should always require the exhibition of a condemnation in a legal tribunal, and a bill of sale or what is equivalent to it. — If the vessel is purchased by an Agent, he should produce to you the authority he has from his principal to make such a purchase on his behalf: — and the operation of your certificate to any such vessel should be limited to her voyage to the United States, where she may get regular papers. — Much incon-



venience has arisen from the indefinite terms of Consular certificates to such condemned vessels.

I have noticed your suggestions on the defects of the Consular system. One of them admits of a remedy under the existing laws: it is that which relates to masters of vessels refusing to exhibit their shipping articles on the hearing of disputes between them and their seamen about wages. — By the 6<sup>th</sup> section of the "Act for the government and regulation of seamen in the merchants service," it is provided, that, "it shall be incumbent on the master or commander to produce the contract and log-book if required, to ascertain any matters in dispute; otherwise it shall be permitted to the complainants to state the contents thereof and the proof of the contrary shall lie on the master or commander." This regulation is prescribed for cases depending in the District Courts; but supposing our Consuls in Foreign countries to have the right to settle disputes about seamen's wages, which is I believe the general practice, the same regulation may well be taken for a guide by them.

You inform me that you attended the *fête of the 18<sup>th</sup> Fructidor*, by invitation, with the other foreign agents. — We take no interest in the celebrations decreed by the French government in remembrance of the victory of one faction over another: and in particular we consider that of the 18<sup>th</sup> fructidor as being commemorative of a breach not only of the French Constitution, but also of the laws of natural justice in condemning to banishment citizens who were never permitted to be heard in their own defence. —

I have received and paid the bill drawn by you in favor of M<sup>rs</sup> Elizabeth Barnet for 650 dollars. —

I am, Sir, very respectfully &c &c

TIMOTHY PICKERING

[SDA. Dip. Cor., Inst. to Min. Bk 5, 1798-1800.]

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Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Monday, 31 March 1800

Moderate breezes and clear weather, At 1 brought too and Joind company with the *Amphitheatre*, Sent our Boat on board and Received M<sup>r</sup> Stephens and M<sup>r</sup> Darsey from Cape francois *Herald* In company Boarded three American Vessels from the cape bound to America, At 3 bore up and made all sail for the cape In order to be close in toward evening, At 6 fresh breezes and Squally from the Northward, Shortnd sail and brought too Ships head to the E<sup>d</sup>,  $\frac{1}{2}$  past 6 In 2<sup>d</sup> reef in the Topsails and filld to the N N E the Monte bearing E by S 4 or 5 leagues, at 9 Squally with lightning close reefd the Mizzen topsail. AM at 1 the wind vore round to the Southward hauld on a wind to the Westw<sup>d</sup> towards the cape

At daylight Saw 2 strange sails Made sail and Gave chase to the Eastward. at 10 boarded the chase an American brig from New York bound to Cape francois which bore S W by W 6 or 7 leagues, Sent M<sup>r</sup> Stephens on board to take a passage In to the Cape — filld to the Northward under an easy sail, *Herald* and *Amphitheatre* In company, at 12 fresh breezes and Squally the cape S W by S 6 leagues

[NDA photostat.]

[About April 1800]

Circular Letter to the Masters of American Vessels in the Port of Alicante, from  
Richard O'Brien, U. S. Consul, Algiers

(Received by the Brig *Greyhound*, arrived at Boston.)

*To the masters of the American vessels in the port of Alicant, &c.*

GENTLEMEN, THE underwritten Consul for the United States, will thank you to be informed of what vessels were preparing in Philadelphia, or any of the ports in the United States, destined with stores for Algiers and Tunis, and particularly relative to Captain Smith, of Philadelphia, who sailed from Algiers in April last, destined for said place, and whom I expect shortly at Algiers. This information, if favorable, will be of essential service to the affairs of the U. States with Algiers and Tunis, and be thankfully received, by Sirs,

Your most obedient Servant,

RICHARD O'BRIEN.

### CAUTION.

If your stipulations for Tunis and Algiers, do not shortly arrive, the Commerce of the United States in this Sea, might run a great risque of being the subject at least of detention.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 15 May 1800.]

To Secretary of the Treasury from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 1<sup>st</sup> April 1800*

THE SECRETARY OF THE TREASURY

SIR Every person in my Office including the principal — being hard pressed for money, I must request the favor of an advance of Twenty three Hundred and fifty Dollars for the salaries due for the quarter ending yesterday —

I am &c —

[NDA. Req. on US T, 1798–1803.]

[1 April 1800]

Extract from letter written on board the U. S. Ship *Warren* concerning her cruise, while on the Havana station

NEWBURYPORT, April 22.

(The U. S. sloops of war *Warren* and *Norfolk* have been very active and serviceable on the Havanna station. Although no captures have been made, they have effectually cleared the coast of privateers; and convoyed several valuable fleets. A letter from on board the *Warren* of the 1st April, says,)

"we see nothing but the stripes, and occasionally St. George's cross, and are convinced there is not a French cruiser on the north side of the Island.

"Our crew is very healthy, but to day Elijah Williams, a worthy sailor, fell from the fore top sail yard — broke his scull all to pieces, and fractured his lower jaw. He lived about three hours."

[LC, "Claypoole's American Daily Advertiser", (Phila.), 1 May 1800.]

[1 April 1800]

Unofficial List of Vessels Conveyed by U. S. Brig *Norfolk*, from Havana

Saturday last [12 April 1800] the armed brig *Norfolk*, commanded by lieutenant Bainbridge, arrived here [Philadelphia] from Havana, which she left the first April, having under convoy the following vessels:

Ship <i>Dispatch</i> , Ward	New-York
<i>Potomack Chief</i> , Wattle	do.
Brig <i>Neptune</i> , Bragdon	Boston
<i>Union</i> , Bartlett	do
<i>Clinton</i> , Barr	Warren R. I.
<i>Hope</i> , —	Baltimore
<i>Gov. Clinton</i> , Winslow	Philadelpha
<i>Nonpareil</i> , Ridick	Norfolk
<i>Wm. Pennock</i> , Newton	Charleston
<i>Susannah</i> , Spencer	do
<i>Two Brothers</i> , Robertson	Norfolk
Schr. <i>Almira</i> , White	Boston
<i>Milford</i> , Hitton	do
<i>Success</i> , Jones	do
<i>Polly</i> , Murk	Baltimore
<i>Felicity</i> , Bely	do
<i>Sally</i> , Bragdon	Newburyport
Sloop <i>Mary</i> , Burd, Philadelphia, and five others names unknown.	

[LC, "Claypoole's American Daily Advertiser", (Phila.), 14 April 1800.]

To Isaac Cox Barnet, U. S. Commercial Agent, Bourdeaux, France, from Secretary of State

DEPARTMENT OF STATE  
Philad<sup>a</sup> 1 April 1800

ISAAC COX BARNET Esq<sup>r</sup>

SIR, The President has given permission to M<sup>r</sup> Nathaniel Prime of New York to enter his ship *Titus*, now lying at Bourdeaux, in any port of the United States, with American passengers from France, provided she does not take on board nor bring hither any cargo or lading whatever other than necessary sea-stores. I have contracted with him to bring home such distressed seamen as you may put on board, at the rate of 45 dollars per man, he supplying them with provisions, water and fuel, during the voyage. The contract does not include such as may be employed by him to navigate the vessel. You may furnish them with such few articles of light cloathing as may be necessary to health or cleanliness, should the voyage be entered upon in season to be performed during the warm weather; otherwise with whatever may be absolutely necessary for their comfort in the winter, paying the strictest attention to economy. I hardly suppose the voyage can be delayed so long as to require provision for a winter's passage.

I request you to communicate to M<sup>r</sup> Dobrée at Nantz such parts of my letter of yesterday's date, as may be necessary for his government in relation to claims for captured property.

I am, Sir &c. &c.

TIMOTHY PICKERING

[SDA. Dip. Cor., Inst. to Min. Bk 5, 1798-1800.]

[1 April 1800]

Complaint of Captain Charles Henderson, commanding the American Brig *Sally*,  
against the Sloop *Bermuda Packet*, George Wiseman, commanding

*The following was handed for publication by capt. Henderson:*

Whereas, the American brig *Sally*, Charles Henderson, master, sailed from Jamaica on the 31st March bound to the Bay of Honduras, and on the first day of April, being then fifty leagues west of Jamaica, at 2 P. M. saw a sloop to the N. W. standing to the Southward, with an English ensign union down, we then took in sail and bore down upon him under our topsails in order to give him assistance, and hoisted the American Colours; at 3 P. M. the said sloop hailed us from whence we came, we answered from Jamaica, we likewise hailed him, but he gave me no answer. She appeared to have about 60 blacks, had a teer of ports and shewed some guns; we filled our topsails in order to go round his stern and take a good sight of him, when he hailed us, and said he would fire a broadside into us if we did not heave too immediately, he accordingly fired about twenty muskets unto us, being then within half pistol shot, the balls fell alongside but fortunately did no mischief; he then hauled down the English colours and fired another volley of small arms into us, but done no damage, only making the people dodge and putting them in fear of their lives; we then made all sail we could in order to get away from him, when he took a position to lay across our stern, and fired one of his great guns at us, in order to rake us. We can all hands declare the said sloop was full nigh when he spoke us to ask any assistance he could wish; and absolutely (according to our opinions) fired into us with an intent to kill the ships company. As the said sloop is now in port, we the subscribers wish to seek redress for the mal-treatment we have received, and can swear our lives against the said master with propriety.

CHARLES HENDERSON, *master*  
WM. VANDERKAMMOM, *mate*  
GEORGE SCHAPMAN, *seaman*

Sworn before me April 16, 1800.  
THOS. ROBERTSON. }

[LC, "The Daily Advertiser", (N. Y.), 4 June 1800.]

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Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*,  
Captain Silas Talbot, U. S. Navy, commanding, Tuesday, 1 April 1800

Moderate breezes and Rain, Tackd as nessasary to keep our stations. at 1 saw a strange Sail bearing E by S which appeard to be bound to the cape Made sail and Gave chace, at 4 shortnd sail and boarded the chace an American Schooner from plymouth bound to Cape francois, at 5 wore and came to the wind to the N W, at 6 the weather cleard up saw the Cape S S W 4 leagues the N W part of Tortudas to N° 34 [or 38] 6 or 7 leagues parted company with the *Herald*

Fresh breezes during the night Sounding every two hours

At daylight saw Cape francois S S W 6 or 7 leagues and the *Herald* East 3 or 4 leagues

Musterd the Ships company and Examind the Quarter Bill,  
At 10 Tackd to the Northw<sup>d</sup> Monte a christo S E by E  $\frac{1}{2}$  E 5 or 6  
miles, Employd woulding a Topsail Yard

At 12 fresh breezes and cloudy the Cape S W by S  $\frac{1}{2}$  S, 6 leagues  
the Monte S E by S  $\frac{1}{2}$  S, the *Herald* E by S In sight from the deck

[NDA photostat.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship  
*Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Tues-  
day, 1 April 1800

[In Harbor of Havana] Moderate Breezes this Day Received on  
board A sufficient Quantity of Water 2 Boxes of Candles for ships  
Use at 2 P M Eligah Williams fell from the Fore Top Sail Yard  
When Assisting the Fore Top Men to Hand the Sail at 5 $\frac{1}{2}$  P M  
Expired by the Fracters [which] His Body Received

(Received on board A Spanish Pilot)

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

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To Naval Constructor Josiah Fox, U. S. Navy, from Captain Thomas Truxtun,  
U. S. Navy

NORFOLK 2<sup>d</sup> April 1800

SIR You come to me and make a complaint that Capt<sup>n</sup> Sever  
wished your men all employed on the *Congress's* Spars &c — and a few  
minutes after — produce me a letter from the Sec<sup>y</sup> of the Navy —  
desireing that no Object should interfere with the dispatch of that  
ship — I am not pleased with this sort of proceeding — I have to  
desire therefore, that you comply with the Sec<sup>y's</sup> orders, and as far as in  
your power lies — mine also & if you cannot do the business of the  
*Constellation*, without interfering with that of the *Congress* inform  
me — in order that another Shipwright be employed — for the  
*Constellation* cannot be detained here with a full compliment of men  
on board.

I am your Ob<sup>t</sup> S<sup>t</sup>

THOMAS TRUXTUN

P S I came into this Bay — on account of the excellence of the  
spars in its neighbourhood — and expected to find a disposition to  
dispatch the ship, and I hope yet that I shall not be disappointed.

T T

M<sup>r</sup> JOSIAH FOX

[Fox Papers. Peabody Museum of Salem.]

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To Naval Constructor Josiah Fox, U. S. Navy, from Captain Thomas Truxtun,  
U. S. Navy

NORFOLK 2<sup>d</sup> April 1800 —

SIR You will proceed with all the dispatch that is in your power — to  
make the main mast for the *Constellation* and other Spars — as I  
intend that ship shall be ready for sea in a very short time.

I do not mean by this, that you are to take any hands off from other work particularly ordered by the Sec<sup>y</sup> of the Navy — but that you should procure a proper gang for to make the *Constellations* Spars — as there are men in abundance. Again I desire that you proceed to obey this order — And that I hear no excuse in future.

Your Ob<sup>t</sup> S<sup>t</sup>

THOMAS TRUXTUN

M<sup>r</sup> JOSIAH FOX

[Fox Papers. Peabody Museum of Salem.]

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To Auditor of the Treasury, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 2<sup>d</sup> April 1800. —

RICHARD HARRISON ESQ

*Auditor of the Treasury*

I have the honor to enclose you a list of the names of all the Revenue Cutters which have been employed under orders from this Department —

This list exhibits the periods at which they respectively received their first orders to do duty in the Navy, and the times at which those dismissed were returned to the Revenue Service. — Three of these Vessels are permanently placed on the Navy establishment, — Viz. the *Eagle*, the *Pickering* and the *Scammel*. — To this list I have annexed amo<sup>t</sup> of the sums which have been paid on accounts finally adjusted, and also the amounts of the respective sums with which each Vessel stands charged which yet remain to be settled, on the books of the Accountant of the Navy. —

I am &c &c

[List not located.]

[NDA. Req. on US T, 1798-1803.]

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

[PHILADELPHIA]

Navy Department 2<sup>nd</sup> April 1800

JAMES & EBENEZER WATSON

*New York —*

GENTLEMEN In my letter of the 29th Ult<sup>o</sup> I informed you that the Guns for the Frigate *New York* should be sent from hence — Since which I am advised that it will be proper to have some of the nine pounders longer than those made at this place, and as you have some of the proper length, you will be pleased to furnish all the 9 pounders agreeably to Captain Robinsons directions. — The 18 pounders are already ordered to be shipped. — In addition to the articles mentioned to be sent from hence, a camboose is ordered — Pistols, Boarding pikes, & cutlasses you may furnish — Be so good as to ascertain whether one pair of 32 pounders Carronades can be had in New York — One pair of those you sent here for the *Philadelphia* are left and may be returned, if you can find others to match them — Enclosed

is the copy of a letter to the Committee for building the Frigate You will be pleased to confer with those Gentlemen — Assuring myself that you will facilitate by every means in your power the completing the ship —

I have the honor

[NDA. GLB, Vol. 3, 1799-1800.]

[2 April 1800]

Protest of Lewis Young, Master of the Brig *Nancy* boarded by French Privateer.  
After being plundered, she escaped

COMMONWEALTH OF MASSACHUSETTS.

Boston ss.

By this public Instrument of Protest be it known and made manifest, that on this twenty second day of April, in the year of our Lord One thousand Eight hundred, before me William Stevenson Notary Public, by legal authority admitted & sworn and dwelling in Boston aforesaid, personally came and appeared Lewis Young and on Oath declared that he sailed from Acra, on the Coast of Africa, on the twenty third day of January last, in and with the Brigantine *Nancy* laden with sundry articles of merchandise and bound for Boston, said Vessel being then tight and staunch & every way equipped and provided for such a Voyage. — That he proceeded on said voyage without any remarkable occurrence until the twenty ninth day of March following, being then in Latt: 17.42 N. and Long: 52 West when he fell in with a French Privateer Schooner of eight Guns, & engaged her for four Glasses, after which she sheered off and the deponent kept on his course; nothing more material happening until the 2<sup>nd</sup> day of April in Latt: 21.50 N & Long: 55 West he fell in with an armed french Brigantine, mounting 16 Guns, name unknown, that after receiving three shot from the said Privateer he hove to, and was boarded by an Officer and several men, who took the deponent, with all his papers on board the Privateer, after examining his papers they sent him on board the *Nancy*, together with a prize-master and several men, who broke open the hatches of said Brig *Nancy* and plundered therefrom two hundred and twenty five and one half Ounces of Gold Dust — and a quantity of Ivory and Wax, and hove overboard the Guns, Boat & considerable rigging &c. The Privateer being at a considerable distance and night coming on, and the Frenchmen having gone in a Boat loaded with Ivory &c for the Privateer, the deponent taking advantage of a squall, made sail and was soon out of sight of the said Privateer, & stood on his course for the Port of Boston — That on the passage he met several heavy Gales of Wind, and arrived this day — He now desires a protest reserving to himself the right of extending this protest for such cause and in such manner as he may find necessary.

(Signed) LEWIS YOUNG.

Attested by CHRISTOPHER BEETLE  
JESSE INGLEE

Wherefore I the said Notary have protested and by these Presents Do solemnly Protest against the aforementioned french armed Brigantine, her Owners, Officers & Crew for all things plundered from said

Brigantine *Nancy*, & for all Losses, costs, damages & expences which has arisen, or which may arise and accrue to the said Brigantine *Nancy* and her Cargo, or any part thereof, or to any person or persons concerned therein — and also against the Winds & Seas for all loss & damage that may have happened in consequence of the several heavy Gales of Wind as mentioned in the preceeding Declaration. —

Thus done & protested at Boston aforesaid & my Notarial Seal affixed this twenty second day of April A. D. 1800. in presence of Christopher Beetle first mate & Jesse Inglee 2<sup>nd</sup> mate on board said Brig in & upon the Voyage aforesaid who severally made solemn Oath to the truth of the foregoing declaration & subscribed the same. —

(Signed) WILLIAM STEVENSON *Not Pub*

[Ct. of Cl. French Spol. Case No. 343.]

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Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Wednesday, 2 April 1800

Fresh breezes and cloudy, At 1 set T G<sup>t</sup> Sails to work to Windward at 4 Saw 2 strange sails to windward of the Monte made sail and Gave chase *Herald* in comp<sup>y</sup> Tackd as Nessasary to chace to Windward

At 5 Observed the chace to haul in towards the land bent the Small bower cable and chaced in to 15 fathom water, wore Ship and lay by, at 7 Spoke the *Herald* who Informd us that the 2 sail were Americans bound to the cape, at 7 filld to the Northw<sup>d</sup> under an easy sail, wore and tackd as nessasary during the night to keep clear of the land

Departed this life James M<sup>r</sup> Night Seaman from the U S Schooner *Experiment*

At daylight wore to the Northward the Mont bearing SSW 7 or 8 miles, At 9 wore In towards the land of Monte a christo

Employd Setting up Fore top mast Rigging and cleansing between decks

Received ten seamen from the *Herald*

At 12 Moderate breezes from the Northw<sup>d</sup> the monte S S W 6 miles

[NDA photostat.]

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Extract from log book of the U. S. Schooner *Enterprise*, Lieutenant John Shaw, U. S. Navy, Commanding, 2 April to 20 April 1800

April 2, boarded the schr. *Polly*, of Charleston, bound to Jamaica, lat. 21, 35, long. 67, 4. — April 7, boarded the United States frigate *Constitution*, Capt. Talbot, on a cruize. Same day, spoke the U. S. sloop of war *Herald*. — April 13th, spoke the U. S. schooner *Experiment*, lieut. Maley on a cruize — had a French prize in tow — 14th spoke the U. S. Brig *Augusta*, lieut. M'Elroy, on a cruize. — 20th, spoke U. S. sloop of war *Connecticut*, capt. Tryon, on a cruize. — Same day, boarded the sloop *Minerva*, of New-York, capt. Hannefein, bound to Curracoa, St. Croix bearing S. eight leagues.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 28 May 1800.]



Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Ganges*, 2 April 1800

Still in Chace discovered the sails to be a Ship and two schooners.  
At ½ past 12 fired a Shot at them and beat to quaters  
At 3 spoke the Ship *Terrifick* Capt Kingston the Sloop *Enterprise*  
and the Schooner *Olive Branch* took them under our Convoy.  
At 9 a Sail ahead made sail in Chace.  
At meridian lost sight of our Convoy.  
[NA.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Wednesday, 2 April 1800

Pleasant Land Breezes at 4 A M Cald All Hands unmoored got Ready for Sea at 7 Weighed Anchor Run out to Sea at 10 spoke the ship *Angenorea* from Boston 3 Miles from the Moro out 37 Days Bound into the Havana Benjamin Hutchings Master Buried the Body of Eligah Williams at 12 Mer The Moro bore South 5 Miles Dist  
[HS of Old Newbury, Mass. NDA photostat.]

To Captain Stephen Decatur (senior), U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 3<sup>rd</sup> April 1800

Captain STEPHEN DECATUR  
of the Frigate *Philad<sup>a</sup>*

SIR Having already given 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 *Philadelphia* to join our Squadron on the Guadeloupe Station, rendezvousing at St Kitts. — Our Squadron at present consists of the

Frigate	<i>Adams</i>	—Morris
	<i>Jn<sup>s</sup> Adams</i>	—Cross
Ship	<i>Merrimack</i>	—Brown
	<i>Connecticut</i>	—Tryon
	<i>Delaware</i>	—Baker
Brig	<i>Eagle</i>	—Campbell
Ship	<i>Baltimore</i>	—Cowper
Sch <sup>r</sup>	<i>Enterprise</i>	—Shaw
Brig	<i>Pickering</i>	—Hiller
"	<i>Scammell</i>	—Fernald

You are to assume the command of these vessels & use your utmost efforts to keep them constantly cruising, and in the same manner you will employ your Frigate for the protection of our Commerce which will be best effected, by capturing or destroying the Enemy Vessels which issue out of Guadeloupe & 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 expence of the residue — nor are you to grant convoy to the importunity of Captains or owners of vessels, when opposed to your own Judgement which ought alone to govern you in this particular — for every individual Captain or Merchant 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 where any vessel belonging to your Squadron is returning to the United States, you should be pointed in your endeavors to get as many Merchant vessels as possible under her Convoy, & whenever the Merchant vessels collect in Fleets, you should afford them Convoy to a safe Latitude — In short you are to render them 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 prey upon our Trade to Saint Domingo. — It will be necessary that you frequently send one or more cruizers to scour the whole coast of that Island — but your great attention must be given to Guadeloupe & the small neighboring neutral Islands, from whence our trade is much distressed. —

If your force should admit it, you should sometimes send a cruizer to Curacao. — You cannot well be too adventurous — We have nothing to fear but from want of enterprize, and it almost amounts to a 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 a want of Spirit — Let it be your endeavor to wipe off this seeming reproach from our smaller Vessels by encouraging a spirit of enterprize and by giving every Commander opportunitys of distinguishing himself by daring at least if they are still so unfortunate as not to meet an Enemy, with force & 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 & Skill

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 S<sup>t</sup> Domingo, where the force with the addition of yours will be too powerfull for any thing the French can have to 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 D. M. Clarkson of Bassatterre S<sup>t</sup> Kitts, and it is meant to continue sending to this same place, so as to prevent the return of any 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 — 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 should be any on hand — 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 acco<sup>t</sup> of the expence, but absolute necessaries

Every vessel returning, should come by way, 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 themselves if practicable at Charleston unless in cases where powerfull reasons, make a different rout necessary — 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 home with a 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 upon 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 Commanders 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 none are exposed 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 too 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. —

The *Delaware* & the *Scammell* have been a long time at Curraçao to very little purpose — Should they be still there on your arrival at your Station, it will be proper for you to dispatch a vessel to order them to join you — after which you can occasionally send a single cruiser to that Island, to cruise about it for a few days — but with positive orders never to lay a single day in port. — The *Delawares* men must be discharged the middle of July — the *Eagle*, the middle of August, before which time you will send these vessels in that good faith may be kept with the men. —

The *Patapsco* will soon join you, and will take under her convoy, a vessel with provisions. — M<sup>r</sup> Clarkson the Agent at S<sup>t</sup> Kitts has already some provisions on hand & you must keep me advised when more will be wanted. — I have it in command from the President to communicate to you his entire confidence that every thing which can be effected by great zeal, vigilance, Enterprize & bravery for the protection of our Trade & to raise high the character of our Navy, will be effected by you & his best wishes for your Success & Glory, to which I cordially join my own

I have the honor to be

Yr obed Servt

To Samuel Humphreys, U. S. Inspector of Timber, Georgia, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 3<sup>d</sup> April 1800

M<sup>r</sup> SAMUEL HUMPHREYS  
Georgia —

SIR I have received advice from New London of two vessels since the *Non Pariell* bound to the West Indies with orders to return by way of Georgia for loads of Ship timber — they are the Sloop *Polly* Jn<sup>o</sup> Bliss Master, & the Sloop *Ann* Rheuben Barns Master the first may be expected at Saint Marys about the middle & the other the last week in May —

Captain Bliss may request to be loaded for Virg<sup>a</sup> as it is his owners wish — this is inadmissable — She must go to New York or Boston agreeably to former directions, and if you cannot load the *Ann* with Timber proper for one of the places, load her for Portsmouth, New Hampshire

I am Sir

Yr obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. GLB, Vol. 3, 1799–1800.]

To Captain Robert Gill, Navy Storekeeper, from Abishai Thomas for Secretary of the Navy

[PHILADELPHIA]

Navy Department 3<sup>d</sup> April 1800

Captain ROBERT GILL  
Navy Storekeeper —

SIR Be pleased to Ship on board the Brig *Florida* for Saint Christophers for the use of the United States Ships of War on the Windward Station

150 Barrels Beef	500 <sup>lbs</sup> Candles
150 D <sup>o</sup> Pork	600 Gallons Vinegar
550 Bbbs Bread	179 Bushels Beans or pease
800 lb W <sup>t</sup> Butter	25 Bbbs Flour
75 CWT Rice	24 d <sup>o</sup> Indian Meal kiln dried —

to be delivered to David M Clarkson Esqre, Navy Agent there.

By order of the Secretary

AB THOMAS

[NDA. GLB, Vol. 3, 1799–1800.]

To Lieutenant James P. Watson, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 3<sup>d</sup> April 1800

Lieut JAMES P. WATSON  
of the Brig *Conquest of Italy* [\*]  
Norfolk —

SIR I suppose you have received orders from Captain Truxtun — But if you remain in the same situation as at the date of your letter to

me, you will immediately proceed to this place with the Brig *Conquest* [of *Italy*]

I am  
Sir

Yr obed Servt

[\* French privateer captured by U. S. Ship Connecticut, *L'Italie Conquise*.]  
[NDA. OSW, Vol. 3, 1799-1800.]

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Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding, U. S. Ship *Ganges* 3 April 1800

At 1 Still in chace.

At ½ past 5 fired two Shot at her which brought her too. proved to be a Spanish Schooner from the Havanna bound to Honduras —

At ½ past 9 Saw a sail ahead. At 10 She fired a Shot at us hove too was boarded by His Majesties Line of Battle Ship *Queen* of 98 Guns Capt Dobson.

At meridian light breezes and pleasant —

[NA.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Thursday, 3 April 1800

The first part Fresh Breezes and pleasant

Saw a sail to the Eastward Tackd ship at 1 P M spoke the Brig *Two Friends* from Charleston Bound into Havana 17 Day out Samuel Campbell Master Capt Banbridge in the Sloop of War *Norfolk* came out of the Havana with a fleet Bound Home

Tackd ship & took in sail Occasionally

at 10 Close Reefd Top sails Handed Mizen Top Sail

Middle part Fresh Gales & Cloudy

at 2 A M wore ship to the Southward

at 6 Set Mizen Top Sail Stay Sail & Mizen

at 8 the pan of Matansa bore S S E Dist 7 or 8 Leagues

at 9 more Moderate Made Sail

at 10 Tackd ship to the Northward

at 12 Mer Under Single Reefd Top Sails and Courses the pan of Matansa bore South 8 or 9 Leagues

Latter part Fresh Breezes & flying Clouds

Latitude Observed. 23° 31' North

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

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To Secretary of State from Edward Stevens, U. S. Consul General at St. Domingo  
Duplicate

CAP FRANCOIS April 4<sup>th</sup> 1800.

DEAR SIR Having some Reason to beleive that my Dispatches of the 9<sup>th</sup> Dec<sup>r</sup> 1799, which I transmitted you by the Ship *Spy*, Cap<sup>t</sup> West, have never been delivered, I now have the Honor to send you a Duplicate of the Documents they contained, together with some additional Papers. —

1: They consist of my Correspondence with Cap<sup>t</sup> Little of the U. States Frigate *Boston*.

2: Duplicate of Papers respecting the Capture of Dulucq's Lugger.—

3: Protest of Cap<sup>t</sup> Anthony of the Schooner *Mary* of Charleston. —

4: Copies of Letters from Gen<sup>l</sup> Toussaint. —

In addition to what I wrote Cap<sup>t</sup> Little respecting the Passport I granted to the french Corvette *La Diligente*, it may not be amiss to observe, that before this Vessel obtained such a Protection she had pass'd from the State of a *national Ship* to that of a *Batiment D'Etat*, which she has continued to be ever since. The Fact is, that Gen<sup>l</sup> Toussaint being in absolute Want of such a Vessel, put her into Requisition, contrary to the Wish & Consent of the particular Agent, who was very desirous of sending her back to France. As soon as she got into his Possession, he determined to retain her *altogether*, as a Reprisal for a Corvette given to him by the English at the Surrender of Port au Prince, which he had sent with Dispatches to France, & which had never been returned him. — This Circumstance being fully explained to me, and being strongly solicited to give her a Protection I complied. Such a Compliance I did not deem inconsistent with the Regulations made with this Colony & might, I thought, tend to preserve the Harmony that subsisted between *it* and the U. States.

Ever since the *Diligente* has been sent to the Bite she has been employed in cruising between Petit Goave & Port au Prince; & has, I am convinced, render'd essential Service to our Trade, by keeping that Quarter free from Barges. She has shewn the utmost Respect to the American Flag, & has cooperated with our armed Vessels whenever they have accidentally met together in the same cruising Ground.

Of all these Circumstances I gave you the earliest Information, and am sorry that my Letter was not handed you as securely as I expected. —

The Agent having made an Attempt to give a Commission privately to Dulucq, by which he might be authorised to cruize against the Rebels of the South, (or in other Terms to attack an unarmed Merchantmen, whenever he could do it with Impunity) I opposed it. This drew from him a long Letter, of which I send you a Copy. Knowing that he had recommenced this Business for no other Reason than to persuade the Public that his Powers were still undiminished, I thought it best to avoid a written Altercation with him. I had an amicable, verbal Conference on the Subject with him, which satisfied him, and so the Matter dropt. I, however, thought it prudent to write to Gen<sup>l</sup> Toussaint and advise him to take effectual Measures to prevent such Commissions from being granted in future, or, if the Agent would amuse himself in giving them privately, to direct his military Commanders not to suffer the Vessels furnished with them, to arm in his Ports. — I have no doubt that he will immediately issue his Directions accordingly. —

Cap<sup>t</sup> Anthony's Protest, & the Letters which M<sup>r</sup> Ritchie has, no doubt, already written you on the Subject, will sufficiently acquaint you with the unfortunate Capture of his Schooner, and the Murder of his Crew. These frequent, melancholy Occurrences are much to be deplored. But I hope, for the future, they will be more rare, as Cap<sup>t</sup> Talbot has very judiciously established a Convoy between Port au Prince and the Mole, which will pass & repass every 14 Days. —

The Letters of Gen<sup>l</sup> Toussaint are expressive of his Impatience and Anxiety to be furnished with Provisions at Jacmel. As I have inform'd him that American Vessels cannot *yet* be permitted to go there, he has purchased a large Vessel & loaded her with Provisions from the Administration Stores. She has already sail'd, & he means to use her for the double Purpose of a Cruizer & Transport, until our Vessels can be authorised to supply him. —

I had the Pleasure of spending a Day on board of the *Constitution*, as I hinted to you in my Last. In a Conference I had with Cap<sup>t</sup> Talbot on the best Mode of answering Gen<sup>l</sup> Toussaint's Views, until the southern Ports were legally open'd, he thought the Plan he mentioned to me in his Letter, (a Copy of which I have already sent you) would be the most prudent & least liable to Censure. — I expect Gen<sup>l</sup> Toussaint in Town every Moment. When he arrives it is probable Cap<sup>t</sup> Talbot may come into the Harbor, & that some Plan may be *then* adopted, which may not be inconsistent with the Laws of the U. States. —

In two or three of my last Letters I acquainted you with the Capture of Jacmel, & informed you of Gen<sup>l</sup> Toussaint's Wish that the Port might be open'd, & indeed all the others as they might successively fall into his Hands. If it meets the President's Approbation, Sir, I think a Measure of that Kind would be advantageous to our Commerce, and would tend to advance the Interests of the U. States. —

Since the Surrender of Jacmel two strong Camps of Rigaud have been taken in the Neighbourhood of Benet, & his Army is rapidly losing Ground and retreating to the Westward. Toussaint's first Plan was to establish a strong Cordon of Ports from Jacmel to Leogane, & suspend his military Operations for a short Time, until he could establish some order in the civil Administration of the Colony. He has, however, changed his Intentions. He is now determined to push on with Vigour, until he meets with some Check. This will probably shorten the War, 'tho' it will retard that Reformation of Abuses which I have been so long and so ardently wishing to see effected. —

The *Herald* join'd the *Constitution* on the 30<sup>th</sup> Ult. There are none of our armed Vessels in this Port, at present. The *General Green* is momentarily expected from the Southward. The *Augusta & Experiment* are cruising off Jacmel, — the *Boston & Richmond* in the Bite. —

Things are very tranquil here. A french Frigate is expected with two Commissioners, but she will not be permitted to enter the Harbour; & if the *Constitution* meets with her, she will probably change her Destination for the U. States. Such an Event would give infinite Pleasure to all those in whose Hands the real Power is lodged at present. —

I have the Honor to be with the highest Esteem & Respect,

D<sup>r</sup> Sir

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

EDWARD STEVENS

The Hon<sup>rs</sup> T. PICKERING

&c — &c — &c

[Most of documents mentioned herein, are included in fourth volume of "Naval Documents, Quasi-War with France."]

[SDA. CL, Cape Haitien, Vol. 2, 1799-1800.]

To Lieutenant James P. Watson, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 4th April 1800

Lieu<sup>t</sup> WATSON

of the *Conquest of Italy*  
Norfolk, Virg<sup>a</sup>

SIR The Brig *Conquest of Italy* must be put into the Court of Admiralty for condemnation

M<sup>r</sup> Campbell is Navy Agent at Baltimore to whom you will apply for aid if you want it It is proper to discharge the men, if you have their Accts as I presume you have to pay them, & proper Officers should be left on board to take care of her, and you must take care to leave evidence enough for her condemnation

After doing this, there can be no objection to your going to New York —

I have the honor to be

Sir

Yr obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 4<sup>th</sup> April 1800

Mess<sup>rs</sup> JAMES & EBENEZER WATSON

New York —

GENTLEMEN The anchor sent from New York to the Frigate *United States*, and which I believe was of Townsends make, Cap<sup>t</sup> Barry informs me broke in Spain, with a strain which would not have broken a two inch rope — He has brought both pieces in with him to shew how very slightly they were held together. The Frigate had nearly been lost through this defect of the anchor — Some proper mode was to be adopted to prove the anchors you have at New York, & if they are not infinitely better than heretofore we must be done with M<sup>r</sup> Townsend

I have the honor to be

[NDA. GLB, Vol. 3, 1799–1800.]

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Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Friday, 4 April 1800

Moderate breezes and clear weather, *Herarld* out of sight from the Mast head to the Northw<sup>d</sup>, at 2 bore up and Ran down for Monte a christo, at 4 brought too ships head to the N<sup>d</sup> the Mont S S W 3 or 4 leagues, Musterd the Ships company at Quarters, At ½ past 5 wore and came to the wind to the S<sup>d</sup> and E<sup>d</sup> at 8 Tackd and sounded In 17 fathoms water the Monte S S W 2 or 3 leagues continued working to windw<sup>d</sup> till 2 A M at which time we brou<sup>t</sup> too Ships head to the Southward

AM at 4 Sounded with 100 fathom of line No Ground continued lying too till 6, at which time Wore ship and came to the Wind to the Northward



At ½ past 7 Saw 3 strange sail to windward running down before the wind Made Sail and Gave chase Tackd as nessasary to work to windward At 10 Saw the chace hoist American Colours. at 11 Answerd the *General Greenes* Signal Shortnd sail and brou<sup>t</sup> too Main topsail to the mast, At 12 Joind company with the *Gen<sup>l</sup> Greene* and two prizes which she had taken during her cruise Round the Island

Monte a christo S S W 4 leagues

[NDA photostat.]

To Captain Christopher Raymond Perry, U. S. Navy, from Captain Silas Talbot, U. S. Navy

U S FRIGATE *Constitution* April 5<sup>th</sup> 1800

SIR, As my Orders from the Secretary of the Navy, are, not to interrupt any of General Toussaints armed Vessels, so long as they respect the flag of the United States: And further, to endeavor by all means to cultivate a Friendship, and good understanding between him, and all others under his Jurisdiction, and to render them Justice, always. — I am after mature consideration, decidedly of the Opinion; that the Schooner named *Gen<sup>l</sup> Toussaint*, which you have detained as prize, ought to be given up to her owners. You will therefore please to restore the said Schooner, and all her men, to her former Commander, and permit him to proceed with her, as he may think proper. without delay.

I have the honor to be with  
great respect

Sir Y<sup>r</sup> Obed<sup>t</sup> Servant

SILAS TALBOT.

To Capt. CHRISTOPHER R PERRY  
Commander of the United States  
Ship *General Greene*

[NDA. CMR, Vol. 1, 1799-1805.]

To Captain Stephen Decatur (senior), U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department* 5<sup>th</sup> April 1800

Capt<sup>n</sup> STEPHEN DECATUR  
of the *Philadelphia*

SIR You will receive herewith a letter for Captain Morris, open for your perusal — please seal, & deliver it to him. — If you find you can do well without his ship, & you can plan any cruise for him, so as to admit of his return to the United States in August I shall have no objection — But remember that great things are expected from you in restraining depredations in the Windward Islands & it will be your own fault if you part with any force that can be usefull —

S<sup>t</sup> Thomas's, S<sup>t</sup> Bartholemews & the other small neutral Islands require great attention from you — Wishing you great success & Glory, I remain

Sir

Yr obed Servt

[NDA. OSW, Vol. 3, 1799-1800.]

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

[PHILADELPHIA]

Navy Department 5<sup>th</sup> April 1800

Captain RICHARD V. MORRIS  
of the *Adams* — S<sup>t</sup> Kitts

SIR I have not received a line from you since the action between Captain Truxtun & *La Vengeance*, — nor have I received any information from the other Commanders of vessels on the Guadeloupe Station — of course I am under great anxiety to hear from you —

This will be delivered to you by Capt<sup>a</sup> Decatur, who being your Senior Officer will assume the command on the Guadeloupe Station — Your men or at least a considerable number of them being [due] to be discharged in August it will be proper for you to arrive at New York in that month. — You will please to give such orders to your Purser, as shall make him have all his Accounts against the Officers & men prepared for settlement on the day of his arrival. — This indeed should always be done. — If there should be but little to do in the West Indies, you may as well arrive at New York, the beginning of August, but if there is any harvest to be reaped in the Islands you will then delay returning as long as you can with justice to the men —

It is not determined whether you are to have the command of the Frigate *New York* — indeed at present small vessels are more usefull than larger ones — but I do not think the *New York* will be ready to sail before your return —

I have the honor to be with Great respect

Sir

Yr most obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

To Captain Stephen Decatur (senior), U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 5<sup>th</sup> April 1800

Captain STEPHEN DECATUR

SIR You will be pleased to write to Captain Rodgers of the Ship *Maryland* near Surinam by different opportunities to join you — He can do nothing there — When vessels return to the United States, let them return to the Ports from whence they were fitted — At foot are the dates when the different Vessels times of Service will be out —

I have the honor to be

Yr obed Servt

B[ENJAMIN] S[TODDERT]

<i>Adams</i> . . . . .	23 <sup>d</sup>	Sept. 1800	
<i>Jn<sup>s</sup> Adams</i> . . . . .	12	Nov <sup>r</sup>	"
<i>Connecticut</i> . . . . .	21	Oct <sup>r</sup>	
<i>Merrimack</i> . . . . .		December	1800
<i>Baltimore</i> . . . . .	26 <sup>th</sup>	Sept	"
<i>Scammel</i> . . . . .	13	July	"
<i>Delaware</i> . . . . .	14	d <sup>o</sup>	"
<i>Eagle</i> . . . . .	13	August	"

[NDA. OSW, Vol. 3, 1799–1800.]


[5 April 1800]

Capture of American Schooner *John* by four barges, in the Bite of Leogane

Mr. W. M. RIDG, late supercargo of the schooner *John*, of Philadelphia, furnished the following information:

On the 5th of April 1800, the schr. *John* from Philadelphia, John Prior, master, was captured in the Bite of Leogane, opposite the east end of the island Gonaives, by four barges, which came from said island and boarded the schooner between 8 and 9 o'clock, A. M. It being calm, they immediately began towing us towards the said island. — There was on board one of these barges a mulatto man, an inferior officer, who spoke English, he informed me that he resided some years in Philadelphia, and was taken about 5 months ago by those barges, with five French gentlemen, on their passage from Cape Francois to Port Republican; that all except himself were murdered, that his color saved his life; he has ever since remained prisoner to them. I enquired of him what they could do with us after we arrived at their port, and informed him at the same time I was determined not to desert the schooner before she was condemned; he replied "we never take the crews of any vessel we capture, into port, but generally PUT THEM TO DEATH. — That they were undetermined with respect to our fate — their officers being divided in opinion; that part were for murdering us, and part for preserving us, that their commander in chief was with the latter. We remained in this horrible suspense until about 4 o'clock, when it was decided in our favor, and we were ordered to hoist our boat out and prepare for departure. They searched our trunks, and took the best of our clothes, the remainder we were permitted to take, with some provisions. We arrived at Port Republican in 24 hours after we left the schooner contrary to our expectations as our boat leaked so much that it was difficult to prevent her from sinking. I am confident that had it not been for their chief commander, we should all have been murdered, for the mulatto from whom I received the foregoing information, also informed me, that the day before, they had taken an American schooner with 4 guns, from New-York, and that every soul was put to death — he could not inform me of the vessel's name, or captain.

W. M. RIDG.

 In this manner I wish to communicate to the public my most sincere and grateful acknowledgments to captains JAMES, and HELMS, for their polite and attentive treatment to me while on board the schooner *Buckskin*.

W. M. RIDG.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 30 April 1800.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Saturday, 5 April 1800

the first part Light Breezes & pleasant  
at 1 P M spoke the Brig *Austri* from New York Bound to Havana  
18 Days out [space] Alcot Master Who spoke the Sloop *Venice* of  
Warren Rhode Island from Africa with Slaves on board bound to the

Havana in Distress took out the Capt people & Forty Six Slaves which we found on board the before Mentioned Brig *Austri*

Spoke the Ship *Potomack Chief* of Alaxandria from Havana 3 Days out sprung A Leak bound into Havana Capt Wattle

at 6 P M the pan of Matansa bore S W  $\frac{1}{2}$  W the Land being 2 Leagues Dist stood into the bay of Matansa at 7 Tackd ship took in all sail but the Three Top Sail

Middle part Light Airs from the Land

Tackd Ship Ocasionaly

at 5 A M made sail

at 8 the pan of Matansa bore S W  $\frac{1}{2}$  W 3 Leag

at 12 Meridian stood in for the Bay of Matansa with the Wind from the North<sup>w</sup> and Westward to make signals for the Americans to come out the wind so far to the North could not come out

at 2 P M Anchored in the Bay of Matansa in 4 Fathoms water Handed sails Hoisted out the Barge Dropped Jolly Boat Moored with the Kedge to the South East

at 4 the *Potomack Chief* Entered the port

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

[6 April 1800]

News item regarding arrival of Captain John Barry, U. S. Navy, at New York, from France, the U. S. Frigate *United States* being in the Delaware

#### AMERICAN ENVOYS.

Captain BARRY, in the frigate *United States*, is arrived in the Delaware; and yesterday afternoon he came himself to this city [New York].

He has brought dispatches from Messrs. Ellsworth and Davie, our Envoys to the French Republic, dated the 10th of February, at Burgos, in Spain. They had received, the day before, a letter from M. Talleyrand, the Minister of Foreign Affairs, covering their passports; expressing impatience for their arrival at Paris, and informing them, that the form of their letters of credence (which were addressed to the Executive Directory) would be no obstacle to the opening of negotiations.

The Envoys arrived at Lisbon the 27th of November, and after some detention in the Tagus by contrary winds, sailed from thence for L'Orient on the 21st Dec. but encountering, for three weeks, violent and adverse winds in their attempts to gain that place, they were at last constrained to make the first safe port in Spain: and they arrived on the 11th of January, at Corunna, whence they dispatched a courier to Paris, for their passports; and at Burgos received an answer, as above-mentioned.

[LC, "The Daily Advertiser" (N. Y.), 7 April 1800.]

To Captain Christopher Raymond Perry, U. S. Navy, from Captain Silas Talbot,  
U. S. Navy

A Copy

U S Frigate *Constitution*  
6<sup>th</sup> April 1800.

SIR, I have just been honored with a letter from the Secretary of the Navy. he directs me to Order the *General Greene* to go immediately to New Orleans to receive on board General Wilkinson, and his Family, and to return by the way of the Havannah, in Order to convoy any Vessels homeward bound. You will therefore proceed accordingly, after taking in your Water &c<sup>e</sup> at the Cape.

Enclosed, I send you an Act of Congress for your information.

I have the honor to be Sir,

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

SILAS TALBOT

Capt CHRISTOPHER R PERRY  
of the U S Frigate  
*General Greene*

[NDA. CMR, Vol. 1, 1799-1805.]

[6 April 1800]

Extract from a letter from James F. Ledlie, Supercargo of the American private armed schooner *Triton*, Daniel Kenney, Commanding, concerning her capture by the Schooner *Enterprize* a British Privateer manned by Frenchmen and commanded by Captain L. Jaile

Dated KINGSTON, JAM.  
12<sup>th</sup> April, 1800.

On the 5th inst. we [Schooner *Triton*, mounting six 4 pounders, and a crew of 14 men] were becalmed between the capes Dona Maria and Tiburon; in the evening we observed a schooner bearing for us from the land. Capt. Kenney finding she gained upon us by the help of her sweeps, ordered every thing in readiness to receive her, supposing her to be a French privateer, at 9 o'clock she was a-breast of us, when she fired on us, which we immediately returned — the action commenced and continued untill near twelve, when she sheered off, without having sustained any injury. Next morning we were again becalmed off Dona Maria, when we saw the same schooner to leeward, but by one P. M. she was along side within pistol shot, when we found her to be an English privateer of twelve guns, four, nine, and twelve pounders, and 50 men, the captain officers and most of the crew Frenchmen. She is called the *Enterprize*, Capt. L. Jaile. — On examining our papers, the captain said we were a good prize, sent a prizemaster on board with 7 men, took us all out except the mate and cook, and ordered the vessel for Kingston, where both vessels arrived in the evening of the 8th inst. On the 10th, after having unstowed and examined the hold, the owner of the *Enterprize* returned Capt. Kenny his papers, and told him he was at liberty to proceed on his voyage.

[LC, "Claypoole's American Daily Advertiser" (Phila.), 20 May 1800.]

## 390 NAVAL OPERATIONS; JANUARY 1800—MAY 1800

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Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*,  
Captain Silas Talbot, U. S. Navy, commanding, Sunday, 6 April 1800

Moderate and clear weather, *General Green* in company employd as nessasary. Received from the *Gen<sup>l</sup> Green* Twenty three seamen turnd over to the *Constitution* supplyd her with 40 Gallons of water, at 8 in the even<sup>s</sup> the Monte bore S E by S, 6 leagues continued lying too till 2 AM. at which time wore ship, to the Eastward and parted company with the *General Green*. —

at daylight saw a strange sail bearing S S E hauld to the wind and Gave chase, Observed the chase to have a Signal flying at the Main which we did not understand

at 6 Shortn'd sail brought too and Joind company with the United States Schooner *Enterprize* Lieu<sup>t</sup> Shaw who waited on Captain Talbot with dispatches from Philadelphia, Rec<sup>d</sup> from the *Enterprize* one barrel and Six boxes of Shott for the United States Schooner *Experiment*. Supplyd the *Enterprize* with a small spar for a Jib boom

From 8 AM till 12 Calm, Ships head round the compass Monte a christo S E by S 4 leagues the *Gen<sup>l</sup> Green* W S W In sight from the Mast head with two sail in company

A Strange sail E by N In sight from the Mast head

[NDA photostat.]

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Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Ship *Ganges*,  
6 April 1800

At meridian Standing off[f] and on the Harbour of the Havanna having Sent the cutter on Shore for a pilot. At 2 P M the Pilot came on board At 3 PM came too with the Small bower in 10 fathom water — At 4 the American Agent came on board Moored Ship.

[NA.]

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Extract from log book of U. S. Ship *General Greene*, Captain Christopher R. Perry,  
U. S. Navy, commanding, Sunday, 6 April 1800

At half an hour p. M. took a breeze from the Eastward, made all sail and run in for the Cape — At 5 took a Pilot on board — at 6 came to Anchor in the Harbour of Cape Francois — got the Boats out and moord Ship — Ends light Breezes —

[NDA, NO.]

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[After 7 April 1800]

To Captain Silas Talbot, U. S. Navy from Toussaint L'Ouverture, General in Chief  
of the Army of St. Domingo

Liberty.

Equality.

Eighth year of the French Republic, one and indivisible.

TOUSSAINT L'OUVERTURE,

General in chief of the Army of St. Domingo, to Silas Talbot, Esq.,  
Commander of the United States Frigate *Constitution*.

SIR, — I have the honor to acknowledge the receipt of two letters, which you have been so good as to write me, one under date of the

first, and the other of the seventh of April inst. I shall, in the first instance, answer the first. What I have said of the services rendered to me by the frigate *General Greene*, during the siege of Jaquemel, is very sincere, and it is again agreeable to me to repeat it. I pay with thankfulness as well you, sir, as Captain Perry. Your good intentions for the prosperity of this colony and that of your government, loads me with satisfaction. I beg of you to continue them, and to be convinced of my zeal in keeping the harmony which so happily exists between the two nations. I should have been desirous that the Adjutant-general D'Hebecourt should not have come away so soon, and that he might have seen you, and conversed a moment with you; but having seen the Consul-general, Stevens, the object of his mission was in the same way fulfilled. I should have seen you with pleasure cruising with the *Constitution* on the station of the south; since you have reasons of such a nature as to prevent you coming that way, I depend upon your promise that you will consult the Consul-general, Stevens, in order that means may be taken to get succor to our army. On my part, I will communicate to him my plan on the subject, and point him out my want. Your prudence and loyalty will crown the undertaking.

You write me, sir, that you will render me all the service in your power. I feel all the value of your generous offers, on which I have founded all my hopes. At this moment the army of Jaquemel is in motion, and surely it is in want. I am going to write to Mr. Stevens, who no doubt will communicate to you my letter and what I want. I can but invite to continue your good offers.

I will pass over, sir, to your letter of the 7th of April. You inform me, and I learn it with joy, that you have given orders to the ship *Herald*, of twenty guns, to join the brig *Augusta* and the schooner *Experiment*. I am infinitely obliged for so much honorable proceeding from you, and I shall never forget it.

Lieutenant Russell may be assured, although I may not be present, he will obtain from the general and commandant what he may ask, either coasting pilots or any thing else. I have already given orders in consequence of it. You flatter me with the hope that you are going shortly to send the *Boston* frigate of thirty-two guns; may you soon be able to realize it; God grant, likewise, to favor my expectation. It remains, sir, to beg of you to recommend to the captains of vessels of your nation, that are going to cruise on the south side, to let pass freely the French vessels that have a passport signed by the Consul-general, Stevens, or by me; and that until we have taken such new measures with the President of the United States, on my part I have already given the most strict orders, that the most perfect understanding and intelligence may exist amongst all the cruising vessels, both schooners and barges. Good harmony is necessary, and I flatter myself that our effects shall be mutual in the maintenance of it. I am penetrated, sir, with the affection and esteem that your good and generous conduct has inspired me towards you, and beg you to believe me, with the utmost consideration,

Your very obd't servant,

TOUSSAINT L'OUVERTURE.

To Hugh Henry, Philadelphia, Pa., from Surgeon Isaac Henry, U. S. Navy

*Constellation* Frigate (HAMPTON ROADS)

7<sup>th</sup> April 1800 —

DEAR SIR I wrote you since we arrived and have nothing more to impart — I am waiting anxiously for a Relief by some other Surgeon — as I expect fully to be on board the *President* with the brave Comodore — when I will leave this is very uncertain — No news respecting the Draft on M<sup>r</sup> Pennock in favour of Lieu<sup>t</sup> Brooke — poor, poor, *subterfuge* — I suppose I must pay the amount myself — I am afraid *Brandy* — destroys all the Law & equity — that might have been heretofore in his *Brain Case* — I loose all temper when I think of it — I have but one or two sick on board —

Give my love to all my Friends —

Your Aff<sup>e</sup> Son

I HENRY

Your letter dated in December came to hand a few days since

I H.

[NDA. Copy, A-7.]

[7 April 1800]

List of Vessels under convoy of the U. S. S. *Merrimack*, Captain Moses Brown, U. S. Navy, commanding

*bound for America, and Islands.*

Schr. *Industry*, Trefortham, Portsmouth, N. Hampshire,

Brig *Federal George*, Joshua Brewster, Plymouth, Mass.

Ship *John & Phebe*, E. Diah, Casteen.

Brig *Recovery*, M. Hatch, Norfolk, Virg.

Schr. *Amity*, B. C. Shipley, Charleston.

*Hero*, J. Foblet, Boston.

*Hope*, J. P. Swan, Marblehead.

*Victory*, L. Barns, Norfolk, Virg.

*Sally & Mary*, E. Cross, Portland.

Brig *Adventure*, B. Farelile, Halifax.

*Mary*, W. Leeds, New-York.

*Mariner*, B. Mason, Wilmington, N. C.

Schr. *Two Friends*, R. Ducking, New-Bristol, Mass.

Ship *Richmond*, J. Glin, Philadelphia.

*Neptune*, J. Daton, Plymouth, Mass.

*Caroline*, H. Symmes, Boston.

Brig *Christian*, P. Chase, New-York.

Schr. *Rebecca*, J. Virgin, Plymouth, Mass.

*Hawk*, C. Bryant, Savanna.

Sloop *Rosanna*, H. Gordon, New-York.

*Maria*, T. Dier, Wilmington.

Schr. *Two Brothers*, ———, New-York.

Brig *Franklin*, J. Watson, New-York, join'd the fleet in lat 20, N.

*Lydia and John*, ———, Norfolk, Virg.

Ship *Hannah*, R. Stephens, Alexandria.

Capt. Brown quitted the convoy in latitude 25, about 16th March.

[LC, "Claypoole's American Daily Advertiser", 7 April 1800.]



To Lieutenant Robert Haswell, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 7th April 1800

Lieu<sup>t</sup> ROBERT HASWELL

Boston —

SIR I beleive with you that it will be best to pay off and discharge at once the men who came in the *Two Angels* [French privateer *Deux Anges* captured by U. S. Ship *Boston*], retaining only as many in service as may be necessary to take care of the vessel until trial, when they also may be discharged & paid

Orders have been sent to Mess<sup>rs</sup> Higginson & Co to this effect —

I have the honor &c &c

[NDA. OSW, Vol. 3, 1799-1800.]

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

[PHILADELPHIA]

Navy Department, 7th April 1800

W<sup>th</sup> PENNOCK Esqre

Norfolk Virginia. —

SIR In the execution of the business confided to you by the President of the United States, respecting the valuation of Gosport, you will be pleased to observe that there is no specific appropriation made by Congress for the purchase of this Ground that the only money I can direct to this object is part of the appropriation made for building the 74 Gun Ships — You will at once see the propriety indeed the absolute necessity of a strict regard to economy, in the valuation of the ground, and I hope the Gentlemen appointed on the part of the State of Virginia will so far coincide with the views of Government in this particular, as not to consider the Soil of higher value on account of its being laid off in Town lots, but will be content at estimating it at a fair & adequate price for the Ground, independent of that consideration. — You will also please to take into consideration that the less money we pay for the Land, the more we shall be able to lay out in improvements on it. —

If the price demanded on the part of the State should be very high, the United States cannot buy, without an Act of Congress to authorize it which cannot be obtained —

I have the honor to be

Sir

Yr most obed Servt

B[ENJAMIN] S[TODDERT]

P.S — Would not 100 D<sup>rs</sup> per acre be a high price for this Ground?

[NDA. GLB, Vol. 3, 1798-1800.]

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

[PHILADELPHIA]

Navy Department 7<sup>th</sup> April 1800

W<sup>m</sup> PENNOCK Esqre  
Norfolk Virginia

SIR Col Parker informs me there will be good economy, in making a bridge from Gosport to the Navy Yard. — If you think so, please to have it done, on the most frugal terms —

I have the honor to be

Sir

Yr most obed Servt

[NDA. GLB, Vol. 3, 1799–1800.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*,  
Captain Silas Talbot, U. S. Navy, commanding, Monday, 7 April 1800

Light airs from the N<sup>d</sup> and E<sup>d</sup>. At 1 parted company with the United States Schooner *Enterprise* hauld to the wind and Gave chase to the Eastward Tackd as nessasary to work to windward

At 5 Shortnd sail brought too Shortnd Sail and boarded the chase an American Schooner from S<sup>t</sup> Thomas<sup>s</sup> bound to Cape Francois ½ past 6 In 2<sup>d</sup> reef in the Topsails the Mont S ½ W 4 leagues

from 8 P M till 12 Midnight Moderate breezes and Variable from the E<sup>d</sup> wore and tackd as Nessas<sup>y</sup> to keep our station

At daylight saw the Monte bearing south 9 or 10 leagues, and a strange sail to the Southward Made all sail wind very light at 9 a light air from the Eastward Gave chase to the southward

Ships company Employd washing and cleansing between decks

At 12 light breezes from the E<sup>d</sup> the chase S S E 10 or 12 miles. Monte a christo South 8 or 9 leagues

[NDA photostat.]

To Captain Silas Talbot, U. S. Navy, from Captain Christopher Raymond Perry,  
U. S. Navy

(Copy)

[U. S. Ship] *General Greene*

CAPE FRANCOIS Ap<sup>l</sup> 8<sup>th</sup> 1800

SIR, I am duly honored with your letter of the 6<sup>th</sup> Instant, and shall immediately on my taking in my water &c<sup>a</sup> proceed according to your directions —

I beg leave Sir, to represent to you the Risk there will be in those invalids remaining on board my ship — The unhealthy climate, together with the probability of my remaining for some time at the mouth of the Massasippy makes it absolutely necessary that they should be removed.

You are well acquainted Sir, with Y<sup>e</sup> Sickness that so fatally prevail'd on board the *General Greene*, on her last cruise, which was then Occasioned by the Ballast.

During the present cruise unweyried attention has been paid to every thing that might tend, to preserve the health of my crew — My endeavors thus far have been attended with success, and should be

extremely sorry at this late period to have my endeavors frustrated — And indeed should they remain on board, I cannot be able to answer for the consequences: many of my crew's time of service will be expired before I leave this place & I should not be able to prevail on one of them to remain on board the Ship.

Both Y<sup>e</sup> Surgeon, and his Mates have represented to me, their situation in a very candid manner, and stated their Opinion as to the Consequences naturally to be expected from such a number of sick remaining on board.

Another very strong Objection to those men remaining in the ship, in my Opinion is the Impropriety there would be in making a Hospital of the Ship that is to receive General Wilkinson, and his Family on board.

Under those Considerations I presume Sir, my Conduct would be warrantable, in either leaving them in the Care of the navy agent at the Cape; Or if the Schooner, *Prize* to the *General Greene*, should go to America, to send them home in her — One or the Other I shall do.

I have the honor to be

Sir,

With great respect Y<sup>r</sup>

Hble Servt —

CHRIS RAYMOND PERRY

SILAS TALBOT Esquire

Command<sup>t</sup> of the Havannah &

St Domingo Stations

[NDA. CMR Vol. 1, 1799–1805.]

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To Captain Daniel McNeill, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 8th April 1800*

Captain DANIEL McNIELL

of the *Portsmouth* New York

SIR Your orders will be sent tomorrow to proceed in the *Portsmouth* to France, to bring back our Ministers who will probably have finished their business by the time you arrive at Havre, which is to be your port of destination. — It is proper that you should carry provisions enough to bring you back Six months I suppose will be sufficient. It will be proper too that you should carry about 2,000 D<sup>rs</sup> in specie with you for your Ships supplies in France — In port your men should have fresh meat for your crew. — Should not this money, with which Mess<sup>rs</sup> J & E Watson will supply you, be sufficient, you can immediately obtain a credit at Havre, and sell bills on me for the amount. The Ministers & their Suite will be well accommodated in the *Portsmouth*. The President desires that great attention should be paid to them, and that such Sea Stores be laid in for them, as shall be suitable for Gentlemen of their high character — But there must not be the slightest appearance of any thing like extravagance — This indeed would only serve to give the Gentlemen themselves a very bad opinion of our management — There is a just medium between profusion and meanness, and this you must observe, in laying in the Stores —

I am so particular on this subject now, because I shall not advert to it tomorrow. —

I have written to Mess<sup>rs</sup> James & Ebenezer Watson, to furnish you with 2,000 D<sup>rs</sup> and with every thing else you may want —

I have the honor to be

Yr obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

[8 April 1800]

Extract from letter from Captain Asa Bodwell, commanding the American Ship *Industry*, of Portsmouth, N. H., to her owner, concerning encounter with the French National Frigate *Berceau*, Captain André Senès, commanding, from Guadeloupe

“In lat. 20, long. 55, 6 o'clock, A. M. a French National frigate, *Berceau*, commanded by Capt. Jenies, from Guadeloupe, mounting 24 guns, came up with us, and ordered our colors down — then came on board, took me and all my crew except two, and put us on board the frigate, and then put a prize master on board, took out two oxen, and some provisions, and ordered the ship for Guadeloupe, — the sloop of war had captured (the evening before) brig *Delight*, captain Glazier from Philadelphia, loaded with dry goods, it being fine weather they unloaded her in about 4 hours, and delivered her to us, and took the principal part of our clothing, instruments, charts, &c. then sent us on board the brig, which we found in a miserable situation, her rigging cut, cabin windows and camboose, stove to pieces. The next day we spoke the schooner *Peggy* Capt. Montgomery, from Norfolk who supplied us with water and provisions for the French had left us but very little of either (except flower,) but no small stores, in six hours after, we were chased by the privateer schooner *Patriot*, capt. Rough, from Guadeloupe, mounting 14 guns, boarded us, took some flour, clothing, spars, sails, &c. then put on board the crew of the ship *Commerce*, from Portland, and the crew of the brig *Mary* from Middleton, both of which were captured on the 15th May, on the next day we spoke the brig *Drake*, of Portsmouth, from N. Carolina, bound to St. Thomas's who supplied us with provisions. On the 18th a privateer schooner from Guadeloupe, mounting 14 guns, hove in sight, and after hailing, boarded us, and took out some flour, then put on board us the crews of the schooner *Thomas* from Philadelphia, capt. Hasty, and schooner *Betsey*, capt. Sillick from New York, then left us with upwards of forty people on board, and very short of provisions and water: we were then obliged to go upon a short allowance and endeavor to make the first port in America.

The aforementioned sloop of war brought out *Buonaparte's Commissioners* to Guadeloupe — The commander also informed us twelve privateers had lately sailed from Guadeloupe together, and three of them bound to the American coast.

[LC, “The Daily Advertiser”, (N. Y.), 20 June 1800.]

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

[PHILADELPHIA]

*Navy Department, 8<sup>th</sup> April 1800*

JAMES & EBENEZER WATSON

*New York —*

GENTLEMEN M<sup>r</sup> Thomas who transmitted the estimates for the Frigate *N York* will correct the mistakes — I fear Townsends anchors will never do. — We must not lose our Frigates by having bad anchors. — How many are now at New York? They must very quickly be tried, that we may have time to get a supply from Boston, if these are defective. — I have this day written to Captain M<sup>c</sup>Neill that he will tomorrow receive orders to proceed to Havre de Grace [France] to bring back our Ministers—presuming that by the time he arrives, they will have finished their business. — I have desired him to apply to you for 2,000 D<sup>r</sup> specie to take with him to France, and for every thing he may still want to prepare him for the voyage — Perhaps he may want money for his Officers — if so please to supply him — I will tomorrow send you a remittance of \$5,000

I have the honor &c &c

B[ENJAMIN] S[TODDERT]

P S — For any money furnished Capt M<sup>c</sup>Neill, please to take his receipt, & the pursers, for what money may be required for the Officers, which however ought not to exceed D<sup>r</sup> 1500 —

[NDA. GLB, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

*Navy Department 8<sup>th</sup> April 1800*

W<sup>m</sup> PENNOCK Esqre

*Norfolk —*

SIR Not doubting but the Ground at Gosport will be valued on terms which the United States ought to agree to, I request you will have a plan immediately made of a house to secure masts & spars & of a Dock for docking Timber, and furnish me with Estimates of the expence of each of them. — They must be so arranged as to form part of the necessary improvements for a building Yard —

I have the honor to be

Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799–1800.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Tuesday, 8 April 1800

Moderate breezes and clear weather In chace to the Southw<sup>d</sup>

At ½ past 12 observd the chace to tack and stand towards us and hoist American Colours. ½ past 1 shortn<sup>d</sup> sail and Joind company with the U S ship *Herald*

At 2 fild in towards the Monte *Herald* In company

At 4 Shortn<sup>d</sup> sail and brought too Monte a christo S by E two leagues, Supplyd the *Herald* with two hogshheads of Mollasses and a pair of main Trussletrees sent on board the *Herald* 1 cask and 4 small boxes of Shott for the U S Schooner *Experiment* At 7 filld and parted company with the U S Ship *Herald* Tackd as nessasary during the Night to work to windward

At daylight Saw a strange sail bearing N W which we suppos'd to be the *Herald*

from 6 In the Evening till 11 a m Very Squally with heavy Rain

At 12 Fresh breezes and cloudy Monte a christo S by E 5 leagues

[NDA photostat.]

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Extract from journal of U. S. Schooner *Experiment*, Lieutenant William Maley, U. S. Navy, commanding, 8 April 1800

Captured the Spanish Schooner *El Carmine* without papers belonging to Porto Rico put James Fleming and a crew on board her & sent her for Cape Francois. —

[NDA. NO, Vol. 1.]

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Extract from log book of U. S. Ship *General Greene*, Captain Christopher R. Perry, U. S. Navy, commanding, Tuesday, 8 April 1800

[In harbor of Cape Francois] Employed in watering the Ship, and repairing the rigging — Arrived the United States Ship *Herald* from a Cruise, to repair her rigging — Ends fresh gales —

[NDA, NO.]

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To Oliver Ellsworth, William R. Davie & William Vans Murray, Envoys Extraordinary to the French Republic from Secretary of State

(N<sup>o</sup> 6 Office Copy)

DEPARTMENT OF STATE. —

*Philadelphia April 9<sup>th</sup> 1800*

GENTLEMEN On the 3<sup>d</sup> instant Captain Barry arrived here with your letter dated at Burgos the 10<sup>th</sup> of February, covering copies of your letters of December 7<sup>th</sup> from Lisbon, and January 17<sup>th</sup> from Coruna, and your correspondence with M. Talleyrand. These are the first and only dispatches received from you, since you left the United States. We are happy that you escaped the perils of the sea in your attempting a voyage from Lisbon to L'Orient.

The answer of M. Talleyrand confirms the opinion expressed in your letter to him, that the circumstance of your letters of credence being addressed to the Directory of the French Republic, could be viewed merely as a formality, of no moment to the object of your mission. Your powers are full to negotiate and settle by treaty all differences between the United States and the French Republic, and to make commercial arrangements. The person or persons vested with the Executive power of the nation, if really desirous of such an adjustment, could not possibly make any serious objection to the address of your letters of credence, which was perfectly correct at their date. For these reasons, and because no official notice has been received

of any change in the form of the Government of France, or in the persons administering it, The President does not think it necessary to send any new letters of credence. M. Talleyrand having said, that "the form of your letters of credence would be no obstacle to the opening of negotiations, of which he ventured to foresee the happy success," must indeed be considered as removing all doubt on the subject.

The Ship *Portsmouth*, Captain McNiell goes with this letter to Havre de Grace, whence he will send one of his officers to Paris, and receive your orders. The President supposes that by the time of her arrival, your negotiations will be concluded, and that Judge Ellsworth and Governor Davie will take their passage in her to America. Should your negotiations be still pending, and any reasons satisfactory to yourselves (according to the latitude given in your instructions) determine you to wait longer in France, you will, at your discretion, either detain or send back the *Portsmouth*, as you shall think expedient for the public good.

I have the honor to be with great respect,

Gentlemen,

Your obed<sup>t</sup> Servant

TIMOTHY PICKERING

OLIVER ELLSWORTH } Esquires, Envoys Extraordinary &c to the  
WILLIAM R. DAVIE } French Republic  
WILLIAM V. MURRAY }

[Mass. HS. Pickering Papers, Vol. 13.]

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Judge Washington's Opinion in the case of the Hamburg Ship *Amelia*, captured by a French Privateer, and re-captured by U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding

NEW YORK, April 9. [1800]

This morning Judge Washington delivered his opinion in the case of the *Amelia*.

The *Amelia* was a Hamburg ship and taken in September last, in going from Calcutta to Europe by a French privateer — after remaining about ten days in her possession, she was recaptured by the *Constitution* frigate, commanded by Capt. Talbot. The ship and cargo were libelled in the District Court, one half of the nett proceeds given to the re-captors as salvage. From this decree the owners appealed to the Circuit Court of the United States. The appeal was argued on Saturday last. Mr. Burr and Mr. B. Livingston contended that the decree of the District Court should be reversed in toto, or that a much smaller salvage should be allowed. Gen. Hamilton and Mr. Harrison, argued in favour of the decree.

Judge Washington, after taking notice of the arguments on both sides, gave his decided opinion that no salvage was due, and therefore reversed the decree of the district court.

It is but justice to Judge Washington to say, that we have never heard an opinion delivered in a manner more amiable, elegant, or perspicuous.

We understand the *Amelia* and her cargo sold for about 200,000 dollars the whole of which will now be paid to the owners, a cir-

cumstance which reflects the greatest honor on the administration of justice in the U. States.

[LC, "New Hampshire Gazette", (Portsmouth), 22 April 1800.]

[9 April 1800]

To Captain James Sever, U. S. Navy, from Lieutenant J. B. Cordis, U. S. Navy

JAMES SEVER Esq<sup>r</sup>

SIR, The Charge respecting Partrick Brown [ordinary seaman], of which I enter'd a Complaint — is as follows — when calling him to account for his Quarrell with [Hugh, ordinary seaman] Dunbar — he attempted to colar me the first attempt I clear'd myself, by knocking him down — the second attempt he accomplish'd — which oblig'd me to call for my side arms — and soon disingaged myself — the men surrounding me where supporting me as much as possible —

The Insult recv'd from him Obligates me to request of you a Court Martial —

I am Sir

With Respect

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

J B CORDIS

Frig<sup>t</sup> *Congress*

April 9<sup>th</sup> 1800.

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Sentence of Court in case of Patrick Brown

On Examination of the Evidence &c the Court are Unanimously of opinion that the Prisoner is guilty of both charges, of quarreling with his Messmates & Laying Violent hands, on his Superior Officer, and that he has been guilty of a great Violation of the Laws & Discipline of the Navy of the United States, but the court taking into consideration the contrition of the Prisoner since, desist from inflicting that punishment which in other circumstances the case wou'd require, and do therefore Award & order that the said Patrick Brown, shall on the 14 day of this Month on board the U. S Frigate *Congress* receive forty Eight Lashes with a cat of Nine tails at the Gangway — the Court was adjourned untill 7 Oclock the 13 inst

(signed) SAMUEL BARRON *President*

I approve and confirm the sentence of the Court Martial, in the case of Patrick Brown, above mentioned

THOMAS TRUXTUN,  
Vested with the power of Comd<sup>r</sup>-in-  
chief of the Navy of the U. S. —

Copy

Test

ISAAC GARRETSON *Judge Adv*

[LC, J. Sever Papers. NDA photostat.]



To William Crafts, Navy Agent, Charleston, S. C., from Thomas H. Gilliss for Accountant of the Navy

[PHILADELPHIA]

Navy Department  
Accountant's Office 9<sup>th</sup> April 1800.

SIR, Your letters of the 20 and 24 ulto have been duly received at this Office the first covering two vouchers requested of you on the 27<sup>th</sup> febr<sup>y</sup>, the last explaining why the crews of the Gallies were mustered by others than their own Officers. —

It has been lately discovered in the examination of your accounts that there are sundry charges for Cost and equipment of five Gallies viz: the *Mars Protector S<sup>o</sup> Carolina Charleston* and *Beaufort* but from information received from the Secretary of the Navy it appears that but three have been built under your agency since there are no appointment of Officers to but three — I presume therefore that the names of two of them must have been changd since the commencement of their building if so you will please to say at what time such change took place & what names were substituted for others and at what period their Cost and Equipment was Completed in order that we may be able to make the necessary transfers of the different charges on the books of this Office. —

I am Sir

Y<sup>r</sup> M. Ob<sup>t</sup> Servant

THOMAS H. GILLISS for Acc<sup>t</sup> of Navy —

WILLIAM CRAFTS Esq<sup>r</sup>

[NDA. LB Acct., 1798-1800.]

[9 April 1800]

Decree of Condemnation of French vessel *L'Esperance*, captured by the U. S. Ship *Baltimore*, 20 December 1799

United States Virginia District April 9<sup>th</sup> 1800

The United States of America

against

The Armed French Brig or Vessel called *L Esperance*  
and her Cargo Captured by the Armed Ship *Baltimore*

WILLIAM COWPER Commander . . . . .

The Libel in this cause having been filed and the Citation returned executed the cause came on to be heard this day on the Libel and sundry exhibits filed and on the testimony of a Witness sworn and examined on behalf of the United States and was argued for the United States on consideration whereof the Court doth order and decree that the said Brig *L Esperance* her rigging tackle apparel and furniture & Cargo consisting of One hundred and four Hogsheads and ten barrels of Sugar be condemned as lawfull prize And it appearing to the Court that the said Brig *L Esperance* was at the time of the Capture of inferior force to the United States Armed Ship *Baltimore* the Court doth order and decree that the Marshal do proceed to sell the said Brig *L Esperance* her rigging tackle Apparel and furniture

and Cargo consisting of One hundred and four hogsheads and ten barrels of Sugar at public Auction after advertising the time and place of such sale fourteen days and that the Marshal do first pay all expences of condemnation & Sale together with the sum due for duties on the Cargo out of the proceeds of such Sale and do pay one half of the residue thereof to the Captors their agent or attorney and make report thereof to the Court

A Copy  
Teste

WILLIAM MARSHALL *Cik*

[Enclosure]

Sale of French Brig *L'Esperance*, and Cargo, prize to U. S. Ship *Baltimore*

The following is the return of the Sale made by the Marshal of the Brig *L'Esperance* and Cargo in pursuance of the within decree

Sundry purchasers 103 hhds & 10 Bbls Sugar	} Net Wt 113470 lb.	£2600. 00. 11
Thomas Willock . . Brig		900
		3900. 00. 11
	equal to	\$11666. 80/100
deduct duties on 110389 at 2½ Cents		2428. 59/100
		9235. 21/100

CHARGES

Attorney & Clerk	\$21. 20
Marshals fees & custody	54. 90
Com <sup>rs</sup> on Sales	152. 07
p <sup>d</sup> Jn <sup>o</sup> Cowper & C <sup>o</sup> ac <sup>t</sup> Sundry expences on Vessel & Cargo	217. 66
advertising & Bill	3. 00
allowance to Jn <sup>o</sup> M <sup>r</sup> Farlane a Witness	6. 85
	455. 68/100
	\$8782. 53/100
One Moity to the Use of the United States	\$4391. 26½/100
One Moity p <sup>d</sup> Jn <sup>o</sup> Cowper & C <sup>o</sup> as agents to Captors	4391. 26½/100
	8782. 53/100

JAMES HUNTER *D M*

18<sup>th</sup> JUNE 1800

The Marshal this day returned the account of Sales of the Armed French Brig or Vessel called *L'Esperance* and her Cargo Captured by the Armed Ship *Baltimore* William Cowper Commander which after deducting costs and charges amounted to \$8,782.53 one Moity of which he had paid to Jn<sup>o</sup> Cowper & C<sup>o</sup> Agents for the Captors and the residue being \$4,391.  $\frac{26\frac{1}{2}}{100}$  he paid into Court which the Clerk is ordered to pay into the Treasury of the United States after deducting 1¼ per Centum his Commission on the money deposited in Court

A Copy  
Teste

WILLIAM MARSHALL *Cik*

Extract from log book of U. S. Ship *General Greene*, Captain Christopher R. Perry,  
U. S. Navy, commanding, Wednesday, 9 April 1800

[In harbor of Cape Francois] Employed in watering the Ship — repairing the rigging & setting it up — The Prize Schooner [*General Toussaint*] was this day given up, by order of Commodore Talbot — Ends pleasant —

[NDA, NO.]

[10 April 1800]

Extract of a letter from an officer on board U. S. frigate *Adams*, published with a view to correct an inaccurate statement

"We have lately been somewhat mortified on board, to see an extract of a letter from captain Tryon, of the *Connecticut*, to his friend at home, in which he mentioned his having fell in with the *Adams* and fairly outsailed her. We are sorry to find captain Tryon so ready to decide without having had a fair trial. At the time we fell in with her (the *Connecticut*) our fore and main top gallant cross-trees were both carried away, the topmasts, both fore and aft, 5 feet 9 inches shorter than common; our ship very much out of trim, having been out nearly a month, and our bowsprit sprung in three places (since carried away entirely) and we absolutely incapacitated to carry a press of sail. This was the fair trial of speed which Capt. Tryon speaks of with such emphasis. However, we have had the pleasure (after waiting and wishing a long time) of seeing this fast sailing *Connecticut*: we fell in with her under the lee of Guadaloupe, wind fresh, when we were in good condition every way, and she only 2 days out. — I believe in hard chasing we could run her hull down in 6 hours. — She is an uncommon looking thing, no ways warlike, and as to her sailing faster than the *Adams* or any frigate in the West Indies, as Capt. Tryon said, it is all fudge."

(Statements from various authorities have been received which uniformly concur in their testimonies, that in point of sailing the *Adams* frigate, capt. Morris, has scarcely a competitor. And the several captures and recaptures made by this vessel are at once a proof of her speed, and of the resolution and vigilance of her commander. It may likewise be added, and with a strict adherence to truth, that hardly a ship in our navy, in so short a space of time, has rendered more services to the country in the protection of its trade, or that has kept pirates more at bay, than the *Adams*. We trust she will long remain a terror to evil doers.)

[LC, "The Salem Gazette", 3 July 1800.]

Extract from a letter from an officer on board the U. S. S. *Merrimack*, to his friend in Boston

ST. CHRISTOPHERS,  
April 10 [1800]

"We left Bassatere, the 8th March, last, and cruised for many days from E to W and from N to S and chased several vessels, which proved to be friends. On the 3d inst. we chased and overhauled a brig deeply loaded with live stock, provisions, &c. which had been taken a

few days before by a French privateer, We shall leave this place in a few days, to cruise off Guadaloupe, where there is an immense number of French privateers, constantly taking our vessels; and it is no more than probable we shall take our share of them.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 7 June 1800.]

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[10 April 1800]

Passport issued by President John Adams to the U. S. Ship *Portsmouth* commanded by Captain Daniel McNeill, U. S. Navy

By JOHN ADAMS, *President of the United States of America*

The armed ship *Portsmouth* belonging to the United States of America, & commanded by Daniel McNeill Esq<sup>r</sup> being under order to proceed from the port of New-York to Havre de Grace or other port in France, on the service of the United States; We desire all who shall see these presents not only to allow the said ship to pursue her destined voyage, but to afford to her any assistance which she may need, as well in going to France as in returning to the United States: for which we shall be willingly indebted.

Given under my hand and the Seal of the United States at Philadelphia; the tenth day of April, in the year of our Lord 1800, and of the Independence of the s<sup>d</sup> States the twenty fourth.

JOHN ADAMS

*By the President*

TIMOTHY PICKERING

*Secretary of State*

[Mass. HS, Pickering Papers, Vol. 13.]

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To Captain Daniel McNeill, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 10<sup>th</sup> April 1800.*

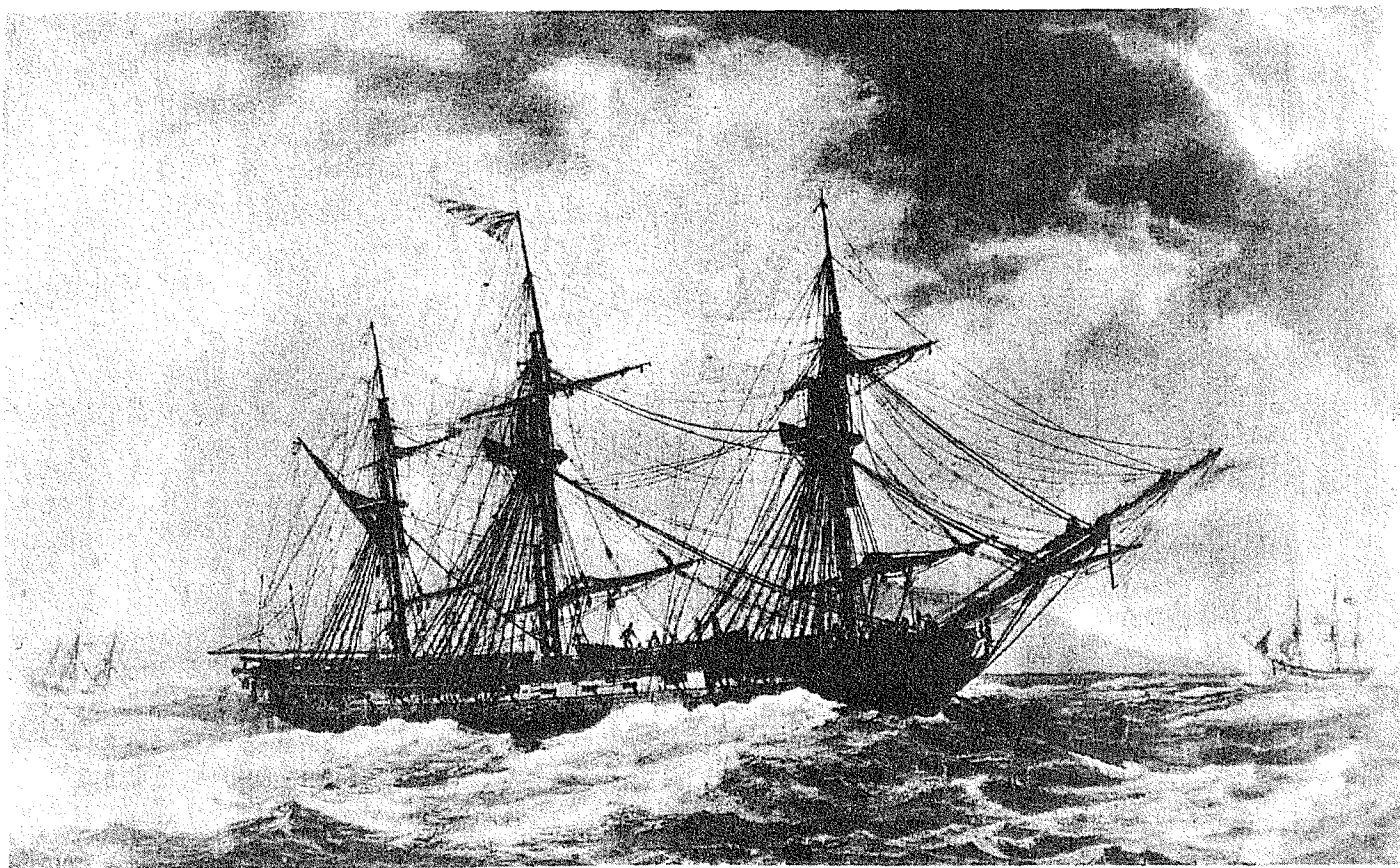
Capt<sup>n</sup> DAN<sup>l</sup> McNEILL  
of the *Portsmouth*

New York

SIR It is the Presidents desire that you proceed immediately with the *Portsmouth* to Havre de Grace in France.

Enclosed you will receive a passport for your voyage to France. — As you go as a Flag [of Truce], you are not to molest the vessels of any Nation, on your passage to or from France

You have also enclosed two letters for our Ministers at Paris, which on your arrival at Havre, you will send by one of your Lieutenants with orders to deliver them to our Ministers, & to no other person or persons — You will employ on this service, the Officer you think best qualified to execute it with diligence & address — You must furnish him with money to pay his necessary expences & on his return take his account of the same, as your voucher in the settlement



UNITED STATES FRIGATE PRESIDENT.



of your accounts. — No doubt you can obtain for him from the municipality at Havre de Grace a passport to Paris —

You will remain at Havre de Grace until the Ministers are ready to take their passage in the *Portsmouth* — or until you are informed by them, that you may return to the United States without them. — As it is probable the President will be at Quincy about the time of your return, it may be proper that you should land the Ministers at Boston — or Rhode Island. On this point however, you will follow any directions they may give you — Having in another letter mentioned the Presidents directions as to the respect to be paid these Gentlemen, I shall not say anything on the subject in this. — The President has selected you for this service, from his knowledge of your abilities to perform it with judgment & address

In the French ports it will be highly essential that your Officers & Crew should exhibit examples of discipline & propriety — lest we disgrace ourselves in the eyes of foreigners — I need not say more to a Commander of your experience & knowledge of the World —

Wishing you a pleasant voyage, I have the honor to be with Great respect

Yr obed Servt

[NDA. OSW, Vol. 3, 1799-1800.]

[10 April 1800]

The launch of the U. S. Frigate *President*, and a description of her figure head

NEW-YORK, April 11.

### THE FRIGATE *PRESIDENT*,

Was launched yesterday morning, at ten o'clock, in the presence of perhaps as great a concourse of people as ever assembled in this city on any occasion. At nine, captain Ten-Eyck's company of artillery, with 4 six-pounders, accompanied by the uniform volunteer companies of the sixth regiment and the corps of riflemen, marched in procession from the Battery to Corlaer's Hook, and took their station along-side the frigate.—Every thing being prepared, and the most profound silence prevailing, not only amongst the spectators, but amongst the workmen employed in conducting the ceremony, at a given signal she glided into the waters, a sublime spectacle of gracefulness and grandeur. Immediately on touching the water federal salutes were fired from the sloop of war *Portsmouth*, the revenue cutter *Jay*, (which on this occasion was decorated with the flags of all nations) and the *Aspasia*, Indiaman. These were returned by the uniform companies on shore, who fired a a feu-de-joye, and marched off the ground to the battery, where they performed various military evolutions in a correct manner, and were dismissed.

Notwithstanding the immense croud of witnesses, we are happy to announce that no accident happened at the launch: the whole business was conducted with the greatest propriety under the direction of Mr. Cheessman the builder.

The frigate *President* is rated at 44 guns, but pierced for 64; and is represented, by those who are best qualified to give their judgment on the subject, to be one of the finest pieces of naval architecture ever exhibited.

Design of the head and stern ornaments of this Frigate.

*Head*—The Bust of our late President Washington, supported by two female figures, Truth and Justice, standing on a Rock, an emblem of strength, an oak growing out of the fertile part thereof, representing the strength and fertility of his Genius; the right hand of justice supporting the bust; in the left a medallion, on which are the scales balanced; she wreathed with laurel, the emblem of victory; the figure of truth holding in her right hand the mirror of prudence, and the left resting on the fasces, the emblem of union; on her head a wreath of palm, an emblem of virtue; both figures cloathed in light flowing drapery. At the back of the bust the standard of America, representing him as commander in chief of the army and navy of the United States; in the trail boards the American Eagle, one claw resting on the American Scutcheon, with the other darting thunder and lightning at the Hydra, the emblem of anarchy and confusion.

*Stern* — In the center of the taff[r]ail, the figure of America, the right arm resting on the base of a monument, and three books representing the three branches of government; in the right hand a pen, to record the heroic actions of her sons; in her left, the constitution of the United States; at her feet the American fasces, erect, supported by the standards of the army and navy; on her right the figure of wisdom, and the left the figure of strength, both inclined, and looking to the centre; in the right hand of wisdom a spear, the left resting against the Port, and the bira of vigilance at her feet: the left hand of strength resting on a Herculean club; the right hand resting against the port, as the grand supporters of America. In the quarter pieces Liberty and Union, supporting the general design as the basis of a Republican government. The figure of Liberty on the starboard quarter, and Union on the larboard, both figures inclining to the centre; in the right hand of Liberty the staff and cap, in the left the rights of man; the figure of Union or concord, the right hand resting on the emblem of union, and in the left the olive branch of peace.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 14 April 1800.]

To Thomas Appleton, U. S. Consul, Leghorn, from William Eaton, U. S. Consul, Tunis

"CONSULATE OF THE UNITED STATES,  
Tunis, April 10, 1800.

"Sir — Having at length amicably adjusted the affairs of the United States with the Bey and Regency of Tunis, I desire you would communicate this agreeable intelligence to the masters of American vessels, who may come within the limits of your Consulate.

"The principal Minister of the Bey, has pledged himself that the last clause of the 12th article of our treaty with this Regency, inserted by Joseph Etienne Famin shall have the same effect with respect to



American merchant vessels as the custom of all other nations at peace with Tunis, has established with their respect to their own, and no other. — There is therefore no danger to be apprehended from American vessels visiting this coast. Perfect health prevails here.

I am, &c.

(Signed) WM. EATON.

"Thomas Appleton, Esq.

"*American Consul, Leghorn.*"

[LC, "New Hampshire Gazette" (Portsmouth, N. H.), 22 July 1800.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding Thursday, 10 April 1800

The first part Light airs from the Westward  
at 2 A M Cald All Hands Unmoored Ship at 3 got under way with the Cutter A Head

at 8 got out Clear from the Bay

at 9 bore away to the N West

at 12 Meridian the pan of Matansa bore S B E 5 Leagues Dist Latter part pleasant

Latitude Observed. 23° 23' North

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

To James & Ebenezer Watson, Navy Agents, New York, from Abishai Thomas for Secretary of the Navy

[PHILADELPHIA]

*Navy Department April 11th 1800*

JAMES & EBENEZER WATSON

*New York*

GENTLEMEN In making the Estimates of Military Stores for the Frigate *New York* in haste to enclose it by the mail of the day, I did not take time to examine it, consequently some inaccuracies have occurred. — It had not been customary till lately, to estimate Lanthorns with the Military Stores — however the practice is now adopted and 1 Top, & 1 poop Lanthorn were inserted, as well for the *New York* as the *President*, at least my Copy of the Estimate has it so, and I believe it is correct. — I do not find that they are *twice* inserted in the *Presidents* estimate, if they are 'tis once too often. — Besides the top and poop Lanthorns, the following which I believe were not contained in either Estimate, should be provided Vizt — 1 Magazine Lanthorn, 12 Ship Ditto, 12 signal ditto — 36 side ditto for each Ship. — Spermaceti Candles may be provided for both now, or omitted until Indents for the outfits are handed in as you please — The same in respect to the Ships Drum & fire Screens, Aprons, Tompions Cartridge Boxes of Wood, Crow barrs, Hand spikes, are articles of which a spare number should always be provided — therefore it was that I mentioned as many for the *New York* as for the *President* there being but 4 Guns difference between them The Musket Cartridge paper is in both Estimates in my Copies which are press ones —

Thanking you for making the communication without troubling the Secretary on the subject & assuring you that although I do not make a practice of committing blunders, yet when I do commit them that it will afford me pleasure to correct them without an application to him I have the honor to be Gent

Yr obed Servt

AB THOMAS

[NDA. GLB, Vol. 3, 1799–1800.]

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To Captain Daniel McNeill, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 11th April 1800*

Capt<sup>n</sup> DANIEL McNEILL  
of the *Portsmouth* New York

SIR I am honored with your letter dated Wednesday noon, saying that you had discovered a most dangerous mutiny of about 17 of the Crew of the *Portsmouth* to take the Ship as soon as opportunity answers. — You add that you had taken the advice of General Hamilton & Richard Harrison Esq<sup>re</sup>, and should proceed accordingly, & that you wish to have my advice — I wish you had told me the substance of the advice given by these Gentlemen, who are very well qualified to advise you properly. — The 24<sup>th</sup> Section of the Act for the Government of the Navy, prescribes the punishment for mutiny — But you cannot wait for the trial of the Offenders on board your Ship. Your best course will be I believe to lodge them in goal, and to leave the Witnesses against them, & recruit imm<sup>y</sup> as many men as will enable you to proceed on your voyage —

I have the honor to be

Yr obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

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[11 April 1800]

To Willings & Francis, Merchants, Philadelphia, Pa., from Captain Richard Dale,  
U. S. Navy, commanding the merchant ship *Canton*

Mess<sup>rs</sup> WILLINGS & FRANCIS

GENTLEMEN, Notwithstanding there is full 200 Tons of Stone in the Ship, and every precaution taken in stowing the cargo to make the Ship stiff — still on the contrary she is very crank, I allways thought she would be crank, but had not the Idea that she would be so crank, as she was when we sailed on the passage and is at present, (but not som much as she was). I am fearfull some of the cargo is dammaged. She has layed a long very much at times, and particularly in a very heavy Gale of wind off[f] the Cape of Good Hope — in fact our situation has often been very alarming, in Squally weather. I could nev[e]r be below with ease

When I sailed from China it was my intention to have gone through the Straits of Alass, but the Ship being so very crank I thought it most prudent to keep company with Cap<sup>t</sup> Sims in the *America* and go through the Straits of Mallaca — after I got to Sea the ship being so very crank, was under the necessity to git down the fore & Mizen top Gal<sup>l</sup> Yards, Masts and Rigging — notwithstanding I was able to

keep way with the *America* in Moderate breezes, and beat her from the wind — We put into Mallaca to fill up our water which detained us one day, There I sold the Kedge Anchor for 86 dollars (which will replace it again) not haveing money enough to answer our Expences, I made use of my own money that I intended to take with [me] incase of accidents, to pay the ship Compradore at Wampoa, the Anchor was no use on board, as the hawser belonging to it was lost in transporting the Ship below the Shipping at Wampoa —

After I got clear of the Straits of Mallaca, I thought it prudent to put the Long boat over board, she being very heavy and high on deck, likewise every thing els that I could prud<sup>y</sup> spare that tended to make the Ship Crank — That I might be able to carry the Fore and Mizen top Gal<sup>l</sup> Masts Yards &c aloft to expedite the passage, allso make the Ship look more war like in cas I should fall in with an Enimy — Hearing at Mallaca there was a number of privateers in the Indian Ocean, I thought it prudent to agree with Cap<sup>t</sup> Sims to keep company as far as the Cape of Good Hope, there not being much difference in the Ships sailing, (of the two the *Canton* has it) but not so much, as the Security, the two ships gave each other in case of meeting with an Enimy — Laying too in a heavy Gale of wind off the Cape of Good Hope, the sea stove in the Starboard Quarter Gallery, and shipt much water in the Cabin, I was under the necessity to put the Ship before the wind to secure the Gallerys which we did in three hours, then hove the ship too a gain, the *America* was laying too at the same time, she was out of sight some Time before I got the Gallerys secured —

Had the *Canton* fortunatly been stiff, and I have gone through the Straits of Alass (which I certainly should ) I think we should have been the first ship home, which no dout would have been much advantage to the concerned — I under stand the *New Jersey & Jane* has been in but a few days —

It has been my wish, and constant studdy through this Voyage, to to do eve[r]ly thing that I thought was most to your advantage —

I remain Gentlemen

with much respect your Ob<sup>t</sup> S<sup>t</sup>

RI<sup>d</sup> DALE

DELLAWARE BAY. April 11<sup>th</sup> 1800 —

[Boston Public Library.]

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Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship *Ganges*, 11 April 1800

Saw an American Sloop of War off the Harbour Sent the Cutter on board proved to be the *Warren*

[NA.]

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Extract from log book of U. S. Ship *General Greene*, Captain Christopher R. Perry, U. S. Navy, commanding, Friday, 11 April 1800

[In harbor of Cape Francois] Employed filling water — Rec<sup>d</sup> a Boat load of Ballast from the U. S. Ship *Herald* — Rec<sup>d</sup> 1275 feet Merch<sup>t</sup> Boards and 13 spruce spars, from the *Juno* Prize Schooner retaken from the French — filld all our water — Ends light Breezes —

[NDA, NO.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding Friday, 11 April 1800

The f[i]rst part Fresh Breezes and pleasant Weather  
at 4 P M saw two sail to Leeward gave Chase to A Brig at 5 came up with & spoke her from New Providenc[e] Cruising Mounting 16 Guns

at 6 saw a ship in the offen Hauld in for the Land we being 5 Leagues East off the Havana

at 7 shew signals which the ship Answered

at 8 P M Hauld off the Land under short sail Spoke His Majestys Ship *Acasta* on A Cruise 3 Months out of Port Royal Jamaca Capt Fellowes

Tackd ship Occasionally

Middle part Light Breeses & pleasant

Tackd ship Occasionally

at 5 A M saw the Moro Castle bearing S W b S 1 League Distance

at 7 the U S ship *Ganges* sent her Boat off to us to make Enquires

at 12 Meridian the Moro bore S  $\frac{1}{2}$  E 3 Leag 2 English Frigates in sight with A Tender

Latter part pleasant Weather

Latitude Observed. 23° 17' North

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

[12 April 1800]

Unofficial list of captures and re-captures, made by U. S. Ship *Adams*, Captain Richard V. Morris, U. S. Navy, commanding, since her arrival in West Indies, furnished by a gentleman on board the *Adams*

#### CAPTURES.

<i>L'Onze Vendem[i]aire,</i>	} French privt. schrs.
<i>L'Fouquiese,</i>	
<i>L'Gombeau,</i>	
<i>L'Heureuse Rencontre,</i>	
<i>L'General Massena.</i>	

#### RE-CAPTURES.

Brig *Zylphia*, Boston, Nath. Chew, master.  
*Margaret*, Liverpool (Eng.) Richardson,  
*Polly*, Kennebunk,

Schr. *Nancy*, Boston, Danl. Lincoln,  
*Isabella*, Portland, Randall Smith,

And a re-capture by the *Eagle*, in compnay with the *Adams*, name unknown to us.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 12 April 1800.]

To Captain Henry Geddes, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 12th April 1800*

Capt<sup>n</sup> HENRY GEDDES  
of the *Patapsco* —

SIR Instead of sending your man to the Hospital be pleased to discharge him, allow him an extra months pay & direct your purser to pay him off. The wounded men belonging to the *Enterprise* left in the Hospital by Cap<sup>t</sup> Shaw should also be discharged if they are not well enough to be taken on board the *Patapsco*. — If they remain in the Hospital it must however be at Public expence so long as necessary to

You will therefore leave directions to this effect with Mess<sup>rs</sup> Riddle & Bird. — Some cordage is sent down by Captain Gill for our Vessels on the Windward Station and sails for the Brig *Eagle* which be pleased to receive on board the *Patapsco*. — These articles could not be taken on board the Provision Vessel, without leaving out at least 50 Barrels of Bread or other essential articles — These things you will please deliver to D M Clarkson Esqre Navy Agent at St Kitts or to the order of the Commanding Officer of our Vessels on that Station — If you meet the *Eagle* at sea you may deliver the sails to her at once, & to her or any other of the Vessels you meet a portion of the cordage, should they be in immediate want The Warrant for your Midshipman is altered and enclosed — Captain Gill has sent down all your stores — The provision Vessel too is gone down I shall send your sailing orders on Tuesday — The Blanks are forwarded from the Accountants Office

I am

Sir

Yr obed Servt

B[ENJAMIN] S[TODDERT]

P S — Take Duplicate receipts for all the articles you deliver, & transmit them by different Vessels to this Office

[NDA. OSW, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

*Navy Department 12th April 1800*

Capt<sup>n</sup> PATRICK FLETCHER  
*Boston* —

SIR I am honored with yours of the 6th Inst — You will imm<sup>dly</sup> repair to this place — prepared for any service that may be assigned you —

I have the honor to be

Yr obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*,  
Captain Silas Talbot, U. S. Navy, commanding, Saturday, 12 April 1800

Moderate breezes and clear weather, Running down for the Cape, At  $\frac{1}{2}$  past 2 Saw a strange sail to the Eastward of the Monte, Took In studding sails and came to the wind to the Southward In chace Tackd as nessasary to work to windward, At 3 we observed the chace to be running before the wind, at 4 Sounded between the Monte and the Brothers in 16 fathoms water Tackd Ship to the Northward Shortnd sail brought too and Joind company with the United States Ship *Trumball* Captain Jeuet [Jewett] who waited on Captain Talbot with dispatches from the Secretary of the Navy.

At 5 filld and Made sail for the cape *Trumball* in Company, at 6 Double reefd the Topsails and brou<sup>t</sup> too Ships head to the Northward Cape Francois S S W  $\frac{1}{2}$  W, 3 leagues, at 10 In the evening parted company with the *Trumball*, Wore and Tackd as nessasary during the night to keep clear of the land

At daylight saw Cape francois S S W 5 leagues dist Employd Scrubbing hammocks and washing between decks

At 10 AM saw the *Amphitheatre* made Signal for her to Join us

At 12 Cape Francois S S W six leagues

[NDA photostat.]

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Extract from journal of the French privateer schooner *Ester*, 12 April 1800

[Translation]

22 GERMINAL Year 8

Fitted out at and sailed from Gonaïves. Got under way at four in the afternoon and anchored at fond à Chaux [Fours à Chaux] at seven in the evening.

[SDA. CL, Cape Haitien, Vol. 1.]

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To Captain Daniel McNeill, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 13<sup>th</sup> April 1800

Captain DANIEL M<sup>c</sup>NEILL  
of the *Portsmouth* N York

SIR M<sup>r</sup> [Jo.] Parrott who will deliver this is going to France on private business. — You will be pleased to give him a passage in your Ship, and I recommend him to your civilities. — He has been a long time employed in my office, and will be a very proper person to send from Havre with the dispatches to our Ministers at Paris —

I have the honor to be

Yr obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

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Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*,  
Captain Silas Talbot, U. S. Navy, commanding, Sunday, 13 April 1800

Moderate breezes and clear weather, Employd working to windward of Cape Francois, Joind C<sup>o</sup> with the Tender, *Amphitheatre* supplyd her with several articles, at [word missing] parted company

with the Tender, At 6 fresh breezes double reefd the topsails and Wore to the Northward Cape francois then bore S W by S 6 leagues

Wore and Tackd as nessasary to keep our station during the Night

At daylight saw two strange sail Standing down for the Cape, Made sail and gave chace at 10 shortnd sail and board<sup>d</sup> chace an American Ship from New York with Stores for the United States Ships of War, took the Store ship In tow and filld to the Northward, Employd Receiving stores out of the Storeship

At 12 Light breezes from the Eastw<sup>d</sup> Cape Francois bearing S by W 4 Miles Store ship In tow

[NDA photostat.]

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Extract from journal of the French privateer schooner *Ester*, 13 April 1800

[Translation]

23 GERMINAL Year 8

Got under way at four in the morning having sighted at dawn a small schooner and having made her out to be running out from the cape and bound for Gonaives belonging to the Citizen Dechaud the boat was sent to her and brought a man passenger who was coming to Gonaives in order to embark and [who] came on board. At seven in the morning we sighted a brig opposite Coridon heading for Gonaives we chased her and having made her out to be coming from the cape and going to Gonaives we let her proceed and we anchored at 10 o'clock in order to take in fresh water at Coridon where we met the Captain of the port bound for Gonaives and at eleven o'clock the Barge *Bayacere* [?] commanded by Captain Villegrain [?] belonging to Léandre returning from a cruise going to Gonaives and we remained at anchor for the night.

[SDA. CL, Cape Haitien, Vol. 1.]

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Extract from log book of U. S. Ship *General Greene*, Captain Christopher R. Perry, U. S. Navy, commanding, Sunday, 13 April 1800

[In harbor of Cape Francois] Employed in sundry [duties] preparing for Sea — received 10 Bbbs Bread from the navy Agent — The purser of the *Constitution* came into port this day — Arrived the Store Ship with necessities for the fleet in the offing —

[NDA, NO.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Sunday, 13 April 1800

The first part Moderate Breeses and pleasant

at 1 P M spoke the Brig *Argus* from Portland bound to Havana 34 Day out Samuel Colby Master

Spoke the *Eagle* privateer from New Providence on a Cruise in Company with Another schooner at 6 P M Tatas of Camarioca bore S E b S 6 Leag Dist the pan of Matansa bore S W b S 4 Leagues Dist took in sail and Tackd ship to the Northward

Middle part Light Breezes from the South<sup>wd</sup>  
 Tackd ship Occasionally  
 at 8 A M Key Moro off Point Jacko bore E b N 3 Miles Dist, point  
 Jacko S S E 20 L[e]agues Dist  
 at 11 took in the Close Reefs in the Top Sails  
 Latter part Fresh Breezes and Squalls with Thunder and Rain  
 [HS of Old Newbury, Mass. NDA photostat.]

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

[PHILADELPHIA]

*Navy Department 13th April 1800*

Captain JAMES SEVER  
 of the *Congress* Norfolk

SIR Enclosed you will receive the copy of a letter from Lieut Cordis to me, which has been communicated to the President —

Your reputation, no less than Justice to the Public, requires that there should be an enquiry into the causes of the loss of the Masts &c of the *Congress* — and the President has therefore constituted Captain Truxtun, and the other Naval Commanders at Norfolk, a Court for the purpose of making this enquiry, and to report to him the result — It is hoped that this affair will not impede the preparations of the *Congress* for sea. — It is not meant that you should be considered under arrest, or that there should be any interference with your command, at least until the result of this enquiry be known. — I cannot conclude without adding my Since[re] wishes, and I am sure I might also add those of the President that the investigation now ordered may remove every prejudice from the Public mind respecting your conduct in this unfortunate business —

I have the honor to be with great respect.

Sir

Yr most obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. OSW, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

*Navy Department 14th April 1800*

Captain THOMAS TRUXTUN  
 of the *Constellation* — Norfolk

SIR The President has appointed you to be President of a Court of enquiry to investigate the causes of the loss of the Masts &c of the Frigate *Congress*, with power to call to your aid Captain S. Barron, & Captain J. Barron, or any other Commanders who may be at Norfolk but the Court is not to consist of more than 3 Members, including the President. —



The Public mind has been & continues to be a good deal dissatisfied on account of the misfortune which occasions you this trouble. — Opinions are entertained injurious to the reputation of Captain Sever. — It will be your task, and that of the other members of the Court, by strict and impartial investigation to shield this officer from censure, or if indeed he should have proved himself unqualified for his important command, to give the President such information as shall enable him to pursue the course which duty to the Public shall prescribe

I send this by a pilot boat, which may be detained four days, if you find you can in that time, send the result of this enquiry, as it is extremely important that the delay of the mail should be avoided —

You will judge whether it will be best to hold the Court on board of the *Congress* — or elsewhere. — I enclose the copy of a letter from Lieutenant Cordis to me — another copy has been sent to Captain Sever —

You are the Commanding Officer in the Chesapeake, and should there appear danger of disorder on board of the *Congress*, — You must apply the proper remedy —

I have the honor to be with Great respect

Sir

Yr obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 14th April 1800

Captain THOMAS TRUXTUN }  
of the *Constellation* —  
Norfolk Virginia }

D<sup>r</sup> SIR I send down by the Pilot Boat, standing rigging for the *Constellation* I hope it will arrive in time to arrest M<sup>r</sup> Pennocks progress. — also some running rigging. — This vessel would carry no more — but more will be sent — The sails are making I wish it was possible to ascertain what sails were making at Norfolk. — Capt Murray must succeed you in the *Constellation*. He cannot leave this before next monday — You must have patience. — The *President* is launched, and has a very well qualified Lieutenant attending to her rigging &c —

As to removing all your officers with you, you must not think of it — if you have made these, you can make others — the men will be enough dissatisfied to change their Commander — an entire Sett of new Officers would produce a mutiny. — You may go as far as one — or if you are very desirous, two of your Junior Lieutenants — and a few midshipmen — all the other officers must remain in the *Constellation* — until the time comes to discharge the present crew — Perhaps the *President* will not be ready for sea until this period, & in this case you can get as many as you want of the officers.

I wish the *Constellation* to go to sea as early as possible — the change of officers if in other respects it was proper, would delay the

Ship, God knows how long — Such things are unprecedented in any Service —

I have the honor to be with great Esteem

D<sup>r</sup> Sir

Yr most obed Servt

B[ENJAMIN] S[TODDERT]

P. S — A Cable will be sent, which was made for you last year, — If you do not want it, deliver it over to M<sup>r</sup> Pennock —

[NDA. OSW, Vol. 3, 1799–1800.]

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To Secretary of the Treasury from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 14 April 1800*

The SECRETARY OF THE TREASURY

SIR The *Norfolk* has arrived — her men are to be paid off — In addition, orders appear on me from the West Indies to a considerable amo<sup>t</sup> and I have a quantity of Hemp to pay for — I must therefore request you will be pleased to place with Sam<sup>l</sup> Meredith Esq Treasurer of the Navy, out of the appropriation of 1000000 Dollars — Forty thousand Dollars, in addition to a requisition of 10000 Dollars, also of this date — for demands at this place. —

I am &c —

[NDA. Req. on US T, 1798–1803.]

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

[PHILADELPHIA]

*Navy Department April 14<sup>th</sup> 1800*

Captain RICHARD V. MORRIS  
of the Frigate *Adams* —

SIR Enclosed is a Bill Lading of Provisions shipped on board the Brig *Florida*, Capt. James Long for the Squadron under your command If the vessel having the provisions falls in with you previous to delivery of them to M<sup>r</sup> Clarkson you will please have taken on board your vessel at once her proportion, and order the same to every other Vessel of the Squadron imm<sup>d</sup> with you, and let the residue only be delivered over to M<sup>r</sup> Clarkson — this will save storeage &<sup>e</sup> &<sup>e</sup> — There is also sent by the *Patapsco* — 52 coils of cordage, which be pleased to apply in the same manner as the provisions — a list is in the hands of Captain Geddes —

I am Sir

Yr obed Servt

P. S — The *Patapsco* convoys the Provision Vessel —

[NDA. OSW, Vol. 3, 1799–1800.]

To Captain Henry Geddes, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 14<sup>th</sup> April 1800

Captain HENRY GEDDES  
of the *Patapsco* —

SIR Presuming the Ship *Patapsco*, is in readiness to proceed to sea. I have it in command from the President to direct that taking under your convoy the Provision ship *Florida* Captain Long, and such Merchant Vessels as may be ready to sail with you you proceed to join our Squadron on the Guadeloupe Station, rendezvousing at S<sup>t</sup> Kitts

You will see the *Florida* safe to S<sup>t</sup> Kitts — her cargo is to be delivered to David M Clarkson Esqre our Agent there — unless you should meet the Commanding Officer on your passage, by whose orders you will then be governed. —

After performing this service you will cruise in the Vicinity of Guadeloupe, until you fall in with Captain Morris, or the Comm<sup>d</sup> officer on the Station, under whose command you are to act until further orders —

Wishing you great success and many opportunities of distinguishing yourself, your officers & crew, I have the honor to be with great respect  
Sir

Yr obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. OSW, Vol. 3, 1799-1800.]

To Secretary of State, from William Eaton, U. S. Consul, Tunis

TUNIS 14. April 1800 —

SIR The *Heroe* anchored in the Bay of Tunis day before yesterday — Yesterday I rec<sup>d</sup> her letters — and to day communicated such as concerned him to the Bey — Keels and knees are wanted —

I told the Bey this transport of the government sailed with convoy till she was *out of danger*. The latitude this phraise will bear may exculpate me from misrepresentation — I told him also that the stores now shipping for Tunis at New York, would Sail *with a Squadron* — One apology must fit both cases — Hope it will occur that all the *beneficence* of the Jehovah of the Jews would never have rendered him *respectable* among that horde of Savages, if he had not *thundered from Mount Sinai!* And that the government of the United States will send the residue of the Regalia with *something Masculine*.

My next will be more in detail — My present concern is to discharge the *Heroe-ine* (or she never would have relied upon her means of defence) within the lay days —

Have the honor to remain, Sir,  
with perfect respect, your m<sup>o</sup>  
Obed. Serv<sup>t</sup>

WILLIAM EATON

Honl<sup>e</sup> SEC OF THE U STATES —

[SDA. Tunis. Vol. 1, 1797-1800.]

Extract from journal of the French privateer schooner *Ester*, 14 April 1800

[Translation]

24 GERMINAL Year 8

Got under way at five in the morning at six we hove to at the Coridon salt bed and sent the boat ashore to get salt — having stood on at three in the afternoon we sighted a three-master having made her out to be a frigate and having approached us [and] chased [us] she made us abandon the Platform at half past five we anchored and brought our broadside to bear immediately fearful that she had sent barges night coming on.

[SDA. CL, Cape Haitien, Vol. 1.]

[15 April 1800]

To Secretary of State from Alexander Hamilton

D<sup>r</sup> SIR I send you the paragraph of a News Paper just published. I hope it is an Electioneering lie — but as it is likely to do mischief I will thank you by return of Post to inform me whether you have any thing to confirm or refute & particularly whether you have heard of the list with which Commodore Truxton's name is connected —

Y<sup>r</sup> truly

A HAMILTON

APRIL 25. 1800

T PICKERING

[Enclosure]

NEW-HAVEN, April 15. [1800]

Capt. James Stewart, of Chatham, in the brig *Sally*, arrived at New London on the 4th instant from Jamaica, brings the most unpleasant accounts from that quarter. He states that the British capture all American vessel that afford the slightest pretext for condemnation, and impress all their seamen without discrimination. Capt. Stewart was taken by his majesty ship *Acasto*, of 44 guns, the commander of which, Edward Fellows, came on board the *Sally* himself, ordered capt. Stewart's chest open, and with his own hands took out 4250 dollars, besides plundering the capt. of other articles. On the arrival of the brig at Kingston, every man on board except the captain and boy, all natives of Connecticut, were impressed, and are left there. Capt. Nathan Allyn, of Groton, had all his people impressed, with their protections in their hands. Capt. Waterman of New-York, was treated in the same manner, with many others. — And Mr. Savage the American agent in Kingston informed capt. Stewart, that he had forwarded to the secretary of State, by commodore Truxton, an attested list of the names of one thousand and one *bona fide* American seamen who have lately been impressed by the British in that single port. American vessels and cargoes were constantly condemned in that place, a full account of which must soon be made public. Several masters and supercargoes of condemned vessels came home with capt. Stewart, who, besides the general usage, was himself treated with personal incivilities and contempt.

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

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

[PHILADELPHIA]

Navy Department 15<sup>th</sup> April 1800

Captain JAMES SEVER  
of the *Congress* —

SIR I am honored with your letter of the 6<sup>th</sup> Inst —

You have certainly acted properly in respect to the Mutineers. — It is essential to the good of the service that the guilty be severely punished.

Captain Truxtun might at once have ordered a Court Martial, & I am sorry he did not do it — He is now directed to order one — Be pleased therefore to apply to him —

I am Sir

Yr most obed Servt

[NDA. OSW, Vol. 3, 1799-1800.]

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

[PHILADELPHIA]

Navy Department 15<sup>th</sup> April 1800

Captain THOMAS TRUXTUN  
of the *Constellation*, Norfolk

SIR Captain Sever has reported to me, the mutinous conduct of some of the Crew of the Frigate *Congress*. — As Commander of the Squadron, you might have ordered a Court Martial at once, without appealing, to me, & I am sorry you did not do it. I do not like this method of appealing to the head of the Department, by officers, who are themselves competent to the object of appeal — I have now directed Captain Sever to apply to you for a Court Martial, which be pleased to order

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

Yr obed Servt

[NDA. OSW, Vol. 3, 1799-1800.]

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

[PHILADELPHIA]

Navy Department 15<sup>th</sup> April 1800

W<sup>m</sup> PENNOCK Esqre  
Norfolk Virginia

SIR I send down another pilot Boat, the last not having brought from you or anybody else, such information as to enable me to know what was indispensibly necessary to be sent from hence, to prevent the Frigates at Norfolk remaining there the whole year. — I send by this boat standing rigging for the *Constellation*, and hope it will arrive in time to prevent its being made at Norfolk. — There is a great deal more rigging here which this Boat cannot carry — I have directed Blocks to be made for the *Constellation* and sails — I understand you are also preparing these things — Let me know explicitly what Blocks & what Sails you can at once Supply, that no more be sent from hence than necessary.

I have ordered anchors to be sent from Boston for the *Chesapeake* — Why are not the defects of those sent by Dorsey pointed out? They have it seems been examined by Officers, who pronounce them unfit for service —

I have the honor to be

Sir

Yr obed Servt

B[ENJAMIN] S[TODDERT]

Should any of our Vessels arrive at Norfolk while one of the Frigates remain, order them up to Baltimore — provided they draw not more than 18 feet water —

[NDA. GLB, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 15<sup>th</sup> April 1800

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

Boston —

GENTLEMEN Be pleased to ship as soon as may be to Norfolk to be delivered to W<sup>m</sup> Pennock Esquire Four anchors of 4,900 <sup>lbs</sup> each, or as near that size as you have for the use of the Frigate *Chesapeake* of 44 Guns — if you have not four, send three or even two — and I request you will be pleased to have made as soon as practicable by M<sup>r</sup> Cushing 3 anchors of about 5600 lbs & 3 of 4900 each — His price is 19 cents per lb for the largest & 17 cents for the smallest of these sizes agreeably to his own proposals, to be made out of the best Russia sable or Iron — or Bar Iron equally as good — to be well & handsomely wrought with the Eagle cut in the Crown of each and the letters U. S. A. — to which he may add those of his own name —

The Anchors now to be shipped must be sent off as soon as possible — the Ship will be waiting for them, & write me imm<sup>dy</sup> the number you send & the weights —

I have the honor to be

Yr obed Servt

[NDA. GLB, Vol. 3, 1799–1800.]

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Extract from journal of the French privateer schooner *Ester*, 15 April 1800

[Translation]

25 GERMINAL Year 8

We remained at anchor and sent a look-out aloft at seven we sighted a frigate which was cruising off the Platform having made her out to be the same one of yesterday At four in the afternoon we sighted a league and a half to windward of the Platform a frigate with a merchant brig sailing in the channel. By nightfall they were only a short distance from the Platform which made us pass the night at anchor there being little wind.

[SDA. CL, Cape Haitien, Vol. 1.]

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

[PHILADELPHIA]

Navy Department 16th April 1800

Captain THOMAS TRUXTUN  
of the *Constellation* — Norfolk

D<sup>r</sup> SIR I did not see Lieu<sup>t</sup> Robinson until this morning — nor receive your letters by him until I had sent off the pilot Boat —

You must assume all the authority belonging to your rank, at Norfolk, which is as much as if you were already an Admiral, as I hope you will quickly be — or as if you had the Command of the whole Navy — and apply the proper remedies to the disorders on board of the *Congress*, and any other disorders. —

You have full powers to order Courts Martial for the trial of the offenders on board the *Congress* — Lieutenant Robinson tells me the whole officers of that Ship are at variance with the Captain. — No wonder that the men are disorderly — I will send down as quickly as possible, two or three Lieutenants. Lieu<sup>t</sup> Boush & Ballard are already at Norfolk. You must assist in arranging a proper Sett of officers for that Ship — aid the Captain, if you find him worthy, in restoring order and discipline. — If in the enquiry ordered by the President, you find the Captain must be tried by a Court Martial, in that case it will be best for you at once to suspend him from command, and put one of the Barrons — both of whom are prudent men — on board of that Ship —

Perhaps you may find it useful to speak to the men yourself — What you say will have weight — It will not do for you to leave Norfolk, after Murray arrives, until perfect order is restored — indeed not I think before the *Congress* sails —

I am with perfect Esteem

D<sup>r</sup> Sir

Y<sup>r</sup> obed Servt

B[ENJAMIN] S[TODDERT]

P S — Lieu<sup>t</sup> Cordis was once tried by a Court Marshal — & escaped — not with honor — If he deserves it now, we should break him — If he does deserve it, you must adopt the means. — You can at once have him arrested — and I expect to send in a day or two, a Law admitting Junior Officers to sit on Courts Martial But perhaps this may be a meritorious officer — You know how to do Justice to such men —

[NDA. OSW, Vol. 3, 1799-1800.]

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To Garrett Hulsekamp, of Pilot Boat *Flying Fish*, from Abishai Thomas, for Secretary of the Navy

[PHILADELPHIA]

Navy Department 16th April 1800

M<sup>r</sup> GARRETT HULSEKAMP  
of the Pilot Boat  
*Flying Fish*.—

SIR You will receive herewith letters for Captain Thomas Truxtun of the Frigate *Constellation* Captain James Sever of the Frigate

Congress & W<sup>m</sup> Pennock Esq<sup>r</sup> Navy Agent at Norfolk, to which place you will proceed in your Pilot boat with the utmost dispatch & deliver personally to these Gentlemen the packets & Letters as they are respectively addressed

You have also some cordage for the *Constellation*, which you will deliver on board that Ship, & some letters besides those mentioned which you will deliver to M<sup>r</sup> Pennock.

When you have performed this service, you will prepare for your return, report to Capt. Truxtun your readiness, and take your orders from him which when you have received you will return with them to this place without the least delay

By order of the Secretary of the Navy, I am

Sir

Yr obed Servt

AB THOMAS

[NDA. OSW, Vol. 3, 1799–1800.]

[16 April 1800]

Extract from a letter to Bedient, Kimberly and Company, Merchants of New York, from Henry Warning, Master of the American Brig *Delia*, concerning her capture by a French Privateer and subsequent experiences

ST. BARTHOLOMEWS, May 20.

“On the 16th of April, within one day’s sail of Turks Island, I was captured by a French privateer of eight guns from Porto-Rico, who took out my mate and four men, but permitted myself and two boys to remain on board the brig. They put on board of us a prize master, and four men, and ordered us for Porto-Rico, the privateer keeping company with us for four days. On the 5th finding her out of sight, I laid a plan to retake the brig, which I accordingly effected; but have since seen trouble and hardship in consequence of it. — The plan I formed was as follows: — Knowing the prize master to be entirely unacquainted with a vessel, I persuaded him to set the fore top mast studding-sails, and whilst they were all forward, except one Frenchman at the helm, I went into the cabin and bro’t up a pair of pistols, which I had secreted there, and gave one of them to one of the boys, who I shipped in New York, as cook, by the name of Isaac Marley. I then got possession of the Frenchmen’s arms, and drove the man from the helm. On seeing this, they all ran aft, but when I met them with the boy armed, they retreated and we drove them all into the fore-castle, without any injury, except to the man at the helm who made some resistance, for which I cut him with a sword; he soon yielded, & was not materially hurt. Charles Cook was the other boy I had on board; but, he being forward to assist them in setting the sail, he had no chance to give us any assistance, nor did he even know what we were going to undertake. But the misfortune of all was, that after we had them in confinement for 13 hours, and I was endeavouring to make the nearest port, which I judged to be Tortola, we fell in with a Spanish armed brig of 16 guns, from Bilboa, in Spain, who immediately let the Frenchmen out of confinement, hauled down the American colours, took me on board the Spanish brig, and there detained me two hours; broke open my chest, took out some money



with considerable clothing, and plundering the vessel, took her papers from me and gave them to the French prize master together with possession of the brig *Delia*, and the arms. They then forced me on board the *Delia* again, where I was confined in the forecastle, together with the cook, who assisted me in taking the Frenchmen. I was there kept the most of the time for five days, when we arrived in St. Eustatia. I was there kept in prison for ten days, and was then sent over to this place, where I have been waiting these two weeks for a copy of condemnation, but it has not yet arrived. I expect it in a few days from Gaudaloupe. With respect to the Spaniards, I hope this will be made public, as I conceive they had no right to meddle with me, as I had complete possession of the vessel, and knowing we were not at war with them. I hope this business will be taken notice of."

[LC, "Connecticut Journal", (New Haven, Conn.), 9 July 1800.]

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Extract from journal of Captain Edward Preble, U. S. Navy, commanding U. S. Frigate *Essex*, Wednesday, 16 April 1800

Passed the Island of St. Paul, distant three leagues. At 11, hauled to the southward by the wind, under easy sail. At 6 A. M. made sail for the Island of Amsterdam. At 8 A. M. saw it bearing S. W. by S., six leagues distant. At noon close in with the Island; the wind too strong and sea too high to send a boat on shore. Saw several huts on the east side, on one of which an American Ensign was displayed. Several men on the shore, supposed them some of our countrymen left by some vessel to catch seals. Bearing of the Island of Amsterdam from St. Paul by compass is S. 23. W.\*

(\* The Northern island is now known as Amsterdam, and the Southern as St. Paul, just the reverse of what he has named them. The hut and men must have been seen on what is now known as St. Paul. Note made in 1870.)

[NR&L, Nr P 922<sup>14</sup>.]

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Extract from journal of the French privateer schooner *Ester*, 16 April 1800

[Translation]

26 GERMINAL Year 8

At daybreak we sighted the same frigate with the same brig off the Platform a little way from shore. At half past seven a schooner arrived from Port Republican commanded by Jerome armed with four swivel-guns anchored with us there being another frigate in the channel which came to join the other and a brig which appeared to be coming from the direction of the Mole but all assembled off the Platform having [hoisted] American flags and all four armed after having recognized each other they proceeded in the channel with a westerly breeze and heading east at seven in the evening we got under way and stood on.

[SDA. CL, Cape Haitien, Vol. 1.]

Extract from journal of Lieutenant John Mulloyny, U. S. Navy, commanding  
U. S. Ship *Ganges*, 16 April 1800

At 2 Came on board M<sup>r</sup> Morton the American Consul at the Havana, M<sup>r</sup> [Joseph] Iznardy the American Consul at Cadiz M<sup>r</sup> Palyart the American Consul — [space] and a number of Gentlemen to dine during the afternoon fired 21 Guns to the Toast that we drank at Table —

[NA.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Wednesday, 16 April 1800

The first part Fresh Breezes & and pleasant  
Tackd ship Occasionally  
at 6 P M the pan bore South being 3 Miles from the shore Wore ship & shortened sail  
at Midnight Wore ship  
Middle part Fresh Breezes and Cloudy  
Tackd ship Different times  
at 8 A M spoke the Schooner *Hannah* from Boston bound to Havana  
30 Days out William Blanchard Master Received Some papers from Her  
at 12 Meridian point John bore West 2 Leag point Savanilla S W b S 2 Leagues Dist Tetras De Camarioca S E b S 3 Miles Dist Matansa Bay the Mouth S S W 4 or 5 Miles  
Latter part Fresh Breezes & Cloudy Wore ship to the Northward  
[HS of Old Newbury, Mass. NDA photostat.]

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Extract from journal of the French privateer schooner *Ester*, 17 April 1800

[Translation]

27 GERMINAL Year 8

At seven in the morning being abeam of the careening beach of the Mole we sighted a small craft in the offing and a small coaster leaving the Mole which was sailing up tacking [?] about noon and until evening we sighted several coasters the weather being very fine for sailing up with the westerly breeze we stood on during the night light wind and squalls.

[SDA. CL, Cape Haitien, Vol. 1.]

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Extract from journal of the U. S. Schooner *Experiment*, Lieutenant William Maley, U. S. Navy, commanding, 17 April 1800

Manned the Sloop *L'Bon Amitie* and sent her for Jacquemel.

[NDA. NO, Vol. 1.]

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

PHI<sup>a</sup> April 18<sup>th</sup> 1800

BENJ<sup>a</sup> STODDART ESQ<sup>t</sup>

SIR, Impressd with the strongest conviction, that any Ideas suggested for the improvement of our Naval service, will at all times call forth your serious attention. I have taken the liberty to recommend an encrease of our Marine Corps —

The experience that I have had during the time of my Command in the Navy; justifies me in giving an opinion, that the greater part of that discription of Men called Landsmen would be more beneficially applied as Marines, for several reasons, Marines are procured on cheaper terms than Landsmen, & are healthier Men, they are generally well drild before they go on Shipboard, & before their time expires are well inured to the sea service, they become compleat at the Musket, & may be made tolerable seamen and at all times they do the laborious part of Ship duty under this impression. I think the greater part of my Brother Officers will concur with me, in thinking it a public good if the Marine Corps was increased to double the present number for exclusive of their service at Sea, they can supply the place of Artilerist or Infantry when on shore, and the great advantage arrising from having more of them raised, is, that if by sickness, desertion. or Death, we are deprived of them on Ship board the moment we make a port, we can be supplied with fresh healthy Men, at present we have no reserve —

Wishing your concurrence with me in promoting these Ideas —  
I am

with very great respect

Your Most Ob<sup>t</sup>

Humb: Serv<sup>t</sup>

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

To Uriah Tracy, Chairman of Committee, United States Senate, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 18<sup>th</sup> April 1800 —

HON. URIAH TRACY ESQ.

*of the Senate.*

SIR The appropriations in this Bill are agreeable to the Estimate of the expense of maintaining the Navy for the present year. —

In line 25<sup>th</sup> the words "while employed in the Navy service", should be added, after the word "Cutter" — The Revenue Cutters are paid in the Treasury Department to which they appertain; but it was supposed there might be occasion to employ one or more, as Dispatch Boats, for a few months, and that whilst so employed, they should be paid by the Navy — hence this appropriation of 10000 Dollars. —

In a report which I long ago, did myself the honor to make to the Committee of the house of Representatives, on naval affairs, I suggested the propriety of an appropriation, — for the purchase of Timber — If we are to have a Navy, on the best terms, there certainly should be an annual appropriation for this purpose — and the public faith should be at once pledged, that there should be such an appro-

priation — Two Hundred thousand Dollars annually expended, would in a few years fill half a dozen Docks with Timber enough to build as many Ships as would be necessary for our defence — The timber would always be ready — it would daily become better by being better seasoned — and the cost of safe keeping would be very trifling —

I have the honor to be &c

[NDA. Con. LB, Vol. 1.]

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To Comptroller of the Treasury, from Abishai Thomas for Secretary of the Navy

[PHILADELPHIA]

*Navy Department 18th Ap<sup>l</sup> 1800*

SIR The Brig Gen<sup>l</sup> *Pinckney* being condemned as a cruizer has been sold by order of the Secretary of the Navy, and the money arising from the sale applied to the use of the department by W<sup>m</sup> Crafts esquire at Charleston — It is desirable to know how this money is to be brought into account, will you be so good as to instruct me?

With great respect

I have the honor to be

Sir

Y<sup>r</sup> mo ob<sup>t</sup> Ser<sup>t</sup>

AB. THOMAS

JN<sup>o</sup> STEELE Esq<sup>r</sup>

*Comptroller*

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[Answer]

The following proceedings appear to be necessary in regard to the money mentioned within.

1. The precise amount should be in the first place ascertained by some kind of settlement in the Accountant's office.

2. A warrant must be drawn at the Treasury on Craft's the Agent, in favor of the Treasurer of the United States.

3. Another warrant may be drawn at the same time on the Treasurer of the United States, for the same amount, in favor of Samuel Meredith as Agent for the Naval Department. —

[4.] A warrant for the same amount will be drawn by the Secretary of the Navy in favor of Crafts who will be debited in the Accountant's Books.

[NDA. A-11.]

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To Secretary of the Treasury from Secretary of the Navy

[Philadelphia]

*Navy Department 18<sup>th</sup> April 1800*

The Secretary of the Navy presents his Compliments to the Secretary of the Treasury and encloses for his information sundry Papers received from Cap<sup>t</sup> Bainbridge of the *Norfolk* relative to the Ship *Starling*, Brig *George*, Brig *Sally*, Schooner *Maria* & Sloop *Mary*, which appear to have been concerned in the Slave trade. —

[NDA. Req. on US T, 1798–1803.]

Memorandum concerning journal of Captain Edward Preble, U. S. Navy, commanding U. S. Frigate *Essex*, 18 April to 4 May 1800

From April 18th to May 4th., when Capt. Preble's private diary closes abruptly on his reaching the neighborhood of the straits of Sunda, there is nothing recorded but the wind, weather, and ship's position, and after that date we extract from a copy of the Log Book of the *Essex* preserved among his papers, viz.:†

†Journal kept on board the United States Ship *Essex* of 32 guns by [Sailing Master] Rufus Low, [U. S. Navy], Edward Preble, Esq., Commander, begun December 16, 1799.

[NR&L, Nr P922<sup>u</sup>.]

Extract from journal of the French privateer schooner *Ester*, 18 April 1800

[Translation]

28 GERMINAL Year 8

At daybreak we were opposite the Borgne We sighted a little schooner ahead of the coasting craft which was sailing down squalls bad weather brewing stiff breeze with rain The mainsail and the jib were up the Barge being under bare poles near the shore She was surely anchored at Limbais [Limbé] for an instant after the rain we saw her no more having continued on our way expecting that she was going to follow us we were not able to see her until evening we were anchored in the evening in the Limonade Passage inside the reefs where we passed the night.

[SDA. CL, Cape Haitien, Vol. 1.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship *Ganges*, 18 April 1800

At 7 the *Warren* Appeared off the Harbour made Signal N° 13 which was not answered but she made Sail and Stood off.

[NA.]

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

[PHILADELPHIA]

Navy Department 19th April 1800

Captain ALEXANDER MURRAY

SIR You will please to proceed to Norfolk, and as Captain Truxtun is to have the command of the *President* you will take the command of the *Constellation* — You may if you think proper, order 3 or 4 Midshipmen to join you, as it is probable Cap<sup>t</sup> Truxtun will wish to have some of his officers removed with him — He was also desirous of removing nearly the whole of his officers, but this could not be done without confusion in the accots and perhaps producing dissatisfaction — yet if you and he agree upon an exchange of one of the three Senior Lieutenants, I shall not object, tho I think it better that they should all remain until the time of the men expires which will be in a few months — The Rigging — Blocks, Sail, & Shot, wanted from

hence for the *Constellation* shall be forwarded with all possible expedition —

I have the honor to be  
Yr obed Servt

P S — I will endeavor to get M<sup>r</sup> Gordon appointed a Lieutenant — & will send his Commission to Norfolk — You may order him to join you there —

[NDA. OSW, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 19th April 1800

Captain THOMAS TRUXTUN  
Norfolk — Virginia.

SIR Captain Murray goes to Norfolk, to relieve you from the *Constellation* but I think it will be proper for you to remain at Norfolk until every thing is properly arranged on board the *Congress*, which I hope will very quickly be the case —

I have the honor to be with great respect  
Sir

Yr obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. OSW, Vol. 3, 1799–1800.]

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To William Rawle, Attorney for District of Pennsylvania, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 19th April 1800

WILLIAM RAWLE Esquire  
Attorney for the District  
Of Pennsylvania — }

SIR The enclosed papers contain all the information I have about the Brig *Los Amigos* sent in as a prize by Capt<sup>n</sup> Maley, [commanding U. S. Schooner *Experiment*]

In spite of Law, and in spite of instructions from this Department, this vessel brings not a man of the crew captured on board of her and what is still more extraordinary not a man who assisted in the capture — Please to return the correspondence between Doctor Stevens & Levy, and I shall be glad to know your opinion, whether this vessel can be condemned —

I have the honor &c

[NDA. GLB, Vol. 3, 1799–1800.]

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To Secretary of State from Benjamin Hammell Phillips, U. S. Consul at Curacao

CURACAO Ap<sup>l</sup> 19. 1800

SIR The last letter w<sup>h</sup> I had the honour of writing you was on the 22<sup>nd</sup> Ult<sup>o</sup> I have further calls on me & for that reason am under the necessity to have resource to you

On the 18<sup>th</sup> March I drew on you in favour David Maffet  
for [D<sup>rs</sup> 1000] (Not Issued) D<sup>rs</sup>

On the 28<sup>th</sup> March in favour of Robert Conn for----- 1000

On the 17<sup>th</sup> Ins<sup>t</sup> in favour of George Lawson for----- 2000

together making four thousand Dollars & I expect previous to my  
eparture to be oblig'd to draw for more

Cap<sup>t</sup> Baker in the *Delaware* has twice call'd for suplies & rece<sup>d</sup>  
them since my last, he is waiting near to Bon Air to pay his Compli-  
ments to a heavy French Ship now momentarily expected from Guada-  
loupe, the information he obtained early that such a vessel was ex-  
pected, but yesterday I had information that the vessel did sail  
yesterday from Guadaloupe loaded with certain articles for the purpose  
of fitting out the French Frigate at this place Nothing will be done  
I believe by this Govm<sup>t</sup> towards fitting her out & their only hopes are  
fix'd on this supply from Guadaloupe, how happy for us & the U. S.  
if such a vessel as I recommend, in my Letter of the 27<sup>th</sup> Feb<sup>y</sup> had been  
now at hand — It is confidently said that the Ship expected mounts  
24 — 9 P<sup>d</sup><sup>rs</sup> Guns & has 200 Good Men on board — I momentarily expect  
to hear that the *Delawar*'s officers have gained a Laurel sprig

I have the Honour to be &c

To the SECRETARY OF STATES

O Per Sch<sup>t</sup> Resolution via N. YK.

1<sup>st</sup> Copy Per *Penelope*

[SDA. French Spol. C. A. Curacao, 1797–1801.]

Extract from journal of the French privateer schooner *Ester*, 19 April 1800

[Translation]

29 GERMINAL Year 8

Lying at anchor at Limenade inside the reefs where the Citizen  
Michel First Mate came on board about eight in the morning pretty  
fine weather not having seen anything of the barge until noon when  
she came to rejoin us at the anchorage at two in the afternoon we  
sighted four vessels which entered the Cape two schooners a brig and  
a three-master — all Americans pretty fine weather rain and light  
squalls during the night.

[SDA. CL, Cape Haitien, Vol. 1.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S.  
Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding,  
Saturday, 19 April 1800

The first part Fresh Gales & flying Clouds

at 4 saw two sail to the Eastward Made sail to Cut the[m] off[f]  
from the Havana

at 5½ P M brot to with A shot & Boarded the Schooner *Consolation*  
of & from Charleston bound to the Havana 5 Days out Thomas  
Mackentire Master the Ship *Gray Hound* of & from Charleston  
bound to the Havana 5 Day out John Post [or Prat] Master

at 6 P M 2 Miles from Land 3 Leagues East off Havana Harbour  
or Moro Castle Carrayd away the Fore Top Mast stays

Middle part Fresh Breezes and Cloudy  
 Wore ship at Midnight to the S E  
 at 8 A M the Moro bore S W b W 5 Leag Dist  
 at 11 Brot to by A shot the Ship *Mary* of & from Savana bound to  
 Havana 12 Days out George Webber 2 Miles from the Moro  
 at 12 Meridian the Moro bore South 2 Leagues  
 Latter part Fresh Breezes & pleasant  
 Latitude Observed. 23° 18' N.  
 [HS of Old Newbury, Mass. NDA photostat.]

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[20 April 1800]

To Naval Constructor Josiah Fox, U. S. Navy, from Captain Thomas Truxtun,  
 U. S. Navy

SIR You will for the good of the Service — the honor of this Yard,  
 and your own honor, Compleat the main mast procured for the *Congress* — for the *Constellation* (tho' it is a little under her demensions)  
 and every other article ordered for the latter ship, without loss of  
 time. —

The Sec<sup>y</sup> of the Navy will expect the *Constellation* to be at sea by  
 1<sup>st</sup> of May at furthest.

I am, Your Ob<sup>t</sup> S<sup>t</sup>

THOMAS TRUXTUN

NORFOLK 20<sup>th</sup> April 1800.

M<sup>r</sup> JOSIAH FOX.

[Fox Papers. Peabody Museum of Salem.]

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[20 April 1800]

Decree of Condemnation pronounced against the French armed Ship *Les Deux Anges*,  
 prize to the U. S. Ship *Boston*

A Decree of Condemnation was pronounced yesterday, by his  
 Honor Judge Lowell, against the French armed ship *Les Deux Anges*,  
 Prize to the United States Frigate *Boston*. The *Deux Anges* is a  
 Letter of Marque, captured by Capt. Little, in January last, on her  
 passage from Cape Francois to Bordeaux, and is laden with a valu-  
 able cargo, consisting of Sugar, Coffee, Cocoa, Tobacco and Cam-  
 peachy Wood.

There is an appeal from the decree of Condemnation to the next  
 Circuit Court.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 28 April 1800.]

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[20 April 1800]

W. Rawle's opinion relative to Schooner *Anna*, captured by the U. S. Schooner  
*Experiment*

The Schooner *Anna* appears to have sailed from Baltimore since  
 the operation of the act of 9<sup>th</sup> feb. 1799. suspending intercourse with  
 the French.



Whose property she then was I am not instructed

But I find that on the 14<sup>th</sup> Dec. 1799 — Richard M. Bell, described as a “mercht of St. Croix”, executes a bill of sale of her to “Benjamin “Dutton of Baltimore a citizen of the United States”

If she belonged to a person resident out of the United States at the time of her sailing from Baltimore, the case is not within the Act: altho’ a resident of the U. S. purchased her afterwards & employed her in the forbidden traffic.

If she belonged to a resident within the U: S. at the time of her sailing from thence — and also at the time of her carrying on — or endeavoring to carry on the traffic prohibited by the act, she is liable to forfeiture.

Should this turn out to be the case the next thing to be proved is that when siezed she was in truth bound to a prohibited port.

On this head the affidavits are very unsatisfactory. It may have been an artifice of the Captain to conceal her real destination but the artifice will prevail unless strong & clear evidence can be adduced of her being otherwise bound.

The affidavits produced will not be sufficient to go into court with— some of the people who were on board should have been sent in with her — From a view therefore of the whole matter, *as it now stands*; I think it would be unadvisable to file an information against her.

W RAWLE  
20 Apl. 1800

[NDA. XZ, *Experiment*.]

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Extract from journal of the French privateer schooner *Ester*, 20 April 1800

[Translation]

30 GERMINAL Year 8

We remained at anchor until seven o'clock and set sail heading for the Caracole Passage where we anchored about one o'clock in the afternoon and where we stayed the rest of the day pretty fine weather — having sighted a frigate outside.

[SDA. CL, Cape Haitien, Vol. 1.]

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Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Ganges*, 20 April 1800

The Pilot on board at 7 Unmoored Ship and made the Signal for the fleet to Get under way. In attempting to weigh the Stream anchor parted Cable — At 11 Spoke the *Warren* —

[NA.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Sunday, 20 April 1800

The First part Fresh Breezes and flying Clouds  
at 6 P M Carrayd away the fore Top sail Tye

at 6½ spoke the Schooner *Charles Pinckney* of New York from Wilmington bound to Havana 14 Days out Thomas Holden Master about 3 Leagues of Havana Wore ship to the Northward

at Midnight Wore ship to the South East

Middle part Fresh Breezes & Cloudy

at 6 A M spoke the Ship *Good Friends* from Philadelphia bound to Havana 13 Days out Capt Earl

at 8 spoke the Schooner *Adventure* from Philadelphia 13 Days out bound to Havana Thomas Lillabridge Master 6 Leagues East of the Havana bore away

at 12 Meridian spoke the U S Ship *Ganges* off the Mouth of Havana with A fleet of Merchantmen under Convoy Hove out the Barge the Capt went on board

Latter part Fresh Breezes and pleasant

this Day the Steward Broachd one Hogshead of Brandy and did not Acquaint me Joseph Whitmore Sailing Master nor Mates nor the Capt of the *Warren* he Broachd it in presance of James Keasy the Capt of the Hold and the Steward has Broachd other Cask of provisions in the same Line Michael Keatan was present when the Hogshead of Brandy was Broachd

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

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To Secretary of the Navy from William Rawle, Attorney for District of Pennsylvania

PHILADELPHIA April 21. 1800.

SIR I have carefully perused the papers which I had the honor to receive from you this morning and I cannot from any of them discover the cause of capturing the Spanish brig *Los Amigos*

Perhaps Capt. Maleys letter may state his reasons and if you will favor me with a copy of it I shall be better enabled to judge

But whatever those reasons may be nothing can be judicially done with her till some of her crew or some of the captors attend. It may however be expedient to retain possession till the arrival of some of the captors unless Capt. Maley's letter should disclose facts manifestly inconsistent with the idea of a legal capture

I have the honor Sir to be

with sincere respect & esteem

your obed<sup>t</sup>

humble Servant.

W: RAWLE.

HON. BENJAMIN STODDERT

[NDA. XZ, *Experiment*.]

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[21 April 1800]

Extract from Log-Book of the American Sloop *Union* of Newburyport, Mass., Abraham Jones, Commanding, captured by the French privateer *L'Hazard*, Commander Blandineau, who also captured the American vessels *Hope* and *Chance*, 18 April to 6 May 1800

April 18. Sailed from St. Bartholomews, in company with the following vessels, under convoy of the United States ship *Merrimack*, Moses Brown, esq. commander

Brigs *Fortune*, Tuck, for Boston; *Dove*, Dobb, for St. Thomas; schr. *Jane*, Mayhew, for Newburyport; *Friendship*, Rutherford, for do. *Chance*, King, for Norfolk; *Hope*, Beal, for Georgetown, S. C. *Polly*, Andrews, for Salem; ———, Savage, for Old York.

April 20. Convoy left us.

April 21. Was taken by the French privateer *Hazard*, Blandineau master, who informed that the day before he had captured the *Hope* above mentioned; she being under Sweedish colours, let her go. — The privateer then saw a sail, which proved to be the schr. *Chance* above mentioned; captured her, and sent her crew on board of my vessel. In going on board of my vessel again, it blowing hard, and a high sea, the boat upset. Captain David King, of the schooner *Chance* above mentioned, with alertness, to his praise be it recorded, launched his boat, and picked up two men who were on the bottom of the boat. The rest of us had caught hold of ropes thrown us by the privateer.

May 1. Spoke the brig *Three Brothers*, of St. Johns, N. P. from Wilmington for Jamaica, supplied us with provisions at an extravagant rate.

6. Spoke the schooner *Mary-Ann*, from Virginia, bound to Jamaica, in lat. 34 22, long. 74, 4 days out; blew hard, could not accept his offer of supplies.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 16 May 1800.]

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Extract from journal of the French privateer schooner *Ester*, 21 April 1800

[Translation]

1 FLORÉAL Year 8

In the morning we received on board the Citizen Michel with six men of the crew about seven in the morning at the Caracole Passage we sighted at about two or three o'clock a three-master to the windward and three schooners heading for the Cape with the ordinary wind Fine weather we passed the night at anchor.

[SDA. CL, Cape Haitien, Vol. 1.]

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Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Ganges*, 21 April 1800

Made the Signal for the fleet to beat to Windward

At 5 Made the Signal for the fleet to keep close to the Commodore which some of them did not attend to — At 12 fired a gun and wore Ship

[NA.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Monday, 21 April 1800

The first part Fresh Breezes and Cloudy  
at 3 P M single the Top sails fore & Aft  
Tackd ship Different Times Occassionally

in Company with the U S Ship *Ganges* & 22 sail of Merchantmen  
under Convoy  
at Midnight wore ship to the Southward  
Middle part Moderate Breezes and Cloudy  
at 3 A M Wore ship to Northward by A signal of 1 Gun from the  
*Ganges*  
at 11 Hoisted out the Barge Sent her on board of the *Ganges*  
brot Capt Mullowny on board of the *Warren*  
4 of the *Ganges* Convoy in sight  
Latter part Light Breezes & pleasant  
Latitude Observed. 23°52' N  
[HS of Old Newbury, Mass. NDA photostat.]

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[22 April 1800]

Act pertaining to the Navy

United States Statutes at Large. Sixth Congress. Sess. I

*An Act to continue in force the act intituled "An act to authorize the defence of the merchant vessels of the United States against French depredations."*

[Note: This Act, approved 22 April 1800, may be found in the Statutes at Large, Volume II, pp 39.]

[Statute II.]

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[22 April 1800]

Act pertaining to the U. S. Marine Corps

United States Statutes at Large. Sixth Congress. Sess. I

*An Act fixing the rank and pay of the Commanding Officer of the Corps of Marines.*

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That a lieutenant-colonel commandant shall be appointed to command the corps of marines, and shall be entitled to the same pay and emoluments as a lieutenant-colonel in the army of the United States; any thing in the act for the establishing and organizing a marine corps to the contrary notwithstanding; and that the office of major of the said corps shall thereafter be abolished.*

Approved, APRIL 22, 1800.

[Statute II, p. 39.]

To Captain John Rodgers, U. S. Navy from certain Officers on board his ship, U. S. S. *Maryland*, congratulating him on his former association with Captain Thomas Truxtun, U. S. Navy, with particular reference to engagement between U. S. Frigate *Constellation*, and French National Frigate, *La Vengeance*, and Captain Rodgers reply

On board the United States Ship *Maryland*,  
off ST. CHRISTOPHERS, *April 22, 1800.*

SIR, PERMIT us, the undersigned Officers on board the United States Ship *Maryland*, under your command, to offer you our sincere congratulations on the late great, important and interesting naval engagement between the United States Frigate *Constellation*, of 36 guns, THOMAS TRUXTON, Esq. and a French 54 gun ship with 575 men, wherein the Frenchman, only an unavoidable accident preventing, must have surrendered his Ship to the American flag.

Although kind fortune has yet in no instance enabled us to do ourselves the honor, since your command of this ship, to obtain a Naval Victory, and for which you are so eminently qualified, we feel a peculiar satisfaction in having this opportunity to congratulate you, on the late engagement of your inestimable friend, for which, and for whom you appear to be so much interested, and who on a former and similar occasion, was assisted by your personal and zealous co-operation.

GEORGE COX, 1st. Lieutenant.  
WILLIAM DAVIES, 2d. Lieutenant.  
ANDERSON WARFIELD, Surgeon.  
WILLIAM WESCOTT, Master.  
PETER GARTS, Purser.

JOHN RODGERS, Esq.

[Captain John Rodgers' reply]

U. S. ship *Maryland*, off ST. KITTS,  
*April 22, 1800.*

GENTLEMEN, It is with great pleasure I return you my thanks for your congratulations on the late action between the *Constellation* of 36 guns, and 313 men, commanded by my gallant friend Capt. TRUXTON, and the French National ship *Vengeance*, of 54 guns and 575 men, which action on the part of the American flag, certainly deserves to be numbered among those of the most gallant since the commencement of the French revolution, and I feel much pleased to find you have so just a sense of the honor it has done your country's flag.

I thank you for your encomiums on my qualifications as a Naval Officer, and lament with you, that we have not an opportunity in a similar case, of deserving our country's applause, yet I do not despair, although fortune has been unkind.

I am, gentlemen, with much friendship, your obedient humble servant,

JOHN RODGERS.

GEORGE COX, &c. &c.

[LC, "Mass. Mercury", (Boston), 27 May 1800.]

To Captain James Sever, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

NORFOLK 22<sup>d</sup> April 1800 —

SIR The President of the United States, has appointed me to be President of a Court of enquiry, to investigate the causes of the loss of the Masts &c, of the Frigate *Congress*, and in conformity thereto, I have summons'd Captains Samuel & James Barron, to attend on board the *Chesapeake* on Saturday, at ten o'clock in the forenoon, where you will appear with your log book first Lieu<sup>t</sup> and Sailing Master, and such other Officers &c as you & your first Lieu<sup>t</sup> may think necessary to meet the investigation — but as this is merely a court of inquiry, it does not appear to me necessary, that more than the first Lieu<sup>t</sup> Master and two or three other Officers should be present.

The charges against the Mutineers from the *Congress*, now confined in the Jail of this Borough — You will be pleased to exhibit to me in writing — in order that I direct a Court Martial to be held on them. Should you have any particular or well founded Objection, to any of the members of the Court of inquiry above mentioned, Be pleased to inform me, and the inquiry shall be postponed untill other Captains arrive.

I have the honor to be Sir with very great Respect —

Your Ob<sup>t</sup> humble Servant

THOMAS TRUXTUN

Capt<sup>n</sup> JAMES SEVER  
Frigate *Congress*

[LC, J. Sever Papers, NDA photostat.]

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Extract from journal of the French Privateer schooner *Ester*, 22 April 1800

[Translation]

2 FLORÉAL Year 8

At daybreak the Citizen Doluc [?] came on board with provisions at six o'clock we got under way At about eight o'clock we saw two small craft to windward of us which were sailing down at two in the afternoon being abreast of Manceni [Manzanillo] Bay a schooner was sighted and a moment later a brig to windward of us sailing down in the channel at half past two a large three-mast frigate or vessel about three leagues to windward of us sailing down before the wind with sea breeze brisk gale we anchored in the evening at seven o'clock in the bay of Môteris [Monte Cristi Bay] in seven fathoms of water in order to expect the Barge.

[SDA. CL, Cape Haitien, Vol. 1.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Tuesday, 22 April 1800

The first part Light Breezes and pleasant  
Tackd ship Made sail and took it in Occasionally  
at 7 P M Hoisted a signal Lanthorn at the Mizen Peak & Led the  
Van

Middle part Light Breezes & Cloudy  
 at 2 A M fired a Gun A signal to Tack ship Northward  
 at 6 A M Capt Mulloany came on board to Consult with Capt  
 Newman Returned at 7 A M, 5 sail of the fleet in sight  
 at 11 A M saw Salt Key bearing E N E 4 Leagues Dist  
 Latter part Light Breezes & pleasant  
 Latitude Observed. 23° 50' N  
 [HS of Old Newbury, Mass. NDA photostat.]

[23 April 1800]

Act pertaining to the Navy

United States Statutes at Large. Sixth Congress. Sess I

*An Act for the better government of the Navy of the United States.*

[Note: This Act, approved 23 April 1800, may be found in the Statutes at Large, volume II, pp. 45 to 53 inclusive, and in it are set forth rules and regulations for the government of the Navy of the United States.]

[Statutes II.]

To Captain Robert Gill, Navy Storekeeper, from Abishai Thomas for Secretary  
 of the Navy

[PHILADELPHIA]

23<sup>d</sup> April 1800

Captain ROBERT GILL

SIR Please furnish the following articles for the use of the Frigate  
*Philadelphia* Captain Decatur, now at New Castle

- 2 dozen Duck Ball Hooks & Thimbles
- 30 lbs Marline & Houseline
- 4 lb Black Lead 5 Quires Writing paper
- 25 Quils, 4 lb Sewing Twine, 2 dozen Breech Thimbles
- 4 Marline needles for Grape, 5000 pump tacks
- 1 dozen Hooks & Thimbles Spare Small
- 6 Sheep Skins — 1 dozen pad Locks for Arm Chests
- 2 Sheets of Sheet Iron to make Boxes to case head in
- 6 lb cast steel to make Drills and small tools
- 3 Lb Sheet Brass for brazing & other purposes
- 6 rattail files — 6 three square files
- 2 dozen Muskit Ball Screws
- 50 Hammocks —

By order

AB THOMAS

[NDA. GLB, Vol. 3, 1799-1800.]

[23 April 1800]

Extract from a letter to Secretary of the Navy from Lieutenant John Shaw, U. S.  
 Navy, concerning his action with a Spanish Packet of Havana

[U. S. SCHOONER *Enterprize*]

*St. Thomas's May 1 [1800]*

"On the 13th I fell in with the U. S. brig *Augusta* and schooner  
*Experiment* — nothing particular occurred until the the 23d October

[April], 2 P. M. saw a sail to the S. E. stand to the S. W. made all sail and gave chase: found her to be a brig of 18 guns and well manned — made every necessary preparation to engage her if a Frenchman, and showed my colours; but when under her guns, she hoisted the Spanish flag at the main and commenced a smart fire from her quarter and stern guns on me; still kept raining on her, and took a position, 150 yards, on her larboard quarter, when I thought it was full time to return her salute; a warm and brisk fire ensued; and I gained the wind on her. I should not have delayed so long bringing her to close action had I not conceived her to belong to a nation not at war with us, and that carrying her by force, might be the means of involving us in some national dispute hereafter, I consulted my officers respecting her, and one of them recognized her to be a Spanish Packet from the Havannah, I therefore discontinued the action."

[LC, "Claypoole's American Daily Advertiser", (Phila.), 26 May 1800.]

To Secretary of State from Captain Stephen Decatur (Senior), U. S. Navy

Frigate *Philadelphia* off  
NEW CASTLE, April 23<sup>d</sup> 1800 —

DEAR SIR I have the satisfaction of informing you of my having reached this place on the 21<sup>st</sup> Ins<sup>t</sup> but my patience was nearly exhausted by delays occasioned by head winds & getting on shore

Your son is at present in good health, but was for a little time unwell, caused by a felon on his thumb, — I rec<sup>d</sup> the note you were pleased to favor me with, and shall not fail giving the information you request, by the return of Pilot —

As I observe by the Papers that Five Admirals are to be appointed, I have to beg the favor of your freindly interference in my behalf and which will be acknowledged with gratitude by me.

My crew are in good health & spirits, I expect to get under way to proceed to sea, either this evening or in the morning

Please make my respects to M<sup>rs</sup> Pickering, and assure her that she not entertain any apprehension on account of her son, as I shall at all times, pay the same attention to him that I would to my own son —

M<sup>rs</sup> Decatur & M<sup>rs</sup> M<sup>r</sup> Knight join in their respects to your lady

I am Sir

Your M<sup>o</sup> Obed<sup>t</sup> Serv<sup>t</sup>

STEPHEN DECATUR

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

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Wednesday, 23 April 1800

The first part Light Breezes & pleasant Weather Still in Company with the *Ganges*

at 6½ P M the South part of Double Head Shot bore S by E 2 Leagues Dist the Northern part bore E N E 5 Miles wore ship to



the Westward Hoisted A Light at the Mizen peak & Wore through the Night

Middle part Light Breezes & pleasant

at 7 A M Tackd ship to the Eastward Spoke the *Ganges* Sent on board of her the Prisoners James Leonard & Thomas Davis, Job Priest A Marine being unfit for Duty

at 8 A M bore Away to the Southward

Set steering sails fore and Aft

Latter part Moderate and pleasant

Latitude Observed. 24°19' North

Longitude Observed. 80°20' West

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

[24 April 1800]

An Act to make further provision for the removal and accommodation of the Government of the United States

SECTION 1. *Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the President of the United States shall be, and hereby is authorized and empowered, to direct the various offices belonging to the several executive departments of the United States, to be removed to the city of Washington, at any time that he shall judge proper, after the adjournment of the present session of Congress, and before the time heretofore appointed by law for such removal.

SEC. 2. *And be it further enacted*, That for the purpose of providing furniture for the house erected in the city of Washington, for the accommodation of the President of the United States, a sum not exceeding fifteen thousand dollars be expended, under the direction of the heads of the several departments of state of the treasury, of war, and of the navy.

SEC. 3. *And be it further enacted*, That for the suitable accommodation of Congress at the city of Washington, the secretaries of the four executive departments, or any three of them, shall be, and hereby are authorized and directed to cause suitable furniture to be forthwith provided for the apartments, which are to be occupied in the capitol at the said city, by the two houses respectively, and for the offices and committee rooms of each; and to cause the said apartments, offices and committee rooms to be furnished in a suitable manner, so as to be ready for the reception of Congress on the day fixed by law for the removal of the government to the said city; and that for defraying the expenses incident to the furnishing of the said apartments, offices, and committee rooms, and to the removal of the books, papers, and records belonging to the said offices respectively, there shall be, and hereby is appropriated a sum not exceeding nine thousand dollars.

SEC. 4. *And be it further enacted*, That for the greater convenience of the members of both houses of Congress in attending their duty in the said city of Washington, and the greater facility of communication between the various departments and offices of the government, there shall be made foot-ways in the said city in suitable places and directions; and that the said foot-ways shall be made by the commissioners

of the said city, under the direction of the secretaries of the four executive departments of the United States, who, or any three of whom, shall forthwith take order therefor, and in such manner, at such places, and in such directions as they or any three of them shall judge most proper for the purposes aforesaid, and shall appoint; and that if the said secretaries, or any three of them, shall find on examination, that there is not in the hands of the said commissioners a sum sufficient for making the said foot-ways, over and above what may have been destined by the said commissioners, or may, in the opinion of the said secretaries, or any three of them, be necessary for the accomplishment of other objects necessary for the accommodation of the government, or its removal as aforesaid, then the said secretaries, or any three of them, shall be, and hereby are authorized and required to draw out of the treasury of the United States, and apply to the purpose of making the said foot-ways, any sum which may be necessary therefor, not exceeding ten thousand dollars; which sum is hereby appropriated for the said purpose. And all the lots in the city of Washington, now vested in the said commissioners, or in trustees in any manner for the use of the United States, and now remaining unsold, excepting those set apart for public purposes, shall be, and are hereby declared and made chargeable with the repayment of the said sum of ten thousand dollars, which shall be advanced in pursuance of this act, and the interest accruing thereon.

SEC. 5. *And be it further enacted*, That for the purchase of such books as may be necessary for the use of Congress at the said city of Washington, and for fitting up a suitable apartment for containing them and for placing them therein, the sum of five thousand dollars shall be, and hereby is appropriated; and that the said purchase shall be made by the Secretary of the Senate and Clerk of the House of Representatives, pursuant to such directions as shall be given, and such catalogue as shall be furnished by a joint committee of both houses of Congress to be appointed for that purpose; and that the said books shall be placed in one suitable apartment in the capitol in the said city, for the use of both houses of Congress and the members thereof, according to such regulations as the committee aforesaid shall devise and establish.

SEC. 6. *And be it further enacted*, That the several appropriations aforesaid shall be paid out of any monies in the treasury of the United States not otherwise appropriated.

Approved, APRIL 24, 1800.

[Statute II, pp. 55-56.]

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To Captain Christopher Raymond Perry, U. S. Navy, from Captain Silas Talbot,  
U. S. Navy

Copy

U. S. Frigate *Constitution*, at Sea  
April 24<sup>th</sup> 1800.

Captain CHRISTOPHER RAYMOND PERRY,

SIR, Lieut Porter in the tender *Amphitheatre*, who left the Cape this morning, handed me your letter of the 8<sup>th</sup> Instant. He apologises for not delivering it sooner, by stating that he never knew that such

letter were on board untill within a few days, when he found it in his birth under his bed.

I observe what you are pleased to say with regard to the seventeen Invalids I put on board the *General Greene* to be taken to the United States for the purpose of being there discharged as unfit for duty. It appears to me that your fears & apprehensions are totally groundless as to those men occasioning any additional sickness to your crew. — I stated to you when those men went on board, that their complaints were generally of a long standing & some of them from the day of the ship's sailing from Boston. That old age, broken bones & long debility were the causes of their being unfit for service, and I then gave you my word that not one of those men were seized with any fever or other complaint of a contagious nature. In fact, there never has been one case of that nature on board the *Constitution*, except the one that was brought out in my boat from the Cape, where he had been confined in prison for desertion from the *General Greene*. This man was sick with the yellow fever when he came on board the *Constitution*, and he died in seventeen hours after. But no one on board this ship was affected by that circumstance. If you will please to look at my Surgeon's return of those men where their cases are stated, you will then find that not one of those invalids had a complaint which would make it dangerous for him to be received on board any ship.

What, Sir, can detain you so long in port? I much fear the Secretary of the Navy will be dissatisfied, & that probably General Wilkinson will despair of your arrival, and embrace some other means of making a passage.

I send the tender back into port, on this occasion, to inform you in this way, that it is my wish that you will, at all events, leave port immediately and pursue your passage to the United States by the rout which has been already pointed out to you.

Enclosed are the french papers you asked for.

I have the honor to be

Sir, your obedient serv<sup>t</sup>

SILAS TALBOT

[NDA. CMR, Vol. 1, 1799-1805.]

To Captain Samuel Barron, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

(Copy)

NORFOLK 24<sup>th</sup> April 1800 —

SIR In consequence of orders received from the Secretary of the Navy — to arrest and bring to trial all Offenders against the Marine rules and regulations of the United States. I do hereby appoint you President of a Court Martial to be held on board the Frigate *Chesapeake* (on Saturday the third Day of May next at 10 OClock in the forenoon) on a Midshipman and eight Men belonging to the United States Ship *Congress*. — You will accordingly pay the strictest attention to this Notice — and I do hereby direct you to summons Captain James Barron to Attend as a Member, together with such other Captain or Captains: *Junior to yourself*, as may arrive between this time, and the day appointed as above, for holding the said Court — as also

any Sea Lieutenants now here (those of the frigate *Congress* excepted) or that may arrive in time — Provided that the said Court, do not consist of more than Thirteen Members, nor less than five, and I do hereby appoint Robert Taylor Esq<sup>r</sup> to Officiate as the Judge Advocate of the said Court. —

Captain Sever being the Prosecutor, I have given him regular Notice, to appear with the evidence he may have against the Prisoners and I have also directed that Officer to inform them immediately and with regularity of the Day fixt for their trial — in order that Each one may bring forward such evidence as he may have in his favour, and you will also give them the like Notice in form. I have only to add — that it is my desire — that you proceed in this Business with the greatest Regularity agreeable to the Act of Congress provided to meet the several charges, which I here enclose you from under the hand of the Prosecutor, with the Names of the Offenders, and that you will furnish me with a Copy of the proceedings of the Court &c &c — agreeable to Law, and another Copy you will forward to the Secretary of the Navy.

I have the honor to be Sir with great  
respect — your very Ob<sup>d</sup> humble Servant.

THOMAS TRUXTUN

SAMUEL BARRON Esq<sup>r</sup>  
*Captain in the Navy of U. S.*—

[LC, J. Sever Papers. NDA photostat.]

To Captain James Sever, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

NORFOLK 24<sup>th</sup> April 1800

SIR I have the honor to enclose you, copy of an Order issued by me this day, for holding a court martial — on the midshipmen and Eight men — charged by you, with various offences against the marine Laws of the U. S.

You will be pleased to attend to its contents, and give the prisoners notice by having the order read to them.

The greater the regularity and the more solemn a business of this sort is conducted — the greater the effect will be among the crews of ships. In fact it is but right, that a prosecutor should inform a Prisoner, of his intention of Bring[ing] him to a Court Martial, previous to the Notice going from the Court.—

I am with great Respect

Your very Ob<sup>d</sup> S<sup>t</sup>

THOMAS TRUXTUN

JAMES SEVER Esq.  
*Capt<sup>n</sup> in Navy U. S.*

[LC, J. Sever Papers. NDA photostat.]

[24 April 1800]

Launching of the U. S. Frigate *New York* at New York

"Yesterday was launched the [U. S.] Frigate *New York*, of 38 Guns, built by the Merchants of this city for the purpose of loaning her to the Government.

This Ship is highly praised for her form and workmanship. Mr. Carpenter was the builder, and Captain Robinson is appointed to her command.

Our little Navy grows apace. May it soon be fully competent to the protection of our commerce against all insults and depredations."

[LC, "Daily Advertiser", (N. Y.), Friday, 25 April 1800.]

[24 April 1800]

Extract from letter from Captain Richard V. Morris, U. S. Navy, commanding the U. S. S. *Adams*, to Secretary of the Navy

"A letter from R. V. Morris, of the *Adams*, to the Secretary of the Navy, dated Bassatterre Road, St. Christophers, April 24, states his arrival there with a convoy of 24 sail from Martinique; the two recaptured privateers *l'Heureuse Rencontre* and *General Massena*, have been driven on shore in a gale of wind and injured so much as to be unfit to send to America.

The United States brig *Pickering*, has captured *l'Active*, French privateer, of Guadaloupe, of 12 guns and 62 men.

The U. S. ship *Merrimack*, re captured the American brig *Ann*, from New Haven to Martinique.

[LC, "The Daily Advertiser", (N. Y.), 28 May 1800.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Thursday, 24 April 1800

Moderate breezes and clear weather, Employd working to windward of Cape Francois

At 7 In 2<sup>d</sup> reef in the topsails the Cape S S W 3 leagues

During the night moderate breezes wore and tackd as nessasary to keep our station

At Daylight saw a strange sail to the Westward and another to the Southward that appeard to be standing out from the cape, at 11 Joind company with the *Amphitheatre* from the Cape

At 12 Moderate and clear *Amphitheatre* in company the strange sail still in sight to the Westw<sup>d</sup> the Cape S by W four league

[NDA photostat.]

Extract from log book of U. S. Ship *General Greene*, Captain Christopher R. Perry, U. S. Navy, commanding, Thursday, 24 April 1800

[In harbor of Cape Francois] Pleasant Lieu<sup>t</sup> Weaver of the Marines sail'd this morning in the Prize Schooner *Juno* for the U. S. — Allen Viall, Jacal [or Jacob] Dana, John M<sup>e</sup>Nish and the Invalids from the *Constitution* were sent home in her — Ends Pleasant —

[NDA, NO.]

To President John Adams from Secretary of the Navy

NAVY DEPARTMENT

25<sup>th</sup> April 1800

The Secretary of the Navy, has the honor to submit, for the consideration of the President, the following observations.

No *express* provision was made by Congress, for establishing Navy Yards, for building the first six Frigates directed by Law; but as Vessels so large could not be built without first erecting Wharves, or extending Wharves before erected, both these things were done — and in every instance on private property:—so that the Public have now little or no advantage from the expenditure of sums to a considerable amount. The evil, however, did not stop here. The Yards, connected with the Wharves, were, in almost every instance, too confined to admit of the convenience of piling away the timber, in a manner to prevent the necessity of frequent removals of one piece to get at another — which happened to be first wanted. The expence of this unnecessary kind of labour, arising solely from the want of sufficient room in the yard, amounted to several thousand dollars in building the Frigate *United States*, at Philadelphia. At Boston & at Baltimore, there is reason to believe this expence was still more considerable. It would not perhaps be hazarding too much to say, that the sums lost in improving private property, & in piling & unpling of timber, from the want of yards sufficiently capacious, would have been nearly sufficient to have procured them for the Public, & to have erected Wharves & other essential improvements. —

But when the building of these Frigates commenced, it was not foreseen that the United States would so soon want more — nor was the Public mind prepared to consider the establishment of a Navy, as necessary to the honor and safety of the Country.

All the timber, except the Frames, for the six 74 gun-ships authorized to be built, has been ordered to be procured at Portsmouth in New Hampshire — Boston — N York — Phila<sup>a</sup> — Norfolk — and the City of Washington; & the greater part, if not the whole, has been already collected at these different places.

Contracts have been long made, and are in part executed, for the Frames for these ships, of the live oak of Georgia and South Carolina — and measures are in operation to transport, as soon as may be, these Frames to the different building places. — At Norfolk, the yard where the Frigate was built, belonging to the State of Virginia, has been lately ceded to the United States, on the condition of being paid the value of the ground, which it is presumed will not exceed two thousand dollars, and this will include the wharf heretofore built by the United States. At the City of Washington, a sufficient quantity of ground, selected for a Navy Yard, belonged to the Public. At Philadelphia, the old, and very inconvenient, confined yard, heretofore used, must be again rented — considerable additions be made to the Wharf at the Public expence — and the unnecessary loss of constant removal of timber be again sustained — or ground, sufficient for a proper Navy Yard, must be purchased, at an expence, equal perhaps, to 30,000 Dollars — At New York, there have been already two wharves, built by the Public, for the Frigate *President* — the first wharf was discovered to be placed where there was not sufficient water, to launch the ship. It is not yet ascertained, for what sum, a quantity of

ground adequate to the purpose can be obtained at a place, said to be extremely proper, near N York, for a Building-Yard; but it is believed, the price will not exceed a few Thousand dollars — At Boston, the old Yard; besides being private property, & too confined to contain the timber for a 74 gun ship, is so much surrounded by Wooden Houses, as to be thought too dangerous a situation, for building a valuable ship — especially a ship that might remain long on the Stocks. At this place, or rather at Charleston, there is a very proper situation for a Building Yard; but the ground, necessary for the purpose, cannot be obtained for less than 18,000, or 20,000 Dollars. At Portsmouth, the yard of M<sup>r</sup> Langdon, hired for the Frigate, might be used for the 74 gun ship; — but an Island, at this place, quite convenient for all the Purposes of a large establishment, can be procured for 6000 D<sup>rs</sup> —

In this view of the subject — and believing that it is the truest oconomy to provide at once permanent Yards, which shall be the Public Property, and which will allways be worth to the Public, the money expended thereon, instead of pursuing the system at first adopted, which, with the experience before us, could only be justified, on the ground, that the ships, now ordered, are the last to be built by the United States: The Secretary of the Navy, has had but little difficulty in making up his opinion, that the proper course to be pursued, is to make the Building Yards at Norfolk, Washington, New York & Portsmouth, Public Property and to commence them on a scale as if they were meant to be permanent; and also, the Building Yards at Philadelphia and at Boston, notwithstanding the high prices which must be given for the ground.

M<sup>r</sup> Humphreys, whose report accompanies this, was sent to the Eastward, to view the situations about Boston & Portsmouth, proper for building Yards — He could nowhere find, within a convenient distance of Boston, a situation, so eligible in all respects, as Charleston [Charlestown].

M<sup>r</sup> Humphreys was also instructed to examine, the different Ports & Harbours, Eastward of New York, with a view to the selection of a situation for one of the Docks, for repairing of ships, directed by Act of Congress — His report on that subject, corresponds with the opinion, the Secretary of the Navy has long entertained, from the best lights in his power, that Newport, Rhode Island, affords advantages which give it a superiority over every other place — It is of easy access, and can be gained under circumstances which would render it almost impossible for a ship in a cripled state, to reach any other port, to the Eastward of Chesapeake Bay — It has a capacious & a very safe harbour in all kinds of weather — and is the very point, of which a Maritime Enemy would endeavour to get possession, for the purpose of annoying on our own Coasts, our own Trade, & of cutting off one half the Maritime Strength of our Country, from the other half.

The objection to this place, is the expense of Fortifying it. In a War with England — or in a war with France, if France had only the United States to contend with, either Nation would take possession of Rhode Island, & would make it a second Gibraltar — indeed it would be much more injurious to the United States, in the hands of either Nation, than Gibraltar is to Spain. Half a dozen Hostile

Ships would do more mischief to our commerce, from Rhode Island, from the celerity with which they could move in & out of port, than double the number from Boston, or most other Ports. It is a National object then, to keep possession of Rhode Island, too important to be neglected — let the expence of Fortification, be what it may —

Boston, from the natural strength of it's situation, the great number, of Ship Carpenters in it's vicinity, and of it's Seamen, must always remain, a Building place & a place of Rendezvous, for our Navy, of the first importance. At Boston, too, the tides rise so high, as to lessen greatly the expence of emptying a Dock; but the danger of the Coast, Eastward of Cape Cod, & the difficulty of access to Boston harbour, seem to forbid a reliance on that place, as the principal rendezvous of our Navy, in a war on our Coasts, and as an asylum for ships damaged in action, & seeking a port for repairs

New London has many advantages for a Dock — At this place, the Machine for pumping the Dock, might be worked by water, instead of using for that purpose, a steam engine of more expence — It is capable of being fortified at an expence considerably less than Rhode Island — but it is not so easy of access as Rhode Island — indeed a ship cannot enter the harbour with a N:W: wind, nor is the Harbour very capacious. But a Judicious Enemy, able to make an establishment on our Eastern Coast, would not hesitate a moment between New London and Rhode Island — nor indeed between Rhode Island and any other place, on account of the great facility with which they could carry on their operations from Rhode-Island.

There are several fine Harbours East of Boston. — Portsmouth — Portland — & Wiscasset, will all become important, in a Naval view, as the country advances in population; but it is conceived, that it is yet too early, to put them in competition with Boston, Rhode Island or New London — They are, indeed, all subject to one of the disadvantages, which is made an objection to Boston, & in a greater degree — The Fogs, which so frequently prevail, & continue so long, on all the Eastern Coast from Cape Cod, particularly in the Spring season.

Together with the report of M<sup>r</sup> Humphreys, the Secretary of the Navy has the honor to lay before the President, Sundry plans & observations, relative to the Harbors of New London — Newport — Providence — Boston — Charlesto[w]n — Portsmouth — Portland & Wiscasset.

All which is respectfully submitted.

BEN STODDERT.

[NDA photostat.]

[About 25 April 1800]

To Captain Silas Talbot, U. S. Navy, from Captain Christopher Raymond Perry,  
U. S. Navy

A Copy

SIR, I am duly honored with yours of the 24<sup>th</sup> Instant, and beg leave to observe, that my Observations in regard to the Invalids put on board the *General Greene*, from the *Constitution*, were founded, on the Joint Opinion's of the Surgeon of the Hospital in Cape Francois, and of Doct<sup>r</sup> Turner Surgeon of the *General Greene*.



You can easily conceive Sir, I presume, that it is not necessary that such men should be affected w<sup>h</sup> contagious diseases, to make their presence on board of a Vessel, dangerous to the health of a crew. The impure atmosphere occasioned by the frequently respired air of such persons, being in itself sufficient to dispose to various diseases, in a warm, and unhealthy climate (and especially those of a putrid kind) without having recourse to a specific contagion — I had scarce a sick man when they came on board, now I have twelve, On leaving New Port I took nearly thirty men out of the Hospital, and in a short time by care they recovered their health's. My Ship has been in port a much longer time, than at present, and not any sickness whatever prevail'd. I have been cruising upon the south side of this Island, which is generally acknowledged to be the most sickly part of the West Indies, and not a single man sick, and when I arrived off the Cape, my whole crew were in perfect health — I am perfectly satisfied on my own part of the propriety of sending these men home, and had the *General Greene* been bound directly there, should with pleasure have convey'd them. But she is bound to an unhealthy place for the purpose of taking on board, and Conveying to America, a Gentleman (with his family) of the first respectability in the United States. —

My delay in port has been Occasioned by several circumstances — The first was from an application made to me, by a number of American Gentlemen, to remain in Port, that I might secure to their persons, and the most valuable part of their property a retreat, The Second was from my not being able to procure a passport, from the circumstance of General Moyes being at l. Haut. du. Cap. until the day before Yesterday; since which I have not been able to obtain even the promise of having a Pilot, before tomorrow morning. And Gen<sup>l</sup> Toussaint, who arrived here this afternoon, importunes me to wait forty eight hours, to take two Colonels to America, who he sends there on Public business — I am at a loss how to act. I wish to oblige, and accomodate General Toussaint — which I also know to be the wish of the Secretary of the Navy, and I likewise wish to be on my way to America, particularly on account of the Situation of my crew; the time for which my people enlisted has Expired, and nothing but absolute necessity, or a desire to do something, which might be usefull to my Country could prevail on me to stay.

I have the honor to be

Sir, with great respect

Your Obed<sup>t</sup> Servant

CHRIS. RAYMOND PERRY

SILAS TALBOT Esq<sup>r</sup> Comd<sup>r</sup>  
of the U S Ships of War on the  
S<sup>t</sup> Domingo & Havannah Stations

[NDA. CMR, Vol. 1, 1799-1805.]

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To Secretary of the Navy from Captain Silas Talbot, U. S. Navy

U. S. Frigate *Constitution*,  
off CAPE FRANCOIS, April 25. 1800.

SIR, I had the honour to state in my last, dated 12<sup>th</sup> instant, that it was my expectation that the *General Greene* was then on her way

to New Orleans. From the date of that letter, the *Constitution* kept cruising between Monte Christo & Port Plate, untill yesterday, when we appeared off the Cape again to look after the *Herald* which I had been expecting out from the Cape for many days before, & was to have brought out a little wood, which was much wanted on board. On running in near the Cape, I found to my great surprise, that not only the *Herald* remained yet in port, but that the *General Greene* was there also.

Captain Perry went into the Cape on the 6<sup>th</sup> inst; & he received my orders to proceed to the United States, by the way of New Orleans, on the day following. It was my belief when the *General Greene* went into port, and I am still of the same opinion, that she might have been ready to sail again in one day, or at least in two days; for there was nothing to detain her, but to land a little surplus provisions, & to take in water to last the ship to New Orleans. She has however been in port, nineteen days, & when Captain Perry will leave port is not in my power to say. I wrote him a letter yesterday in answer to one I had received from him and closed the subject of it with an order for him to put to sea immediately, & at all events. I sent this letter to him by the pilot boat, tender, which went in last night and came out again this morning, with a letter from Captain Perry offering some reasons for his remaining still in port, and also for not continuing some invalids on board, which I had placed there to be taken to America, as they were useless in service. To my mind, not one of the reasons offered by Captain Perry for so great delay, has any weight; & the sickness he mentions as beginning to encrease on board his ship is doubtless owing to his continuing so long in a sickly port, & not to any men that were received from the *Constitution*, as he seems to insinuate. I shall take the liberty to enclose the papers relative to the subject of this letter, as I wish to convince you of what is really true, that the delay which has taken place in the sailing of the *General Greene* has not been with my consent or approbation. If the Captain can justify himself to you, I shall be glad, as it will be, doubtless, greatly to his honour. His log-book will explain the time that ship has been in port, while on this station.

I have the honour to be

with great respect,

Sir,

Your obedient serv<sup>t</sup>

SILAS TALBOT.

Hon<sup>ble</sup> BENJ<sup>ts</sup> STODDERT

Secretary of the Navy.

[NDA. CMR, Vol. 1, 1799–1805.]

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To the Commanding Officer of the U. S. Marine Corps, from. Secretary of the Navy

[PHILADELPHIA]

Navy Department 25<sup>th</sup> April 1800

THE COMMANDING OFFICER OF THE MARINE CORPS—

SIR A detachment of Marines to consist of 1 Captain, 1 Lieutenant and 50 privates including non commissioned, officers, is required for the Frigate *Chesapeake* at Norfolk.

You will be pleased to take orders for supplying this Detachment —  
I have the honor to be  
Yr obed S<sup>t</sup>

[NDA. GLB Vol. 3, 1799-1800.]

B[ENJAMIN] S[TODDERT]

To Midshipman John Duboise (or Dubose), U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 25<sup>th</sup> April 1800

M<sup>r</sup> JOHN DUBOISE [or DUBOSE]

Midshipman on board of the *Congress*  
Norfolk —

SIR I have your letter of the 18<sup>th</sup> enclosing your Warrant, which I now return. — Have a little patience, you shall be seperated from Captain Sever if he goes in the *Congress*, you shall be removed. — But do not mention this to the other Midshipmen, as there is too much disorder and uneasiness on board of the *Congress* already. —

Before the *Congress* sails, you shall hear from me again. I should be sorry with your qualifications to make a valuable Officer, you should leave the service. —

I am Sir

Your obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. OSW, Vol. 3, 1799-1800.]

To Secretary of State from Captain Stephen Decatur (Senior), U. S. Navy

Frigate *Philad<sup>a</sup>* off BOMBAY HOOK

April 25<sup>th</sup> 1800 —

SIR The morning after I had the pleasure of writing you from New Castle I got under way and in three hours ran to this place, (thirty five miles distance) although under easy sail & against a strong tide, & part of the time dragging the mud over the flats the water being rather shoal, I am very confident the *Philadelphia* will prove a very fast sailer. —

I am only waiting for a fair wind to procede to sea —

The following is an account of the quantity of powder used in firing the carronades, and the distance the balls were carried, in the proof I yesterday had of them —

first fire	— 3½ lbs powder	— 1¼ mile
second fire	— 3 — D <sup>o</sup>	— 1¼ D <sup>o</sup>
third D <sup>o</sup>	— 2¼ — elevated	— rather over 1¼ mile
fourth D <sup>o</sup>	4 lbs	D <sup>o</sup> 1½ D <sup>o</sup>

I did not perceive the carronades jump nor was there any straining on the breeching, or any heat that could be felt by the hand — I also tried an 18 Pounder

1<sup>st</sup> fire 4 lbs Powder — carried 2½ miles

2<sup>d</sup> “ 3½ D<sup>o</sup> — 2½ D<sup>o</sup>

3<sup>d</sup> “ 3½ D<sup>o</sup> elavated, considerable more than Two and a half miles —

With the quantity of powder that I have made use of as above, I have no doubt of great execution being done at the proper distance —  
Your son is in good health & spirits —

I am Sir

Your M<sup>e</sup> Obed<sup>t</sup> Serv<sup>t</sup>

STEPHEN DECATUR

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

To Major Commandant William W. Burrows, U. S. Marine Corps, from Second Lieutenant Samuel Llewellyn, U. S. Marine Corps

On Board the Frigate *Congress*

NORFOLK, April 25th, 1800

Major W. W. BURROWS

SIR: From the unfavorable Result of a circumstance which took place yesterday morning — I am induced to address you as follows — A debate having took place some time ago between two young Gentlemen [\*] of the ship — which it seems nothing short of a duel could decide — one of them called on Mr. Strother to act as his friend on the occasion. Notwithstanding this affair took place on our first arrival here — an opportunity for Effecting it never offered until yesterday morning — when they met in order to determine the Business Accompanied by Mr. Strother & a Capt:n Finney — they took their distance & Fired — The Gentleman to whom Mr. Strother was second shot his antagonist through the neck which put an immediate period to his Existence — the parties left the ground shortly after he fell — the surviving combatant has I believe made his Entire Elopement — Mr. Strother who has probably been retarded by this affair from coming the day before Repaired on board last Evening with money to Pay off the Marines — He suggested to me the probability of being Pursued by the civil authority to whom he intended to surrender.

SAMUEL LLEWELLIN

Lieut.

[\*Midshipman John Dubose U. S. Navy and Midshipman Samuel W. Cushing, U. S. Navy.]

[Recruiters' Bulletin, U. S. Marine Corps, August 1916, p. 15]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Friday, 25 April 1800

Lying too Receiveing Wood and beef from the Tender *Amphitheatre* Moderate and clear at 2 filld and parted company with the *Amphitheatre*

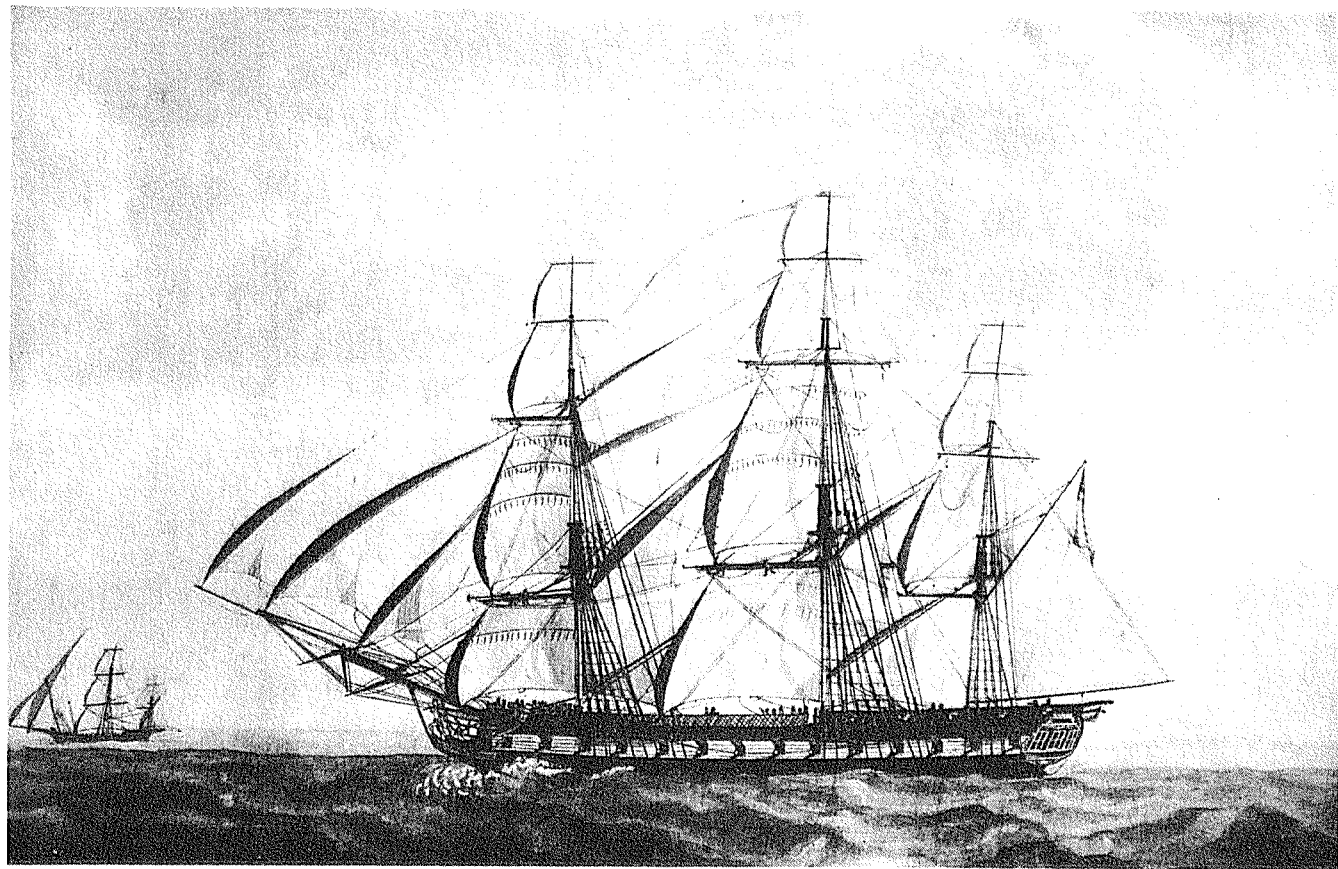
At 4 Shortnd sail and Joind company with the United States Ship *Boston* Captain Little from her cruising ground up the Bite

At 7 fresh breezes and cloudy, In 2<sup>d</sup> reef in the topsails

At 9 filld and parted company with the *Boston*

Continued under an easy sail during the night wore and tackd as nessasary

At Daylight saw a strange sail bearing E by N<sup>e</sup> made sail and Gave chace, saw the *Boston* bring too a schooner to Windward



U. S. FRIGATE ESSEX.



At 8 shortnd Sail and Boarded the chace an American Ship from charleston bound to Jamaica

At 9 filld and made sail In towards the Cape, Joind company with the *Amphitheatre* by her we Rec<sup>d</sup> 6 cords of wood unbent the fore topsail and Jib and bent others Cape S by W 3 or 4 leagues

[NDA photostat.]

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Extract from journal of the French privateer schooner *Ester*, 25 April 1800

[Translation]

5 FLORÉAL Year 8

At half past four we got under way with the barge light land breeze we sighted a small coaster which was sailing up we stood on Abreast of Isabellitte [Isabelita] squally weather bad weather brewing we signalled to the barge to rejoin us in order to come to anchor in the Bay of Isabellitte at half past nine we dropped the anchor in three fathoms of water all the rest of the day we took in water bad weather we passed the night at anchor.

[SDA. CL, Cape Haitien, Vol. 1.]

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[26 April 1800]

Court of Inquiry as to Cause of the Loss of the Masts of the U. S. Frigate *Congress*,  
Captain James Sever, U. S. Navy, commanding

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

NORFOLK 27<sup>th</sup> April 1800

DEAR SIR Yesterday the Court of inquiry — as to the Cause of the loss of the masts of the frigate *Congress* met on board of the *Chesapeake* and was Opened — but for want of M<sup>r</sup> Blair — late a Lieutenant in that Ship, and who was expected from North Carolina — The Court adjourned to tuesday next — when that unpleasant business I expect will be finished — In the mean time, I have ordered the Crew of the *Congress* — or rather the most of that Crew, to be turned over to the *Chesapeake* with L<sup>t</sup> Cordis &c. The *Chesapeake* by some little aid of small articles from the *Congress*, may be ready to sail in May, and perhaps by the time you furnish Captain [Samuel] Barron's destination — for be assured I shall get him ready for sea in the shortest time that is possible. The *Congress* having lost all her masts — Rigging — Blocks &c, and being in a very disordered and Unforward State — It will be the month of June, before she can get to Sea, with the greatest Exertions that can be made here — I have therefore thought it best to push the *Constellation* & *Chesapeake*, and then to turn all the force of the Yard &c upon the *Congress*, and by this means she can be got ready by the middle of June. —

I have directed a Court Martial to be held the 3<sup>d</sup> of May on a midshipman and Eight men belonging to the *Congress* — for Charges Contained in three Letters from Capt<sup>n</sup> Sever N<sup>o</sup> 1 — the papers N<sup>o</sup> 2 and N<sup>o</sup> 3 contain notice to Capt<sup>n</sup> Barron that he is to set as President and to Severe to appear as Prosecutor before the Court &c &c &c and I have appointed Robert Taylor Esquire Attorney at Law to officiate as Judge Advocate of the said Court — M<sup>r</sup> Taylor is a member

of the Legislature of this State — he is a good Federalist and has talents necessary for the Occasion in question. —

The Proceedings Above mentioned shall be forwarded as soon as the inquiry is Compleat. — If nothing unexpectedly turns up, we shall wait I fear the Sailing Instructions of Murray & Barron. — In order to put an End to such Conduct as the officers of the *Congress*, have exhibited here & with as little noise & trouble to the Public as possible — I have thought it best to wave an arrest of any Lieutenant at present — but have written a Letter to Lieutenant Cordis of which the enclosed N<sup>o</sup> 4 is a Copy: It may have some effect — for he appears alarm'd. — Had we kept on pushing the three frigates together — it would have been the middle of June before either would have Sailed,

I have the honor to be Sir with

Very great Respect — Your Ob<sup>t</sup> humble S<sup>t</sup>

THOMAS TRUXTUN

Hon<sup>ble</sup> BENJ<sup>n</sup> STODDERT Esq

*Sec<sup>y</sup> of Navy*

Tuesday 29 April 1800. Court met According to adjournment.

Lieu<sup>t</sup> Cordis the 1<sup>st</sup> L<sup>t</sup> of the *Congress* being unwell and not able to attend — A letter was read from him address'd to the President of the Court. dated this day — wherein he states (among other things that correspond in part with a letter he wrote to the Secretary of the Navy 2<sup>nd</sup> Ins<sup>t</sup>) that the Gale was excessive hard, which is in direct Contradiction to a paragraph in his letter to the Sec<sup>y</sup> aforesaid. wherein he sets forth — that. "It perhaps may have been mentioned to you that the Gale was uncommonly Boisterous but rest assured it was not the Case, the Sea was very irregular but, the Wind by no means so high, as seamen in general encounter in most Voyages" —

A Messenger having been sent with following questions from the Court for L<sup>t</sup> Cordis to answer he replied in Writing as underneath to those questions. —

— Question 1<sup>st</sup> —

Have you any reasons to beleive that M<sup>r</sup> Little the Sailing Master of the *Congress* is incorrect in Keeping the Log Book [Enclosure No. 1] of that Ship. —

Answer, I have no reason to beleive M<sup>r</sup> Little incorrect in his Keeping the Ships log Book — but being confined by Sickness at the time the Swifter parted, was the cause it was not Mentioned in the log. —

— Question 2<sup>nd</sup> —

Did Cap<sup>t</sup> Sever consult any of his Officers respecting the Situation of the Rigging and Masts previous to that Ships being dismasted —

Answer. at Newport he did, but from leaving that place 'till being dismasted to the best of my Knowledge he did not —



— Question 3<sup>rd</sup> —

If there was a consultation was there any difference of Opinion between the Cap<sup>t</sup> and Officers, with respect to the possibility and practicability of Securing the Masts of the *Congress* and of Setting up the rigging &c, on the day of the gale —

Answer, There was a Consultation respecting the Cutting away the Main Top Mast, but none farther to my Knowledge. the Idea of setting up the rigging on the day of being dismantled was not Realized on the 10<sup>th</sup> or 11<sup>th</sup>, I am not certain which, I mentioned I thought the Rigging to be Slack — but no difference or Questions were asked. —

The Court next proceeded to examine Lieut<sup>s</sup> Blair and Saunders being first and second Lieu<sup>ts</sup> of the *Congress* when the following Questions were put and Answers given. —

— Question 1<sup>st</sup> —

Have you any reason to believe. that M<sup>r</sup> Little. Sailing Master of the *Congress* is incorrect. in Keeping of the Log Book of that Frigate —

Answer of Both. No. —

— Question 2<sup>nd</sup> —

Was the rigging of the *Congress* so Slack as to make it Necessary in Your Opinion to set it up on the 3<sup>rd</sup> day at Noon After the Ship left New Port. —

Answer of both. No —

— Question 3<sup>rd</sup> —

Did Cap<sup>t</sup> Sever consult any of his Officers respecting the setting up of the rigging and of the better securing of the Masts of the *Congress*, previous to her being dismantled. —

Answer of M<sup>r</sup> Blair, who said — that Cap<sup>t</sup> Sever asked him, if he thought the Masts were in any danger, and that he told him he thought not — M<sup>r</sup> Saunders observed only that he did not know of any other consultation —

— Question 4<sup>th</sup> —

Was there any difference of Opinion between the Cap<sup>t</sup> & Officers, with respect to setting up the rigging and of the better securing of the Masts — and if there was a difference of opinions in what particular was that difference —

Answer, that M<sup>r</sup> Cordis had only said — that he had mentioned to Cap<sup>t</sup> Sever that the rigging was slack but neither of them heard him — M<sup>r</sup> Blair observing at the time to M<sup>r</sup> Cordis that in a day or two they wou<sup>ld</sup> be in warm Weather and cou<sup>ld</sup> set it up better —

A Question to M<sup>r</sup> Saunders did you on the 11 of Jan<sup>y</sup> at 3 A. M., then having Charge of Deck, as stated by Lieu<sup>t</sup> Cordis in his letter to the Sec<sup>y</sup> of the Navy inform Cap<sup>t</sup> Sever that the situation of the rigging was dangerous, and if you did what was his reply —

Answer — I did not inform the Cap<sup>t</sup> at 3. AM. that the rigging was Slack, nor did I go down to him untill the Watch was out, I then told him it was Slack but not more so than

at 12 OClock — the Cap<sup>t</sup> made no particular reply that I recollect —

A Question to M<sup>r</sup> Blair — what was your Opinion of the State of the Rigging — when M<sup>r</sup> Saunders's watch was out and after that officer had seen the Cap<sup>t</sup> —

Answer — I had been up several times between 11 & 12 oclock, in the first watch and was of Opinion that the Rigging was not so Slack as to make it necessary to attempt setting it up in such a Gale nor do I think it wou'd have been prudent to have done so —

The Gentlemen examined were then desired to withdraw, when the court considered all the Circumstances of the Case and the President — put this Question to the Junior Member Cap<sup>t</sup> James Barron of the Navy. Do you think there is any cause to arrest Cap<sup>t</sup> James Sever in Order that he be tried by a Court Martial for his conduct in or previous to the Gale of wind in which the *Congress* lost her Masts — Answer. I do not think that there is the smallest cause whatever — the President, next put the same question to Cap<sup>t</sup> Sam<sup>l</sup> Barron, who made the same reply — Thus the Court of enquiry after a very particular examination of the conduct of Cap<sup>t</sup> James Sever of the U. S. Frigate *Congress*, and of the causes that led to the loss of the Masts of that Ship — Do unanimously Aquit with honor that Officer of any Charge of Negligence, and are of the Opinion that he used all his skill and endeavours to prevent the Accident, and they further add it appears to them, that this Unfortunate disaster, which all Ships are liable to at Sea, was occasioned more by the Badness & insufficiency of the Masts as stated in Certificate N<sup>o</sup> 2 than to any other Cause — all of which however is submitted to the President of the U. S., with their recommendation of Cap<sup>t</sup> Sever as a very Attentive Modest and firm officer, and a gentleman who possesses materials well worth cultivating in the Navy of the United States. Given from Under our hands on board the U. S. Frigate *Chesapeake* at Anchor in the River Elizabeth near the Borough of Norfolk this 29<sup>th</sup> Day of April 1800 —

THOMAS TRUXTUN  
*President*

SAM<sup>l</sup> BARRON  
JAMES BARRON

I do hereby certify that the Aforegoing proceedings of the Court of Enquiry held (on board the U. S. Ship *Chesapeake*) in consequence of Orders from the President of the U. S. to investigate the cause of the loss of the Masts of that Frigate [*Congress*] are Just and True.

ISAAC GARRETSON  
*Clerk of the Said Court*

[Enclosure No. 1]

[6 to 12 January 1800]

Account taken from the log book of U. S. Frigate *Congress*, and data taken from letter of Captain James Sever, U. S. Navy

[Taken from Captain Sever's letter]

6<sup>th</sup> [January] Ship Sail'd from New Port

11<sup>th</sup> Saturday. The Wind Veering to the Southw<sup>d</sup> and came on to Blow very fresh. Attended with warm Rain and a heavy Sea, this Weather produced an astonishing effect on my rigging which had previously been in good order, it stretched so much as to induce apprehensions for the Safety of the Masts, the Weather being such as to preclude the Practibility of setting it up, I caus'd tackles to be got up to succour the Masts and the Rigging to be Swifter'd, but Unfortunately every Step taken to secure the Masts proved futile —

Sunday 12<sup>th</sup> (Morn) it blowing hard and a heavy Sea Running, At half past 6 the Main Mast Sprung about 8 feet above the Upper deck. I immediately caus'd the Main Yard to be lowered down (the top Gall<sup>t</sup> Yard having been previously sent down, and the top Gall<sup>t</sup> Mast hows'd) on Consultation of the Officers it was decided as affording the only probable means of saving the Main M<sup>t</sup>, I endeavour'd to cut away the Maintop Mast this was immediately attempted, M<sup>r</sup> [Nathaniel] Bosworth my 4<sup>th</sup> Lieu<sup>t</sup> and 4 or 5 smart active men going into the top to perform that Service, while in its execution the Mast Unfortunately gave way and in its fall involved the loss of that Active and deserving Officer, the other men who were aloft and engaged in the same Service were all happily saved, the fall of Main Mast carried away the Mizzen top Mast with the head of the Mizzen Mast. being under Apprehensions from the roughness of the Sea the Hull of the Ship might be essentially injured, by the Action of the Wreck, was induc'd to clear it from the Ship with all possible expedition, by which means a very small part only of the Rigging and Sails, attached to those Masts were Saved. I now turned all my Attention to, and made use of every practicable exertion to preserve the fore Mast, the Wind still continueing to blow hard, with a very heavy Sea, and the Ship from the loss of her after Masts laying in the trough of the Sea, Labouring very much, at  $\frac{1}{2}$  past 12 She roll'd away her fore top Mast, soon after which it was discovered that the Bowsprit was very badly sprung Just without the Gammoning, Immediately caus'd the Jib boom to be rigged in & endeavoured to secure the Bowsprit by strong lashings arround the heel of the Jib Boom at the same time getting up tackles to the fore Mast head to secure the Mast, which was already sprung, and to releive in some measure the stress upon the Bowsprit caus'd by the fore & fore preventer stays, it is with great regret I am to add that all my endeavours proved of no greater Consequence than probably for to retard for a very little time what eventually took place, as at half past 3 P. M. the Bowsprit gave way & at the same instant the fore Mast went over the side leaving us totally dismasted, & with the loss of the principal part of the Sails and Rigging, which in our then-Situation — was not Practicable to preserve —

[Taken from the Log Book]

7<sup>th</sup> [January] Sea Day Ship sailed from New Port, Mizzen top Sail Yard lost.

11<sup>th</sup> fresh Breeses and cloudy weather, Wind N. Westerly, Top Gall<sup>t</sup> Yards sent down — a cross sea and squally — at 9 close reef'd top sails, At 11 handed the fore and Mizzen topsails a sudden alteration of Weather from Cold to warm, found the rigging to slacken, but the Sea running so high found it impossible to set it up the risk being too great to cast off the Lanyards, at Noon thick weather the *Essex* in Company —

Sunday 12<sup>th</sup> P. M. Strong gales and a high Sea, Struck the Top Gall<sup>t</sup> Mast, At 6 lost sight of the *Essex*, In Main topsail, lay too under fore sail, and Mizzen stay sail, Burnt Several false fires, Signals for the *Essex* which were not answered — A. M. the Gale increasing, More Violent with a Cross Sea, at  $\frac{1}{4}$  before seven found the Main Mast Sprung, turned all hands up, Lower'd down the Main Yard, the Captain and Officers thought best to cut away the Main top Mast to save the Main Mast, Lieu<sup>t</sup> Bosworth and five Men went into the Main top to execute that duty, At 8 the Main Mast went over the sides, carried away the Mizzen Mast, lost Yards, Sails & Most of the Rigging, Lieu<sup>t</sup> Bosworth lost although every exertion made to save him, the Men all saved, several wounded by the Wreck, at 10. A. M. found the M<sup>t</sup> Sprung, Swifter'd in the Rigging and took all possible means to save the Mast, At Noon Still a Violent Gale with a high Sea —

[NDA. NO.]

To Lieutenant Wilson Jacobs, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 26<sup>th</sup> April 1800

Lieutenant WILSON JACOBS or the  
Commanding Officer of the  
*George Washington*  
Newport Rhode Island — }

SIR Immediately upon receipt hereof, you will assume the command of the *George Washington* — and navigate her to this place with all possible dispatch.

The preparatory steps to be taken are — to call on all the officers formerly attached to the Ship, not otherways appropriated to place themselves under your Command — and immediately to recruit a sufficient number of Seamen, for the accomplishment of the present object — which may be entered either for the trip, or for 12 months —

Mess<sup>rs</sup> Gibbs & Channing will furnish monies upon your requisition to enable you to carry these orders into effect —

I have the honor to be

Yr obed Servt

B[ENJAMIN] S[TODDERT]

P. S — It is presumed that 30 or 40 men, will be sufficient —

[NDA. OSW, Vol. 3, 1799–1800.]

To Secretary of the Treasury from Jeremiah Olney, Collector of Customs,  
Providence, R. I.

CUSTOM HOUSE

DISTRICT OF PROVIDENCE the 26<sup>th</sup> Ap<sup>l</sup> 1800

SIR Two Three pound Iron Cannon was this day cleared on Board the [Merchant] Sloop *Gen<sup>l</sup> Greene* George Waldin Master bound for Newport — Shipped by & consigned to said Master —

was also cleared this day One Box containing 28. Muskets on Board the Sloop *Maria Jesse* Comstock Master bound to New York — Shipped by Jn<sup>o</sup> Whipple of this Town — consigned to Jn<sup>o</sup> Astor of New York —

I am very respectfully

Sir

your Obed<sup>t</sup> Serv<sup>t</sup>

JERE<sup>h</sup> OLNEY *Coll<sup>r</sup>*

OLIVER WOLCOTT Esq<sup>r</sup>

[R. I. HS.]

To Secretary of the Navy from Captain Silas Talbot, U. S. Navy

Duplicate

U S. Frigate *Constitution* at Sea near

MONTE CHRISTO April 26<sup>th</sup> 1800

SIR, I did myself the honor to address a letter to you Yesterday, and enclosed copies of Orders given, and letters that had pass'd between Captain Perry of the *General Greene*, & myself on the subject of his remaining in port, instead of making the best of his way to America, agreeably to my Orders to him of the 6<sup>th</sup> instant, founded on those I had been favored with from you.

As Captain Perry still continues at the Cape, Notwithstanding he received my Orders two days ago, directing him to proceed immediately to Sea, and as I could not discover any appearance of his moving soon, I this day dispatch'd the little Tender, with another letter to him, in which I directed him to put to Sea early tomorrow morning. Whether the Captain will please to respect this last Order I am yet to learn: A copy of this letter to Captain Perry, shall be enclosed.

I am afraid the Captain will not be able to reconcile such tardiness to your satisfaction, for sure I am, that it cannot be satisfactorily explain'd to my mind — When the *General Greene* went into port, there was not, (as I conceive) any occasion for her to remain there, longer than one, or two days. But she has been there Twenty days, a period nearly sufficient to have made her passage to America —

But still the ship is in port, and what detains her there, I am not able to conjecture. The Ship wanted no repairs, at least none were reported to me. She wanted no provisions, at least none of consequence, and if any at all, a few hours might have been sufficient to obtain them from the shore, and a few hours might also have been sufficient time to have landed all his surplus stores on hand. There was nothing therefore wanted for the Ship but water sufficient to serve her crew to New Orleans, where it can be pump'd on board from along side, as in the Delaware

It is therefore clear to me, that he could have easily obtained enough on board, to have answered all his present purposes in the course of one day, and night, or in two days at most. —

What good excuse then can be offered, why the Ship has been delay'd twenty days in port, and still remaining quietly at Anchor? — The Captain in his letter to me says "some Americans requested him to tarry, that they might have a place of safety, to retreat to", alluding as I suppose to some disturbances, among the Negroes in the Country. But had he left port as expeditiously as I presume he might, and ought to have done, he would have been on his way to New Orleans, before any application of this kind was made to him, or thought of. Beside the *Herald* was then, and is still in port. The next difficulty seems to have been (from his own statement) that the Commandant was out of Town, at Au de Cap. & therefore he could not Obtain a pass for the ship to go out by the fort. This, Sir, is not the first time I have heard a Similar Story from him, as an excuse for his remaining in port longer than was expected. — Captain Perry has therefore been unfortunate in that respect. — If Captain Perry had been desirous of leaving port; I cannot but suppose that he might have easily obtain'd a pass, if any at all was *necessary*, especially if he had gone personally to Au de Cap, which is but *three miles*, to apply for it. Captain Perry seems not to have recollected, all this while, that he had my Orders in his pocket to proceed to Sea, as soon as he could land his superfluous provisions, and to take in water, sufficient to last the crew to the next port. It is observable however, that though Captain Perry could not obtain a pass to come out of Port our Merchant Vessels, were going in, and coming out, every day. & in the mean time the Tender *Amphitheatre*, went into port twice, with Orders to Captain Perry, and she was not detained: nor was any attempts made to detain her. — Another reason equally futile (in my Opinion) is offered by the Captain; he seems to state that about the time he could obtain a Pilot to take the Ship out, General Toussaint requested him to tarry two days longer, in order to take on board two French passengers to America. It is not Sir, incompatible with good discipline that in a case like the present, that a request from Toussaint should be listened too and obey'd, in preference to my Orders then in his possession, to proceed to Sea *immediately* & at all events! Or, is it not strange that Captain Perry could not find an ample apology, to offer to General Toussaint for not complying with his request, which would Occasion such delay; by Observing to the General, he had received my Orders to put to Sea immediately, and adding that he could not Justify so great a breach of Orders from his commanding Officer? But no such excuse seems to have occur'd to him; nor does he seem to recollect that the rules of the Navy, strictly forbids a Captain taking any passengers on board in a foreign port, unless so directed by a Minister, or Consul of the United States, which Orders he does not pretend to me, to have received from our Consul at the Cape. But he seems to consider the thing as a matter purely discretionary with himself Only.

I observed some days ago that the *General Greene* was dress'd out, and decorated greatly with Colours. The same thing is repeated again this day, with the Addition of a number of Salutes fired from

her. The Occasion of this parade and waste of powder I know not. But it is to be hoped, there is a good reason to be given for it.

Being under strong conviction that you will have cause to be dissatisfied with regard to the delay, which has been occasioned in the sailing of the *General Greene*, I have thought it, a duty to myself, to explain the matter candidly, so that, if any censure was likely to be reflected on any one, it might light on him who merited the blame.

I have the honor to be with  
great respect,

Sir,

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

SILAS TALBOT.

Hon<sup>ble</sup> BENJAMIN STODDERT }  
*Secretary of the Navy* }

Yesterday the 27<sup>th</sup> —

NB since closing The *General Greene* sail'd [April 28<sup>th</sup>] from the Cape

I am with much respect

Sir

Your humble Serv<sup>t</sup>

SILAS TALBOT.

[NDA. CMR, Vol. 1, 1799-1805.]

[Enclosure]

To Captain Christopher Raymond Perry, U. S. Navy, from Captain Silas Talbot,  
U. S. Navy

A Copy

U. S. Frigate *Constitution* at Sea  
Ap<sup>l</sup> 26<sup>th</sup> 1800.

Captain CHRISTOPHER RAYMOND PERRY }  
Command<sup>r</sup> U S Frigate *General Greene* }

SIR, I am not a little surprized that the *General Green* still remains in Port, Notwithstanding my Orders, delivered to you on the 24<sup>th</sup> instant to put to Sea immediately, and at all events; since which you have suffer'd two mornings to escape, with fair oportunities to come out with the Ship. When you went into port I did not expect you would have remained there, longer than one day, or two at most — Nineteen, or Twenty days have since elapsed, and Yet the Ship is at anchor, and no appearances of her Coming Out.

I consider it my indespensable duty, to repeat to you my Orders, and to direct, that you get the *General Greene* under weigh, early tomorrow morning, and proceed with as much dispatch, as practicable to the U States, by way of New Orleans, and the Havanna, agreeable to your Orders from me, on the 6<sup>th</sup> instant, as I am confident, that blame will attach to me, if not explained, on account of your detention.

With a view therefore to prevent any Stigma, on my Conduct I shall represent the matter, to the Hon<sup>or</sup>able, the Secretary of the Navy — To him you must explain the Cause of your detention, if he should please to require it, and I hope you will have the honor to do it, to his Satisfaction.

I send the Tender into port a second time, for no other purpose, but to urge your Sailing. —

I have the honor to be

Sir

Y<sup>r</sup> Obed<sup>t</sup> Servant

SILAS TALBOT

[NDA. CMR, Vol. 1, 1799–1805.]

To Captain Silas Talbot, U. S. Navy, from Captain Christopher Raymond Perry,  
U. S. Navy

United States Frigate *Gen<sup>l</sup> Greene*

CAPE FRANCOIS Ap<sup>l</sup> 26 1800

SIR I am duly Honoured with yours of the 26 Instant, and in reply beg leave to observe that I have not detained the *Gen<sup>l</sup> Greene* in Port from choice but from necessity — it most certainly was impossible for any Ship to take in 15000 Gallons of water in one day, and I had many other Articles to Procure, and when I applied for a Passport I could not obtain one — since which through the solicitation of Gen<sup>l</sup> Toussaint and M<sup>r</sup> Stevens, I have been preva[i]lled upon to wait for[t]y eight hours, for the purpose of taking to America two Gentlemen whom Gen<sup>l</sup> Toussaints sends to the Executive of the United States — This I should not have done, had I not been persuaded that you would have approved of the Measure — from the state of affairs a few days since the Americans had every thing to fear — every body under arms — the streets continually Patroll<sup>d</sup> every night by four or five hundred men, and 12 or 14 thousand men under arms, Collected at Haut Du Cap a Village within three miles of the Town — Those Circumstances Joined had very disagreeable appearances, American Sitizens could have no other Asylum than the *Gen<sup>l</sup> Greene* and *Herald*

I shall Sail in the Morning with all M<sup>r</sup> Steven's dispatches, and the [MS mutilated] mentioned *Gen<sup>l</sup> Greene*

I have the Honor to be

Sir

with real Respect

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

CHRIS. RAYMOND PERRY

SILAS TALBOT Esquire

Comd<sup>t</sup> of the S<sup>t</sup> *Domingo Station*

[NDA. CMR, Vol. 1, 1799–1805.]

[26 April 1800]

Concerning Prize Money due the U. S. brig *Pickering*, and U. S. S. *Delaware*

The *Atalanta* was captured by the *Pickering*, Captain

Hiller, in company with the *Delaware*, Capt Baker.

She was sold at S<sup>t</sup> Kitts by D. M. Clarkson & netted

as per acco<sup>t</sup> Sales herewith-----

£. 2,559:16:1

One half p<sup>d</sup> to Capt Hiller Ap<sup>l</sup> 26. 1800 — - 1.279:18.1

One half carried to C<sup>t</sup> U. States p<sup>t</sup> a/c----- 1.279.18.1

2,559.16.1.



The above sum, therefore, of 1279:18:1, equal to 3,101 78/100 Dollars left in the Hands of the Navy Agent, properly or improperly, for Navy purposes, should be paid by the Navy Depart<sup>t</sup> to the Commissioners of the Navy Pension Fund by a Warrant to be charged to D. M. Clarkson.

The *Ocean*, captured by the *Delaware*, Capt Baker, was likewise sold by Clarkson and the whole amount of net proceeds £ 617:16.0 equal to 3921:93 carried to the credit of the Captors. Clarkson however charges the Captors with two accots (herewith 1 & 2) of supplies to the *Delaware* amounting to 2,312 Dollars 24 cents. The amount due to the Fund on account of the *Ocean* being but 1960:96 would, if that acco<sup>t</sup> were correct, leave a balance in favour of Capt Baker of 351 28/100 D<sup>rs</sup>. But on examination it appears that only 826:03 thereof can be admitted as chargeable to the *Delaware*: the balance being for Slops, Money & private Stores for the purser and other Officers. The Purser, Edw<sup>d</sup> I. Peyton, has not accounted for any of them at this Office; but he may have done so to Capt Baker. — Captain Baker is certainly accountable to the Navy Department for one half of the proceeds of this prize viz..... 1,960.96. deduct Supplies to the *Delaware*, admitted..... 826.03

would be due N. Dept by Capt Baker..... 1,134.93

If an account should be settled as above the Navy Department would be the creditor of Capt Baker for 1134:93. As the Affair now Stands the Pension Fund is the Creditor to the amount of 1960.96. —

The question is which is most proper?

Gurney & Smith have repeatedly demanded payment of the whole am<sup>t</sup> of supplies 2,312:24 — instead of complying the Department has required them to pay 1960:96 to which request they have returned no answer; but they certainly will not do it without compulsion is used. —

Would it not do to inform them that on their paying 1134.93 they should be released? And on their refusal suit should be brought? —

[NDA. XZ, 1798-1800.]

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Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Saturday, 26 April 1800

Fresh breezes and cloudy, Lying too off Cape francois

½ past 1 Wore and made sail In chace to the Northward

At 4 Shortn<sup>d</sup> sail brought too and boarded the chace an American Schooner Recaptured by Captain Perry and orderd to Newport Rhode Island, at 5 wore to the southward at 7 the Cape S by W ½ W, 4 or 5 leagues Tackd as nessasary during the night to keep our station.

At daylight Saw the cape S by W, 3 leagues, and a strange sail to leward which appeard to be bound to the Cape, saw the U S Ships *Gen<sup>l</sup> Green*, *Boston* & *Herald* all dressd with colours and firing a Salute after Receiveing General Touissant. At ½ past 9 Tackd to the Northw<sup>d</sup> and Gave chace,

At 11 Shortnd sail and boarded the chace an American Brig from the cape bound to Rhode Island

At ½ past 11 filld and parted company with the tender *Amphitheatre*

At 12 Cape francois bore S by E 4 leagues

[NDA photostat.]

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Extract from journal of the French privateer schooner *Ester*, 26 April 1800

[Translation]

6 FLORÉAL Year 8

We got under way at two in the morning light land breeze heavy sea at seven o'clock we sighted a small coasting craft along the coast which was sailing down at half past nine the wind from the east heavy sea tacking off shore we broke the bowsprit we were obliged to put into Port Caballe [Puerto Caballo] to make another one at half past ten we anchored in five fathoms of water inside with the barge and we remained at anchor the whole night rain wind.

[SDA. CL, Cape Haitien, Vol. 1.]

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Extract from log book of U. S. Ship *General Greene*, Captain Christopher R. Perry, U. S. Navy, commanding, Saturday, 26 April 1800

[In harbor of Cape Francois] Pleasant — General Toussaint and his suit paid a Visit on board the Frigate — received him with a Federal Salute, on his coming on board —

[NDA, NO.]

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To Lieutenant John B. Cordis, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

NORFOLK 27 April 1800

(Copy)

SIR As you are now the first Lt of the *Chesapeake* Frigate under Command of Captain [Samuel] Barron — I take this early opp<sup>y</sup> of Recommending to you — to be Steady in supporting your Commander, and that you will discourage and discountenance every thing that has a tendency to Mutiny and disorder in the late Crew of the *Congress* now turned over with the principal part of the officers to the *Chesapeake*, and in order to throw light, wherever I think it may be wanted — I enclose you an extract from a Valuable Law book — Molloy's De Jure Maritimo — Ninth Edition Vol 1 — and Page 256.

“Princes ought not to listen too much to the mutinous Demands of the Crew or any others, whoes ambition watches their Ruin, whereby to conceive anger against their Commanders — for it is easier to purge out the Choler and discontent, that is got under the Hatches — than to provide Commanders of Conduct, Courage and faithfulness to govern their Expeditions”

I have the honor to be Sir  
Your Very Ob<sup>t</sup> S<sup>t</sup>

THOMAS TRUXTUN

Lt JOHN B. CORDIS.

[NDA, NO.]

[27 April 1800]

To Secretary of the Navy from Master Commandant Richard Law, Jr., U. S. Navy

(OFFICIAL.)

*United States sloop [Brig] Richmond,  
At Sea, April 28th, 1800.*

SIR, I have the honor to inform you, that yesterday, in company with the *Connecticut* (Passage Island bearing S.E. distance 5 leagues) I fell in with and recaptured the Ship *Thomas Chalkley* of and from Philadelphia, with a valuable cargo bound from St. Thomas; she had been 50 hours in possession of the French, and was in company of the privateer bound for St. Johns. — Captain Tryon gave chase to the privateer whilst we were after the ship, but although he was in sight of her hull from his deck for six hours, could gain nothing, and she got into St. Johns. — She had captured and ordered for St. Johns, four American vessels, one of which was the schooner *Chance*, which I recaptured last week, and dispatched for New-York, agreeable to what I had the honor to write to you, under the date of the 22d inst. I am fearful the other two vessels have got into St. Johns. Captain Tryon has the *Thomas Chalkley* now in tow, and 'tis probable will be in St. Thomas's to-morrow.

I have the honor to be, &c.

RICHD. LAW, JUN.

HON. BENJAMIN STODDERT, }  
Secretary of the Navy. }

[LC, "Claypoole's American Daily Advertiser", (Phila.), 30 May 1800.]

Extract from log book of U. S. Ship *General Greene*, Captain Christopher R. Perry,  
U. S. Navy, commanding, Sunday, 27 April 1800

At 2. P. M. call'd all hands to unmoor Ship — at 6 got under way and run out of the Harbour, at 9 hoisted in the Boats — At 10 parted with the U. S. Ship *Herald* Lieut<sup>r</sup> Russel — At Meridian Point Picalet [?] bore S.E. B E distance 5 or 6 Leagues —

[NDA, NO.]

To Secretary of the Treasury from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 28th April 1800*

OLIVER WOLCOTT Esquire  
*Secretary of the Treasury*

SIR I have already taken for the use of the Navy, more of the Masts contracted to be furnished by M<sup>r</sup> Cooper, for the Algerines, than will be wanted for years. — I know of no usefull purpose to which those procured by Mess<sup>rs</sup> White & Rartin could be applied, were they to be received by the Public

I have the honor to be with

Great respect

Sir

Yr most obed Servt

[NDA. Req. on US T, 1798-1803.]

[28 April 1800]

Protest of Pardon Sheldon, Master, Sloop *Hiram*, captured by French privateer  
*Soliel*

By this Publick Instrument of Protest Be it known and Manifest  
That on the Nineteenth day of June A D 1800 —

Before Me Sam<sup>l</sup> Chace Esq<sup>r</sup> Publick Notary Duely admitted & Sworn for the Town & County of Providence State of Rhode Island and Providence Plantations Personally appears Capt. Pardon Sheldon late Master of the Sloop *Hiram* owned by & belonging to Mess<sup>rs</sup> William Earle John Earle & Oliver Earl Merch<sup>ts</sup> in Providence and partly chartered By Capt Charles Sheldon and Being Engaged according to Law Doth Depose and Declare — That He saild out Master from hence in said Sloop for Charlston South Carolina & arrived there well after a Tedious Passage. That He saild from thence — agreeable to his orders — Bound for the Island of S<sup>t</sup> Thomas's.

That on the twenty Eighth day of April A D 1800 in Latitude of 18. & 19 North — He was Captured By a French armd Schooner calld the *Soliel* of Gaudaloup Commanded By one Capt Goy — who Took and Detaind from him all his Vessells Papers including in Particular His vessells Register — which were all kept from Him & out of his Power to Recover

PARDON SHELDON

Wherefore the said Capt Pardon Sheldon Protests — and I By His Desire Do Hereby Publickly Protest against the said Capture. — By which Means He has lost His Sloops Register & Papers as afore mentioned, and against all Loss Cost & Damage that accrues thereon To the owners or others Concerned therein

Thus Done Sworn to and Protested under my Hand & seal Notarial in Providence in State Rhode Island & Providence Plantations on the Day & Date above

SAM<sup>l</sup> CHACE *Publick Notary*

Protest 9/  
Stamp 1/6

10/6

[R. I. HS, photostat.]

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Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Monday, 28 April 1800

Fresh Breezes and Cloudy, Employd working to Windward to the Northward of Cape Francois

at 1 saw two strange sails to leward of the Cape  $\frac{1}{2}$  past 1 Joind company with the *Amphitheatre* from the Cape who Informd Captain Talbot that the two strange sails to leward were the United States Ships of War *General Green* and *Herald*

At 7 Wore to the Northw<sup>d</sup> fresh breezes the Cape S by W 5 leagues the *Herald* S by W 6 leagues

Made and shortnd sail as nessasary during the night to keep our station

At Daylight Joind company with the U S Ship *Herald*

At 8 Shortnd sail out boats and Received a quantity of Provisions which the *Herald* had brought out of the Cape from the Store Ship that came from Newyork

At 12 Moderate breezes lying too receiveing stores from the *Herald* Cape S by E, 5 leagues

[NDA photostat.]

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

[PHILADELPHIA]

*Navy Department 29th April 1800*

Captain PATRICK FLETCHER  
of the *L'Insurgente* —

SIR You will proceed to Baltimore and assume the command of the Frigate *L'Insurgente*, and give every aid in your power to promote her equipment & preparations for sea. —

You will on your arrival take a full view of all the arrangements heretofore made, and if you think them judicious, make no changes, but you must not suffer the Ship to be injured for want of a little more expence if necessary —

Mr Archibald Campbell is the Navy Agent and you will find him disposed to give you every kind of assistance. —

There are two Lieutenants on board — another will join the Ship in time — The Midshipmen have generally been furloughed, but to join in season. — You will be pleased to let me hear from you frequently, & point out in time anything necessary for me to attend to, to get the Ship to sea

I have the honor to be

Yr obed S<sup>t</sup>

[NDA. OSW, Vol. 3, 1799-1800.]

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To Archibald Campbell, Navy Agent, Baltimore, Md., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 29th April 1800*

ARCH<sup>d</sup> CAMPBELL Esq

SIR This will be delivered by Captain Fletcher who goes to Baltimore to take the command of the *Insurgente*. — He is an experienced & a good officer — and is a good judge of the fitting of Warlike vessels — I have told him that he would experience from you every disposition to give him all the aid in your power towards fitting the Ship

I have the honor to be

Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

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

[PHILADELPHIA]

Navy Department 29th April 1800

Captain WILLIAM BAINBRIDGE  
of the *Norfolk* —

SIR Lieutenant Calvert will relieve you in the command of the Brig *Norfolk*. — I have this day give him Instruction to this effect —  
I have the honor to be

Sir

Yr most obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. OSW, Vol. 3, 1799–1800.]

To Secretary of War from Secretary of the Navy

[PHILADELPHIA]

Navy Department 29<sup>th</sup> April 1800

The SECRETARY AT WAR

SIR In February last, I ordered Captain Talbot to direct the General Greene to call on her return to the United States at the mouth of the Mississippi for General Wilkinson. I sent four copies of the order by as many different conveyances, & I have no reason to doubt that the order was received in due time.

I have the honor to be with great respect

Yr Obed Serv<sup>t</sup>

B[ENJAMIN] S[TODDERT]

[NDA. LB, Sec. War.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Tuesday, 29 April 1800

Moderate breezes and clear weather, Employd receiveing provisions from the Store ship, sent out by the *Herald*, At 2 In boats and filld to the Northw<sup>d</sup> at 3 Wore to the Southward and made all sail, at 4 Bore up shortnd sail and boarded a strange sail outward bound from the cape to Baltimore

At 6 filld and parted company with the *Herald* at 8 Wore ship and parted company with the tender *Amphitheatre* at 9 Split the Jib sent it in and bent another

continued working to Windward under all sail during the night

At Daylight Moderate breezes and Rain

At 8 light Breezes and clear weather Employd Washing between decks

At 12 Moderate breezes from the Eastw<sup>d</sup> Monte a christo bearing S E by S, 9 or 10 Leagues

[NDA photostat.]

Extract from journal of the French privateer schooner *Ester*, 29 April 1800

[Translation]

9 FLORÉAL Year 8

We got under way at one in the morning and came out of the Bay light land breeze and we stood on sailing up during the day light squalls and little wind at half past two we were anchored off Briguantin [Bergantin] inside the reefs in three fathoms of water three leagues more to windward of Puerto Plata Fair weather. not having seen anything; winds from the east-north-east we remained at anchor all night.

[SDA. CL, Cape Haitian, Vol. 1.]

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

[PHILADELPHIA]

*Navy Department 30th April 1800*

Stephen HIGGINSON & Co  
*Boston*

GENTLEMEN There being sufficient evidence deposited in this office that part of the cargo of the prize Schooner *Buonaparte* was Sweedish property — I have paid M<sup>r</sup> Soderstrom Sweedish Consul 1239 D<sup>rs</sup> on your account as Agents for the prize — that sum is charged to you as Navy Agent on the Books of the Accountant — You have enclosed M<sup>r</sup> Soderstrom's power of Attorney and receipt —

There is a further claim of 435 Dollars for which he has yet received no power of Attorney — but which must be retained out of the proceeds of the *Buonaparte* and Cargo

I have the honor to be

Yr most obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. GLB Vol. 3, 1799-1800.]

To Stephen Higginson & Co., Navy Agents, Boston, Mass., from Accountant of the Navy

[PHILADELPHIA]

NAVY DEPARTMENT

*Accountants Office, April 30. 1800*

GENTLEMEN The Secretary of the Navy has this day Drawn a Warrant N<sup>o</sup> 1467 for 1239 \$. in favor of Richard Soderstrom Esq<sup>r</sup> for the purpose of paying for Sweedish goods captured in a French Vessel by the Ship *Merrimack*, with which you are charged, and for which you will forward to this office an acknowledgement

With respect

I am Gent

Y<sup>r</sup> Ob. S<sup>t</sup>

T TURNER

Mess. S. HIGGINSON & C<sup>o</sup>  
*Boston*

[NDA. LB Acct. 1798-1800.]

To Ebenezer Jackson, Navy Agent, Savannah, Ga., from Secretary of the Navy

[PHILADELPHIA]  
Navy Department, 30<sup>th</sup> April 1800

EBENEZER JACKSON Esquire  
*Savannah, Georgia*

SIR I am honored with your letters of the 14<sup>th</sup> Inst & 14<sup>th</sup> & copies of M<sup>r</sup> Millers letters to you of the 11<sup>th</sup> February and 15<sup>th</sup> March —

I pray you to purchase no more Live oak Lands for the Public after you receive this, unless you should then be so far advanced in a treaty for Blackpoint, as to consider yourself bound to take it —

When you have the Titles perfected to what you have purchased or may purchase, please forward them by post. —

It will certainly be proper for you to appoint a person to represent you as Navy Agent during your absence from Georgia — I have no inclination to supercede you by a new appointment —

I have the honor to be

Sir

Yr most obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. GLB Vol. 3, 1799–1800.]

Extract from journal of the French privateer schooner *Ester*, 30 April 1800

[Translation]

10 FLORÉAL Year 8

At half past five in the morning our captain and owner went to Puerto Plata with the barge during this time we took in water and bought provisions and we remained at anchor all night Fine weather.

[SDA. CL, Cape Haitien, Vol. 1.]

Extract from journal of the French privateer schooner *Ester*, 1 May 1800

[Translation]

11 FLORÉAL Year 8

We continued to take in water the barge not having returned In the evening at half past six we sighted off Puerto Plata a full-rigged vessel frigate or brig having remained at anchor for the night Fine weather.

[SDA. CL, Cape Haitien, Vol. 1.]



[2 May 1800]

Ship's Paper and Muster Roll of the French Schooner *La Magdelaine*, captured by  
U. S. Brig *Eagle*

[Translation]

GUADELOUPE

The 13th of the month of  
Floreal the year 8  
[2 May 1800] of the French  
Republic, one and indivisible

FRENCH REPUBLIC

Liberty or death—Human rights

Ship's paper

MONTHLY FITTING OUT STATEMENT

GUADELOUPE DEPARTMENT

The Schooner *La Magdelaine*

[Extracts from] Muster roll of the Schooner *La Magdelaine* — of  
fifteen tons burden owned by Citizen Jean-Baptiste Gaillard and  
commanded by the same to engage in Coasting-trade

NAMES, PLACES OF BIRTH AND RANKS.	AGE.	HEIGHT.	HAIR.
Jean-Baptiste Gaillard of St. Francois Captain	30 —	Tall —	Dark
Bazzol of Marie Galante Mate	50 —	Tall —	Red
Frederic Villeneuve of Desirade Island Seaman	25 —	Medium —	Dark
Pascal Villeneuve	17 —	Small —	Chestnut
4 men			

We the undersigned, owner and guarantor of the crew's wages,  
and of the rights of the pensioners, and master of the Schooner *La  
Magdelaine* certify this muster roll correct, listing four persons,  
obligating ourselves to enter accurately the divers alterations occur-  
ring during the voyage to produce the said crew on our return, and  
to observe during the same the laws of the Republic.

Done at Port de la Liberté the

13th of Floreal year 8 [2 May 1800]

(Signed) DE [illegible]

Seen by me commander in the Navy Chief of the Fitting-out and  
Enrollment Office the four persons mentioned in this roll, permit to  
Citizen Jean-Baptiste Gaillard Capt to employ them in Coasting  
we forbid him expressly to have anyone on board, without his being  
carried on his roll, he will depose on oath at the shipping master's  
office, immediately on his arrival in port; we enjoin him to produce

there immediately his crew and passengers; and if, during his voyage there occur alterations, such as desertion, death, replacement, etc., he will enter them accurately on his roll, and to observe strictly the rules and regulations of the Navy.

At Port de la Liberté The day, month, and year aforesaid

Seen and permit to go to Marie Galante

(Signed) AIMÉ [illegible]

Port de la Liberté the 13th Floreal year 8

[2 May 1800] (Signed) AIMÉ [illegible]

Seen and permit to go to Basseterre

Port de la Liberté the 18th of Prairial year 8 7 June 1800

(Signed) AIMÉ [illegible]

[NDA, XZ.]

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Extract from journal of S. Somes voyages "Voyage from Madeira to Tranquebar in the East Indies On Board of the Ship *Borneo*, Captain George G. Smith, Commander." Friday, 2 May 1800

Begins with Moderate Breeze and Clear weather at 3 P. M. unbent the new fore sail & bent y<sup>e</sup> old one Unbent the Main sail & bent the new fore sail for a Main sail — — — Middle part mostly Calm at half past 5 A. M. saw a ship to windward standing to the westward Call'd all hands set Royals at 6 fired a gun to Leeward and hoisted our Coulers which she not answering fired a shot athwart her fore foot — she still not noticing it tack'd ship & Gave her chase she then being on our weather Bow about 3 miles distance — at 10 a fresh breeze set steering sails — saw something upon the water astern of the Chase with a white flag thereon at 11 Came up with and pick'd it up it prov'd to be a Raft compos'd of bamboo with a white flag & a bottle containing a Letter from the Capt certifying she was an english ship homeward bound from Calcutta wore ship & stood on our Course

Latt Per Obs 25 51 [S]

Long 55° 07' E

[Harvard College Library.]

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Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Friday, 2 May 1800

Moderate Breezes and clear weather, Employd Work\* to windward between Isabella and port a platt

At 6 in the evening saw two Ships and one brig in the harbour of Port a platt, at 7 tackd off and Shortnd sail —

Continued standing off and on Port a platt under an easy sail all night —

At Daylight moderate breezes, at 5 in the morn\* sent two officers with the small Cutter into the harbour of port a platt — at ½ past 10 Gave chace to a strange sail standing out of port a platt

At 12 fird a Gun to bring too the chace, shortnd sail and boarded the chace, a Danish Ship from port a platt bound to Cape Samana

At 12 Port a Platt bore S ½ E eight miles

Latitude Observed 20° 17' North

[NDA photostat.]

Extract from journal of the French privateer schooner *Ester*, 2 May 1800

[Translation]

12 FLORÉAL Year 8

At six in the morning we saw a three master leaving Puerto Plata at seven o'clock there came alongside a canoe laden with provisions and two guns [obusiers] to be put on board the privateer *Ester* at half past seven we sighted a three master off shore which the lookout saw at eight o'clock we saw the barge leaving Puerto Plata at ten o'clock she came alongside with some supplies at eight in the evening we got under way having seen the frigate all day abeam off Brigantin [Bergantin] we stood on all night rowing [?] gentle land breeze pretty fine weather.

[SDA. CL, Cape Haitien, Vol. 1.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Friday, 2 May 1800

[Moored in Havana Harbor] Light Breezes this Day people Employd on Varias parts of ships Duty as Watering Cleaning ship Overhauling Rigging &c Arrived A Vera Cruz packet with the *Eagle* and *May Flower* (Schooners) Providence Cruisers as prizes to her

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

To Robert Liston, British Envoy Extraordinary & Minister Plenipotentiary, from Secretary of State

DEPARTMENT OF STATE

Philadelphia May 3 1800

SIR, In reference to your letter of the 2d of February last, I soon after took occasion to intimate to you what appeared to be the President's way of thinking on the subject. I have now the honor to state to you, that while by the law of nations, the right of a belligerent power to capture and detain the merchant vessels of neutrals, on just suspicion of having on board enemy's property, or of carrying to such enemy any of the articles which are contraband of war, is unquestionable, — no precedent is recollected, nor does any reason occur, which should require the neutral to exert its power in aid of the right of the belligerent nation in such captures and detentions. It is conceived that after warning its Citizens or subjects of the legal consequences of carrying enemy's property or contraband goods, nothing can be demanded of the sovereign of the neutral nation, but to remain passive. If, however, in the present case, the British captors of the brigantine *Experience*, Hewit, master, the ship *Lucy*, James Conolly master, & the brigantine *Fair Columbia*, Edw<sup>d</sup> Carey, master, have any right to the possession of those American vessels, or their cargoes, in consequence of their capture and detention, but which you state to have been rescued by their masters from the captors, and carried into ports of the United States — The question is of a nature cognizable before the tribunals of Justice, which are open to hear the captor's complaints, and the proper officer will execute their decrees. —

You Suggest that these rescues are an infringement of the law of Nations. Permit me to assure you that any arguments which you shall offer to that point will receive a just attention.

With regard to the British Seamen and deserters who have assisted in the rescues, with great truth I am authorized to assure you, that the Government have no desire to retain them: but besides that the many months elapsed since those events, and the consequent dispersion of the men, would probably render their delivery impracticable, it is not known to be authorized by any law. This has brought into view your project of stipulations for the mutual delivery of deserters, whether seamen or soldiers: and I have now the honor to inclose a counter project, by which you will see the objections which have occurred to your propositions. The President has been pleased to direct and empower me to negotiate with you on this subject & it will afford him great pleasure if we can make a satisfactory arrangement.

I have the honor to be with  
great respect,

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

ROBERT LISTON Esq<sup>r</sup>  
*Envoy Extraordinary &  
Minister plenipotentiary  
of his Britannic Majesty.*

[Mass. HS. Pickering Papers, Vol. 13.]

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

U S Frigate *Constellation*  
HAMPTON ROADS May 3 — [1800]

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

SIR I have now the honor to address you from on board this frigate which you have done me the honor to place under my Command; but as Cap<sup>t</sup> Truxtun informs me that he gives you a regular detail of the progress of our outfit I have only to assure you of my steady cooperation with him to arrive [at] the desirable moment when we can announce to you that we are ready for our departure, but I find he has counted upon the abilities of the Mechanicks & other operators here on falacious grounds — the work has not progressed as fast as he had a right to expect and it is my firm belief that we shall not be ready for Sea till the 15 Ins<sup>t</sup> if then.

I hope we shall not be detained for want of our sails, as we depend upon those that are to come on from Phil<sup>a</sup> —

We have discharged all those Men whose times have nearly expired & replaced them with others shipped at Baltimore, & Norfolk so that there will be no delay on that head & shall be able to make a full four Months Cruise from the time of our departure unless you think it advisable to order us back sooner

I am

Your Mos<sup>t</sup> Ob<sup>t</sup>

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

To Secretary of State from Robert Ritchie, U. S. Consul, Port Republican

OFFICIAL.

FORT REPUBLICAN, May 3, 1800. [\*]

TIMOTHY PICKERING, ESQ.

For the information of Merchants of the United States, I have to announce to you, that the army of Gen. Touissaint, after effecting the capture of Bennet, performed a rapid march across the country, and by its sudden appearance, and the judicious positions that detachment of it were placed in, caused an immediate evacuation of Grand and Petit Gauve by the troops of Rigaud. The troops of Gen. Touissaint have been in quiet possession of both these places for some days past, and a commercial intercourse has already commenced with the port of Petit-Gauve, which has considerably augmented the prices of American provisions in this market.

As this success has opened to us a communication with a rich country, I flatter myself our trade will be greatly benefitted thereby. One certain advantage resulting from this event, and which is highly to be prized, is, the stop it will put to the career of those piratical barges, which have infested the Bite, as they are now deprived of a port in the vicinity of Gonaive to fit out and resort to.

I have the honour to be, &c.

ROBERT RITCHIE.

[\*Some newspapers gave the date of this letter as 8 May 1800.]

[LC, "New Hampshire Gazette", (Portsmouth), 24 June 1800.]

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Extract from a letter from St. Kitts, commenting on conditions at that place

ST. KITTS,  
May 3d, 1800.

"Nothing material has occurred since I wrote you last — we have just returned from a cruize off St. John's, Porto Rico, in which we had very bad weather, and met with no success. At St. Thomas's we saw some of the crew of the French ship [*La Vengeance*] which engaged the *Constellation*; she was condemned at Curracoa, as unfit for sea, and lost 120 men killed with a great number wounded; it was with the greatest difficulty she could be kept afloat till they got in, so roughly did Truxtun handle her. We are now preparing to go on another cruize off Grandterre, Guadeloupe, where we have great hopes of taking some more of the pirates, and making some valuable recaptures. There is a French ship of war there of 24 guns, and a great number of privateers of different sizes, amounting to 170 sail.

"The British May fleet sails from hence to-morrow, under convoy of the *Prince of Wales* of 98 guns, Lord Hugh Seymour, and several frigates; it will consist of near 400 sail of the largest ships I ever saw, all richly laden with the produce of these islands. The French and British privateers are all swarming, the former to capture, and the latter to recapture.

"Last night we heard a considerable noise with the reports of pistols, &c. on board a British transport which lay alongside of us — She has about 200 French prisoners on board who rose upon the

crew, 30 in number; the combat lasted but a short time, and ended in the death of three of the prisoners, and ten wounded."

[LC, "Claypoole's American Daily Advertiser", (Phila.), 9 June 1800.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Saturday, 3 May 1800

Moderate Breezes and clear weather, lying Too with the Danish Ship in company, at 2 bore up and ran down along the land to windward of port a platt, at 4 Brought too with the Main top sail to the Mast waiting for the Boat to return from Port a Platt. At 7 the boat returned from port a platt which harbour is formed by a small Island and reef of shoal water on the West side of the harbour and a reef on the East side of the harbour and a small point on which they have a small Fort with Four Guns, the harbour is a small round Bason and very safe with all winds except a North which makes a heavy sea

Abreast of the Town which contains about one hundred houses or hutts the Water is shoal from 15 to 20 feet and from the Town out In the fair channel there is from 5 to 22 fathoms about one mile from thence

At 8 filld by the Wind to the Northw<sup>d</sup> under an easy sail, AM at 1 Tackd to the Southward and stood in for the land, at daylight saw a strange sail Gave chase to the Southward, at 7 boarded the chase an American Schooner from S<sup>t</sup> Croix bound to Cape Francois

At 12 Moderate port a platt S by E 5 or 6 leagues —

Latitude Observed 20°17' North

[NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Saturday, 3 May 1800

Commences with fresh breezes and fine weather; People employd at ships duty Pleasant weather and clear. At ½ 10 pm, hauld up Mainsail. We draw near the Island of Java & keep a good lookout this night. at ½ past 2 AM tack'd to the S<sup>d</sup> At 4 am wore to the N<sup>d</sup> — and made sail for the land. Saw some driftwood and plenty of birds.

Lat. Observed 7.36 S

Longitude in 106.10 E

[LC, EPP, 1799–1800.]

Extract from journal of the French privateer schooner *Ester*, 3 May 1800

[Translation]

13 FLORÉAL Year 8

At daybreak we sighted a three-master at a distance of two leagues from us having recognized her as the one which had put out of Puerto Plata and a small craft farther out in the offing at six o'clock we saw the same frigate alongshore opposite Brigentin [Bergantin] and we having proceeded anchored at eleven in the morning at L'Ermite twelve leagues more to windward of Puerto Plata in order to wait for the Citizen Petition who was to rejoin us in order to sail up with us we remained all night at anchor Fine weather.

[SDA. CL, Cape Haitien, Vol. 1.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding,  
U. S. Ship *Ganges*, 3 May 1800

Came to near the Brown in 9 fathoms of water. —  
[In the Bay & river of Delaware.]

[NA.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S.  
Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding,  
Saturday, 3 May 1800

[In Havana Harbor] Light Airs this Day the fore part All Ready  
for sea the Pilot and Capt did not think proper to get under sail for  
fear of Damage Sent the Cutter for warter All Hands Employd on  
sundry parts of Duty at 9 P M I went on Deck past to the Gangway  
found A Gun Catridge Box and Great Coat the Centinel Deserted  
his post

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

Extract from letter to Secretary of State from U. S. Consul at Surinam

SURINAM, May 4, 1800.

"I have the honor to inform you, that his Excellency the Governor  
has this day communicated to me, that vessels of the United States  
are no longer permitted to take in produce on freight, or otherwise,  
for England — and allowed to land only Lumber, Fish, and Flour —  
and to take away in payment therefor *Molasses only*.

"Also, in consequence of the Governor's Proclamation of the ———  
allowing neutral vessels to take away any produce, giving Bonds to  
land the same in England, letters were written to Merchants in the  
United States, advising to send vessels here to take freight — it  
seems necessary that the revocation of this privilege should be gener-  
ally known. This moment his Excellency's proclamation on the  
subject is shewn to me; but there is no time to procure a copy to  
transmit to you by this conveyance. Officers of the British Customs  
are appointed to supercede those appointed by the Commander in  
Chief at the Surrender of the Colony. — Instructions from his  
Majesty's Ministers have been lately received concerning the navi-  
gation and trade to this colony — I have seen them — They are  
written in a pressing, censoring style, against the admission of Neutrals  
to a participation in the trade any further than absolute necessity  
will justify and require. The admission of European Neutrals is  
positively forbidden, and American vessels are limited to the landing  
of Lumber, Fish and Flour — unless the Governor, by Proclamation,  
declares that the Colony are in want of beef and pork. In regard  
to the taking away produce, Molasses and Rum are only allowed —  
but the language is not so positive in regard to this restriction, as  
they appear to understand that neither rum nor molasses are here  
to be found — The Proclamation of the Governor, nevertheless inti-  
mates, that at present he shall execute these instruments strictly."

[LC, "The Mass. Mercury", (Boston, Mass.), 4 July 1800.]

[4 May 1800]

Extract from a letter from an officer on board the American private armed brig *Ariel*, Captain Coates, concerning her encounter with two French privateers, while en route from Canton to Philadelphia

At St. Kitts, June 2.

"This will, I expect, inform you, that I have had the misfortune of being again taken by the French.

"On the morning of the 5th of May, being then within 10 days sail of home, we saw two sail; and as the day broke, we discovered they were privateers. They both bore down on us, and hoisted French colours, and we hoisted American colours and cleared the ship for action. At half past six they were within gun shot, when we began our fire, which they returned, until a quarter past seven, when they layed us along side, within pistol shot. We continued firing on both sides with great guns and small arms, until eight o'clock, when finding our masts much injured, and our sails and rigging cut to pieces, with two men killed, captain Coates and two others badly wounded; two vessels along side, one of 12 guns, the other of 10, and 100 men each; we having only 10 guns and 30 men; finding it was impossible for us to fight two vessels of superior force, and that they were on the point of boarding us on each quarter; we were under the distressing necessity of striking our colours.

"I think every credit is due to our captain, officers and men, as we fought as long as there was a hope remaining.

"I shall get my passage home as soon as possible, when I hope to be able to give you further particulars verbally."

[The Decree of Condemnation states the Captain's name was Griffis; See log of U. S. Frigate *Essex*, 11 March 1800.]

[LC, "Claypoole's American Daily Advertiser", (Phila.), 27 June 1800.]

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[4 May 1800]

Extract from a letter from David Walker, Supercargo of the American private armed Brig *Ariel*, of Philadelphia, concerning her Capture by the French Privateer *L'Egypte Conquise*

POINT-PETRE, GUADALOUPE, May 14.

"We sailed from Leghorn the 20th March, in company with the armed vessels the *Two Betseys* and the *Diana*; from whom we separated in the Mediterranean in bad weather. Having a long passage in the Mediterranean, we found it necessary to call at Madeira for wood and water, where we stopped but a few hours and sailed from thence the 15th April.

"We were within three days sail of St. Thomas on the 3d [14th Floreal year 9] May, when we discovered a schooner on our weather quarter bearing down on us. On approaching us she fired a gun, and hoisted the national flag. We immediately hoisted ours, and fired a shot at her, giving three cheers. As soon as she came within short gun shot, she gave us a broadside, and continued still on the same tack: but at the same time sheered towards us, fired three or four more: and while loading their guns plyed us with their musketry. We were not backward in returning their fire. We could not, however, prevent her from coming alongside us; which she did, shouting Vive la Republique.



"After this, the vessels being closely grappled, we continued a desperate conflict, and repulsed several attempts to board us; but at length, having our colours shot away, our nettings cut down, some of their men being aboard of us supported by others, and *half our number* being killed and wounded, we were obliged to strike to a much superior force. He proved to be *l'Egypte Conquise*,[\*] of fourteen guns (ten French fours and four twelves) and between 90 and 100 men, of whom 45 had muskets, who always covered their attempts to board us. We had two killed and eleven wounded, myself included; but two of our wounded since dead, and a third I think cannot live. On their part they acknowledged only two killed and four badly wounded; one of the former was their captain of marines. It does not however, appear to me possible they could escape with so little loss, our guns being pointed down on them to their utmost depression while they lay along side. The captain, Mr. Casson, the mate, and sixteen of our people, including three of the wounded, were put on board the privateer, and myself and seven others, all wounded, were permitted to remain on board the brig. We separated from the privateer a few days after our capture, and arrived here the eleventh. The wounded are in the hospital, where they themselves assure me they are well taken care of.

"In justice to capt. Lyhlaman of the privateer, and our prize-master (Dominique) I ought to add, that after our capture, all our wounded received every attention the nature of our situation would permit.

"To say any thing in favor of capt. Griffis, his officers and men, after the above narrative, would be a work of supererogation."

*List of killed and wounded on board the brig Ariel.*

Luke Fleverley, killed, Landsman.

Alexander, do. do.

John Newport, seaman, }  
S. Kietline, landsman, } — Died of their wounds.

WOUNDED

Joseph Smith, boatswain; Charles, (black man) landsman; William Robins, landsman; Thomas Foote, seaman; ——— cook; John Mink, gunner; Robert Graham, seaman; Benjamin Thompson, 2d mate.

[\*Not to be confused with French Privateer *L'Egypte Conquise* captured by U. S. R. C. brig *Pickering*, about 18 October 1799.]

[LC, "Claypoole's American Daily Advertiser", (Phila.), 14 June 1800.]

[4 May 1800]

From typewritten copy of translation of the Decree of Condemnation of the Brig *Ariel*, captured by French Privateer *L'Egypte Conquise*\*

Prize [capture] of the American brig *Ariel*, by the Privateer  
*Egypte Conquise*.

In the name of the French Republic: —

The tribunal of commerce and prizes established in the island of Guadeloupe, sitting at Bassaterre in the said island, in its ordinary

session of the second of Prairial, year ninth of the French Republic, one and indivisible [22 May 1800].

Having seen the proces-verbal of the seizure made at sea on the fourteenth Floreal (3d [4th] May) of the American brig *Ariel*, of Philadelphia, Captain Griffis [another account states the Captain's name was Coates; See log of U. S. Frigate *Essex*, 11 March 1800.], by the privateer *Egypte Conquise*, captain Lyclama, outfitted by citizen Garique: the report made on the circumstances of the said prize by the Justice of the Peace of the canton of Port de la Liberte, and dated the 22d and 23d of the same month; the analysis of the papers of the said brig by citizen Charles Brun, sworn interpreter of the English language, all of which documents, as well as those analysed, being deposited in the Court, the assistant interpreter, citizen Menaid, present at the hearing.

Having heard the president in his statement and the commissioner of the government in his argument, the matter is taken under consideration.

Considering that from the said analyzed documents and from the report above mentioned, it is certain that the jurat at the bottom of the sea letter, of which the said captain is the bearer, is not signed by the officers of Marine, as prescribed by article 21 of the treaty of Amity and Commerce between France and the United States, dated February 6, 1778, and that he has consequently infringed his passport.

Considering that he has a commission to capture French vessels and conduct them to the ports of the United States of America, which is contrary to the treaty of the above date.

Considering that the said captain, instead of obeying the summons which was made to him to haul down his sails (heave to) has fought with stubbornness, and had to be boarded, after a combat of three quarters of an hour.

In applying, First, Article 7 of the regulations concerning prizes of the 21st of October, 1744, as follows: No regard will be paid to passports of neutral sovereigns, when those who have obtained them are found to have infringed them, and vessels that are navigated under the said passports will be declared good prize.

Second, Article 12 of the ordinance of Marine, Book 3, chapter 9, relating to prizes, of the month of August, 1681, expressed thus: Every vessel which refuses to haul down her sails (heave to) after the summons which will have been made to her, by our vessels, or those of our subjects armed in war, can be compelled to do so by cannon or otherwise, and in case of resistance and of combat will be good prize.

The tribunal approving the argument of the commissioner of the government, declares good prize the American brig *Ariel*, together with her rigging, appurtenances and cargo, and orders the sale thereof in the customary form to the profit of the captors, outfitters and those interested in the privateer *Egypte Conquise*, inventory of the whole being first made in the presence of those entitled.

Ordered, etc.

Done and decreed by the said tribunal at the said session at which assisted the citizens Joseph Tholezan, president, Jean Pierre Bernard

Delrieu, Gabriel Capoul, judges and Guerin, secretary, the said day, month and year.

G. CAPOUL, J. DELRIEU, JOSEPH THOLEZAN,  
GUERIN, *secretary*.

[\*Not to be confused with French Privateer *L'Egypte Conquise*, captured by U. S. R. C. Brig *Pickering* about 18 October 1799.]

[Ct. of Cl. French Spol. Case No. 1433.]

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Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constellation*, Captain Silas Talbot, U. S. Navy, commanding, Sunday, 4 May 1800

Moderate breezes and clear Weather, Employd working to windward to the Eastward of port a platt

At 6 Moderate breezes Lying too, Main Topsail to the Mast Ships head to the Northw<sup>d</sup>

At 12 Midnight Moderate Lying Too Main Topsail to the Mast —

AM at 2 Wore ship to the Southward under an Easy sail and stood in with the land, ½ past 2 Spoke The United States Frigate *Boston*

At Daylight Moderate breezes saw a sail bearing ENE

At 12 Moderate breezes from NE. port a platt SSE Six or 7 Leagues

[NDA photostat.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Sunday, 4 May 1800

[In Havana Harbor] Light Airs this Day thro Lifted the stern Anchor Carray out hausers to other Vessels got Ready for sea the Wind so Light the Pilot ded not think proper to heave up the Starboard bower to Get under way Kept all fast untill A more Convenient time to go to sea the Marine who Left his Gun and Accutriments on the Gangway was punished by stoping his Grog 3 Weeks

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

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To Lieutenant Jeremiah Barton, U. S. Navy, from Captain Alexander Murray, U. S. Navy

U S Frigate *Constellation*  
May 5. 1800.

MR BARTON

SIR I have this day received your favor of the 2 Instant and am very sorry that I cannot reply to it to your satisfaction.

Previous to my leaving Phi<sup>a</sup> the whole business of your unfortunate forgetfulness of your station in the Navy (at Jamaica, and on ship board there, as well as on our passage) had reached the Sec<sup>y</sup> of the Navy, my duty required me to be candid with him as to his interrogatories respecting the conduct of my Officers in general, finding him well acquainted with every transaction that has passd I could make use of no disguise, & further he was well acquainted with the repeated declarations that you have publickly made, that you would never fight against your Country, consequently you could not be deemd an

American even by naturalization, that alone was sufficient for him to say you must not be considered as an Officer in our Navy, for tho' upon friendly terms with Great Britain at present, we know not how long we may be so, all these circumstances considered I give you my candid opinion that your chance of promotion is but slender, & that you had better retire from the service, besides if you look over the list of Lieu<sup>ts</sup> you will find your rank of a much Junior date than you suppose —

Thus far I have addressed you as an Officer in the Navy. give me leave to offer you any personal services & to assure you I feel for your situation, for as I have before observed to you, I esteem you as [a] Gentleman of good sence and manners & hope you will be able to turn your pursuits to a better purpose in a private line —

I shall be happy to see you at all times & am

very sincerely

Yours

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

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To Captain George Little, U. S. Navy, from Captain Silas Talbot, U. S. Navy

U. S. Frigate *Constitution* 5<sup>th</sup> May 1800 —

SIR, General Toussaint has represented to me, that he has occasion at times to fit out a Vessel to sail from a Port, where it is almost impossible to procure passports signed by the American Consul General, and the British agent and he requests that such of his Vessels, as have his passports, may be allowed to pass freely, as they will all be under the strictest Orders to respect the American Flag — You will not therefore detain any Vessels, sailing with a passport from General Toussaint, tho' not accompanied with that of the American Consul, unless you find that such Vessels have disturbed the Commerce of the United States, or offered some insult to Vessels sailing under their flag.

I have the honor to be

Sir

Your Obedient Servant

SILAS TALBOT

[F. D. Roosevelt Collection.]

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Extract from a letter from an Officer on board the U. S. Schooner *Enterprize*, Lieutenant John Shaw, U. S. Navy commanding

[U. S. S. *Enterprize*] 5<sup>th</sup> May, 1800.

"A few days ago I wrote you a letter respecting an engagement which we had with a Spanish brig; I now have the pleasure of informing you, that we took a French cruiser, mounting 4 guns, with 40 men, which we sent home, and will be the bearer of this."

[LC, "Claypoole's American Daily Advertiser", (Phila.), 24 June 1800.]

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

[PHILADELPHIA]

Navy Department 5<sup>th</sup> May 1800

Captain JOHN MULLOWNY  
of the *Ganges* — New Castle —

SIR I am honored with your letter of the 3<sup>rd</sup> Inst enclosing your accounts of the stores wanted for the *Ganges*, which I confess surprizes me —

You will immediately bring up the Ship to Philadelphia, and be so good as to have made out by the different officers who have made returns, an account of the articles on hand and of what have been expended during the last cruise. —

At the fort you will comply with every thing required by the health laws — of which you will get information from the Health Officer — I understand you will not be detained at the Fort — But you must be governed by the directions you receive there from the proper Officer —

I have the honor to be

Sir

Yr obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. OSW, Vol. 3, 1799–1800.]

To Secretary of the Treasury from Secretary of the Navy

[PHILADELPHIA]

Navy Department 5<sup>th</sup> May 1800

SECRETARY OF THE TREASURY

The Secretary of the Navy presents his compliments to the Secretary of the Treasury and incloses for his information some papers relative to the Sloop *Venus* reported by Captain Newman of the Sloop of War *Warren*, as being concerned in the slave trade —

[NDA. Req. on US T, 1798–1803.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Monday, 5 May 1800

Moderate Breezes and clear Weather, Working along shore between Isabella and Port a Plate

At 1 Shortnd sail brought too and Joind company with the *Boston* and *Amphitheatre*

At 7 Double reefd the Topsails Port a Platt bearing S by E 4 or 5 leagues

At 12 Midnight Moderate *Boston* In company

At Daylight saw Port a Platt SSW 6 or 7 leagues bore up and ran down the land towards the harbour of Port a Platt, Found the Main Top G<sup>1</sup> Yard sprung sent it down and sent up another, Unbent the Main Topsail and bent another

A Duplicate of  
this letter for-  
warded by the  
New Castle Pack-  
et

At 12 shortnd sail brought too and boarded a ship from port a platt bound to the South side of that port under convoy of the *Boston* Port a Platt bearing at 12 S ½ W 4 leagues. *Boston* in company

[NDA photostat.]

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Extract from journal of the French privateer schooner *Ester*, 5 May 1800

[Translation]

15 FLORÉAL Year 8

At four in the morning we saw pass a small boat of mapou which was going down to Puerto Plata we remained at anchor Fine Weather having taken in water and wood we passed the night.

[SDA. CL, Cape Haitien, Vol. 1.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Monday, 5 May 1800

the first part Light Breezes and pleasant at 4 A M Cald All Hands Cleared Deck for Heaving up to go to sea at 6 A M hove short at 8 A M Weighed Made sail got to sea with the Ship *Voltaire* of Philadelphia at Meridian the Moro bore S S E Dist 2 Leagues Let Nicholas Prayda out of Irons to do Duty

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

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To Secretary of War from Secretary of the Navy

[PHILADELPHIA]

Navy Dept. 6<sup>th</sup> May 1800

SECRETARY AT WAR

SIR I have examined the Papers you gave me, respecting a purchase of property from Potts & Lee near Harpers Ferry. As to Lee's Estate, the ore, the object of most importance that certainly ought to be purchased, if Pott's estate is purchased. Indeed I cannot but think, that this estate even without Potts's might answer the public purpose, if a Furnace could be erected at Harpers Ferry, which is doubtful. But when establishments are made for the United States, they ought to be made on a Scale as if the union was to be durable. And as if the establishment were intended for a great Nation — and under this Idea which I believe is a correct one, both estates should be purchased. Lee receives \$1000 p. ann. from Potts. He reserves the right of leasing his ore to others. I suppose as his ore is stated to be inexhaustible he might sell to another company for another \$1000 p. ann. and perhaps to a third for a third 1000 doll<sup>s</sup> p. an, admitting however that his estate is worth 2000 dollars p. ann. a fair price for the fee simple would be somewhere about 24000 or 25000 doll<sup>s</sup> or even 26000 which I think you might give.

I presume it will be necessary to take the Att<sup>y</sup> Gen<sup>l</sup>'s opinion as to the title of the Property —

I am Y<sup>r</sup> &

B[ENJAMIN] S[TODDERT]

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

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Tuesday, 6 May 1800

Moderate Breezes and clear Weather Lying too with the Main Topsail to the Mast *Boston* in comp<sup>y</sup>

At 4 Made sail to the Eastward *Boston* and the Ship from Port a Platt in company

At 7 Squally with Rain Double reefd the Topsails braced Round and came to the Wind to the NE Port a Plate bearing S by W 4 leagues *Boston* in company

Continued Tacking to Windward during the night under an Easy sail with frequent squalls of rain and Wind

At Daylight saw Port a Platt S by W  $\frac{1}{2}$  W, 5 or 6 leagues

Light airs and variable all the forenoon

At 12 Light airs Port a Plate SSW, 6 or 7 leagues Old Cape Francois SE by S 10 or 11 leagues the *Boston* ESE 8 or 9 miles

[NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Tuesday, 6 May 1800

Moderate Breezes & good Weather. At 1 pm Came to anchor within Claps Island; in 16 fathoms — the Isl<sup>d</sup> bearing SSW. distance 2 miles. Sent the Yaul on Shore. Saw a sail to windward coming down, fired 2 guns for the Yaul to come off At  $\frac{1}{2}$  4 pm, hove up Anchor & gave chase to the ship. At 7 fired a Shot & brought her too. found her to be an American Ship condemn'd at the Isle of France. & bound to Batavia. Commanded by a Frenchman. At 12 at night came to anchor in 30 fathoms. Java head bearing WNW. 5 leagues. Clap's Island bore ESE. 3 leagues D<sup>e</sup> Brot said Ship to Anchor in shore of us. At 6 am hove up & anchor'd near the ship. took out the Officers & men of ours that were on Board. the french Captain contended that his Ship was dutch property & was in Ballast. Discharged her & made our way for the Straits of Sunda

[LC, EPP, 1799-1800.]

To David Humphreys, U. S. Minister to Madrid, Spain, from Secretary of State

[PHILADELPHIA]

(N<sup>o</sup> 19.)

Department of State May 7<sup>th</sup> 1800

DAVID HUMPHREYS Esq<sup>r</sup>

DEAR SIR, I have felt much anxiety on account of the delays which have taken place in the Barbary affairs: but nevertheless I have reason to believe that all will be well. Letters from Consul Eaton at Tunis to Feb<sup>y</sup> 1<sup>st</sup> received three or four days since, warrant the expectation. — You will be informed that the *Sophia*, with a very valuable cargo, sailed in January for Algiers, and a large ship with timber and naval stores for Tunis in February: I was assured she would be ready to sail early in January. — By these vessels I write fully to Consuls OBrien & Eaton. — Instead of a common ship intended for Algiers this Spring, with merchandize for re-establishing our funds there, one of our frigates is getting ready to take in timber

and naval and military stores, as well as merchandize. — This frigate was originally an East Indiaman, a burthensome vessel of seven or eight hundred tons. She will of course leave on shore some of her guns and men: but she will remain well armed and manned. Her cargo will all be ready by the time she comes round here from Newport, which will be in ten days or two weeks. —

Other timber, plank, naval and military stores are preparing for Tunis, and will shortly be ready for loading. — The timber and plank were growing in the woods when we received the definitive arrangements, last autumn, with that regency.

You will have the goodness to communicate this information to the Consuls Eaton & O'Brien, by the earliest opportunities. — I have given the like information, and made the same request to Mr Smith.

Congress have resolved to rise the 12<sup>th</sup> instant. The law prohibiting commercial intercourse with France has been renewed. A Bankrupt law has at length been passed. A bill for an entire new arrangement of the judiciary system has been considered; but many objections have been offered; and it will not at present be adopted. The north-western territory has a population of about 50,000 souls. A bill for dividing it into two governments, by a line running north from a point opposite the mouth of Kentucky river, has passed both houses. The eastern half is to retain its old name: The New Territory is to be called Indiana. —

At the late circuit court for this district, three of the Northampton Insurgents have been convicted of treason, and sentenced to be executed the 23<sup>d</sup> instant. Many others have been convicted of conspiracy and misdemeanours, and sentenced to pay fines from 50 to 1000 dollars, and to be imprisoned from six months to two years.

After many essays in former sessions, Congress have now accepted the cession of Connecticut of western lands, with the reservation to that state of a tract of 120 miles long, and a degree and some minutes of latitude in breadth, next westward of Pennsylvania. — This tract so reserved, Connecticut sold a few years since, to a company, for a million of dollars, which were appropriated for the maintenance of schools in the state.

I have the honor to be, &c.

TIMOTHY PICKERING

[SDA. Dip. Cor., Inst. to Min. Bk 5, 1798–1800.]

[7 May 1800]

To Smith & Ridgway of New York, from John Estes concerning capture by the French privateer Schooner *La Union*

HAMPTON ROADS, May 15, 1800.

Messrs. SMITH & RIDGWAY,

GENTLEMEN, I am sorry to inform you that on the 7th of May in. 30<sup>r</sup> 51, 11, long. 70, 40, W, we were captured by a French privateer, took all hands out except capt. Cook and Robert Asty[?], after plundering the vessel of every thing they could get handy — manned her with 3 Frenchmen, sent her to Guadaloupe, the privateer stood to the northward. On the 9th fell in with an English Letter of Marque mounting



5 guns and 15 men on board, they engaged us three quarters of an hour and then struck to the privateer. The French boarded her, plundered her and hove her guns overboard — The captain of the privateer gave up the brig to the captain, on condition that he should take all the American prisoners on board and land them in the most convenient port in the United States. Sent us on board 15 in number. The 13th in lat. 35, 38, in 25 fathom water, fell in with the sloop *Nancy*, capt. Carlson, of New York bound to Norfolk, who agreed to take us all on board and land us in Norfolk. The 15th arrived here and expect to get to town before night. It is uncertain when I shall come on, for they have robbed me of every thing, money and clothes. I shall get on board of some vessel and work my passage.

The privateer that captured us, was a schooner of 12 guns, and 60 men, she is called *La Union*, after we left her she steered to the Northward — we expect she will cruize on our coast.

(Signed). JOHN ESTES.

[LC, "The Daily Advertiser", (N. Y.), 28 May 1800.]

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To John Hall, Marshal for District of Pennsylvania, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 7th May 1800

JOHN HALL Esqre

Marshall for the District of Penns<sup>a</sup> —

SIR I have received your letter of yesterday, requesting me to furnish a guard of 20 or 30 men to attend the execution of three pirates on Friday next —

Beleiving that except in cases of absolute necessity there should be no interference of the Military with the Civil power, and not doubting that in the present instance the decree of the Court can be executed without the aid of the Military, I think it my duty to decline complying with your request —

I have the honor to be

Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

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Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Wednesday, 7 May 1800

Moderate breezes and clear weather, Loosd all the small sails to dry, Employd working to windward along shore to the Eastward of Port a platt with the *Boston* in company

At 8 Moderate breezes from the Eastward parted company with the *Boston*

During the night Moderate breezes ships head to the Eastward

At Daylight Saw the *Boston* SE and the *Amphitheatre* bearing south, saw the land bearing from SE to WSW

At 11 Moderate breezes with Rain Old cape Francois in sight

At 12 Fresh breezes old cape francois SE 9 or 10 leagues the *Boston* and *Amphitheatre* in sight

[NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Wednesday, 7 May 1800

Moderate Breezes & good Weather. At  $\frac{1}{2}$  past 12 haul'd round Java Head into the straits of Sunda. found 25 fathoms of water within  $\frac{1}{4}$  mile of the shore. Here we found the *Arrogant* of 74 Guns. & the *Orpheus* frigate At Anchor took possession of the ship mentioned in Yesterday's Work. At 11 pm, Came to Anchor in 20 fathoms water off the Great Watering place at the West end of Java. the SW point of Princes Island bore W B N — D 6 Miles. East end of Princes Island bore N  $\frac{1}{2}$  W nine miles — the Watering place on Java bore S.[?]  $\frac{3}{4}$  miles distance the *Arrogant* 74. bore S B W. D  $\frac{1}{2}$  mile in shore of us. A point on Java bore NE. 3 leagues,

At 7 AM hoisted out Boats & sent the Cutter on Shore for Water.  
[LC, EPP, 1799-1800.]

Extract from journal of the French privateer schooner *Ester*, 7 May 1800

[Translation]

17 FLORÉAL Year 8

At nine in the morning tacking off the old cape [Cape Francés Viejo] opposite [Punta de] Tres Amarras we saw in the offing two vessels to leeward of us running before the wind we did not chase them because it would have made us go too much out of our course.

[SDA. CL, Cape Haitien, Vol. 1.]

Extract from journal of Lieutenant John Mullanvny, U. S. Navy, commanding U. S. Ship *Ganges*, 7 May 1800

Got under way & proceeded up the river [Delaware]

[NA.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Wednesday, 7 May 1800

The first part pleasant Weather and Breezes

at 1 $\frac{1}{2}$  P M fired 3 Guns Abrest of the Port of Havana and Hoisted a Signal for the fleet to come out Lay by untill 2 $\frac{1}{2}$  P M Filled away and stood off at 3 Tackd to the Eastward

at 6 P M the Moro bore W S W 3 Leagues Dist at 7 brot to with a shot the schooner *Adventure* Capt Lillabridge 1 Day from Havana had Lost his Main Mast and bound back to Havana

Tackd ship to the Southward at 11 P M

Middle part pleasant Weather and Breezes

Wore ship to the Northward at 2 A M

at 3 A M spoke the Schooner *Trio* from Boston bound to the Havana 22 Day out William Silsby Master boarded her She had A Spanish Crew on board taken from an English Cruiser

at 5 A M bore away to the Westward & made sail

at 9 A M took in sail abrest of the Moro and Lay by

at 11 Spoke the *Nimble* from Vera Crus  
 at 12 Meridian the Moro bore S b E  $1\frac{1}{2}$  Mile Dist  
 Latter part Light Breezes & pleasant

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

To Uriah Tracy, Chairman of Committee, United States Senate, from Secretary of  
 the Navy

[PHILADELPHIA]

Navy Department 8<sup>th</sup> May 1800

The Hon: URIAH TRACY Esq

*Chairman of a Committee of the Senate.* —

SIR Col<sup>o</sup> Parker taught me to expect that a Bill would originate in the House of Representatives for the purchase of Timber, or I should have troubled you before on the subject — It is I beleive the practice of all Nations that have Navies, to procure timber every year, in peace as well as in War — and to have it deposited in proper places for seasoning, by which means they secure the power of building Ships when they please, and with timber sufficiently seasoned. — This practice is so obviously right, that no arguments can be necessary to recommend it to the adoption of the United States. — Two Hundred thousand Dollars annually appropriated for the purchase of timber would at all times secure to the United States the means of building with expedition, and with well seasoned materials, four times as many Ships of the line, or five times as many Frigates, as years had elapsed between the commencement of the appropriation, and the commencement of the building of the Ships. —

If no timber should be provided, we shall on the first occasion that may arise to make an augmentation of the Navy find ourselves under the necessity of building ships with green timber: and at a time when every hour may be important, be obliged to wait for Months to have the Trees cut from the woods and hauled to the building places, before we can begin the Ships. — After the Ships are built of such materials, it cannot reasonably be expected that they will last more than three or four years, instead of 15. or 20, as should be the case, and would with Ships made out of timber sufficiently seasoned. — I have the honor to enclose an extract of my report to the Chairman of the Naval Committee in January last, which will show the application of the 20000 Dollars appropriated for timber the last year — It will require about 50000 Dollars to procure all the timber necessary for the frame of a 74 Gun Ship — and about 40000 Dollars for the frame of a Frigate — The appropriation for the support of the Navy for 1800, will probably not be all expended on that object — I have little doubt that 200000 Dollars might be saved out of that appropriation, for the purchase of timber, if it be too late in the Session, as I presume it is, to provide other means. —

Should it be the opinion then of the Senate, that money should be laid out in this object, a short Bill would be sufficient, saying that the President might direct the purchase of suitable timber for Frigates and Ships of the line to the amount of 150000, or 200000 Dollars, out of the appropriation of \_\_\_\_\_ Dollars for the maintenance of the Navy for the Year 1800 — or a bill might pass, authorizing the

purchase of timber to this amount, out of any monies in the Treasury unappropriated. —

It is to be understood, that in calculating the value of the timber for Ships of 74 Guns to amount to 50000 Dollars — that the Idea of live oak frames is excluded. — The frame alone of live oak will cost 50000 Dollars — but live oak is not to be had for more than the Ships already authorized — except a few of the most material pieces — and it is not doubted, that the white Oak timber of every part of the Country will answer well, if well seasoned — and will not exceed half the cost of live oak. —

I am &c &c

[NDA. Con. LB, Vol. 1.]

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

[PHILADELPHIA]

*Navy Department 8<sup>th</sup> May 1800*

Captain THOMAS TINGEY  
*Philad<sup>a</sup> —*

SIR I have consulted the Attorney General relative to the prize money allotted to Commanders of Squadrons by the act of the Government of the U S passed the 2<sup>nd</sup> of March 1799, and his opinion is —

That the Captain commanding a Squadron is entitled to one twentieth part of that portion which is allotted to the Officers & Crew of the vessel making the Capture of every prize taken by any Ship or vessel under his Command other than his own Ship

I have the honor to be

Yr obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

[8 May 1800]

Valuation of Gosport, Virginia, by Thomas Newton, for the State of Virginia, and William Pennock, Navy Agent, Norfolk, Va.

We the subscribers being appointed by the United States & the State of Virginia, to value a parcel of Land, reserved by the State of Virginia, for a naval yard, commonly calld & known by the name of Gosport, situated on the South branch of Elizabeth River, estimated at about twelve acres, do hereby value the said reserved Land, be the same more or less, than twelve acres, to be worth twelve thousand dollars. In witness whereof we have hereunto interchangeably set our hands & Seals this 8th day of May 1800.

THO<sup>s</sup> NEWTON for (SEAL)  
the *State of Virginia*

W<sup>m</sup> PENNOCK for the (SEAL)  
*United States*

[Va. SL. NDA photostat.]

To Secretary of State from Edward Stevens, U. S. Consul General at St. Domingo

CAP FRANCOIS *May 8<sup>th</sup> 1800 —*

DEAR SIR, I have the Honor to enclose you Copy of a Letter I have just received from the National Agent at S<sup>t</sup> Domingo, accompanied by Copies of Letters from M<sup>r</sup> Letombe of Philadelphia and M<sup>r</sup> Giraud

of Boston, respecting the Capture and Detention of the french Ship *Les Deux Anges* which was lately taken by the U. States Frigate *Boston*, and sent to America for Adjudication. —

I should not trouble you with these papers were it not to rectify some errors committed by M<sup>r</sup> Giraud in his translation of a Letter I wrote the Agent previous to the Departure of this Ship, and by M<sup>r</sup> Letombe in his reference to that Letter. —

Much Clamour having been excited among the french Captains at the Cape, against our Cruizers on the Station, and great Apprehension being entertained by them that their Vessels would be Captured, they applied to General Toussaint and the Agent, who wrote to me on the Subject. The *former* requested me to quiet their uneasiness if possible, and the *latter* offered even to give security for their good behaviour provided they could be suffered to leave the Harbour in safety. — I answered them *both* in a manner which I thought was best calculated to preserve the Harmony that subsisted, without doing any thing that was Contrary either to the Honor or interest of the U. States. In my Letter to the Agent (a Copy of which I now enclose you) I mentioned to him that when the necessary Securities were given that our Commerce should not be Annoyed by their Vessels, Passports should be furnished to them. But I well knew, at the time, that no sufficient Security *could* be given, and was previously determined to Accept of none that could be offered. I wrote him in this Manner merely to quiet his apprehensions, until I could see General Toussaint and convince *him* that no such Passports could legally be given. This was effectually done during my Visit to Leogane, and such Arrangements were made as prevented our Commerce from being injured by the mischievous Intrigues of the french Captains at the Cape. The Agent himself seemed well convinced that no Adequate security could be given for Armed Vessels belonging to France, as he never renewed his Offers, nor repeated his solicitations for Passports. That Captain Chevret and his Friends might not plead Ignorance of our Laws on this Subject, I repeatedly shewed him the Act of Congress respecting french armed Vessels, & told him that they would be taken, should they be met by our Ships of War. In conformation of this I beg Leave to refer you to the Papers I have already transmitted you on this Subject, & particularly to the Petition of the french Captains to the Agent.

I have thought it necessary to give you this Explanation of my Letter, in order to do away [with] any improper Inferences which M<sup>r</sup> Giraud or M<sup>r</sup> Letombe may draw from it. — I also enclose you Copies of some Letters & Documents lately sent to me by Gen<sup>l</sup> Toussaint relative to the Capture of the french Schooner *Peggy*, by the U. States Ship of War *Trumbull* — The Gen<sup>l</sup> complains that this Vessel was taken while at Anchor in one of his Ports, & having his dispatches on board. I know not whither she is sent to the U. States, or whether Cap<sup>t</sup> Jewet has order'd the Prize Master to take Cap<sup>t</sup> Talbot's orders previous to his Departure. I have written to Cap<sup>t</sup> Talbot on the Subject, but, for fear the Schooner may have sailed for America before any Letter can reach him I have thought it best to send *you* a Duplicate of these Papers. —

I enclose you also an Answer from Gen<sup>l</sup> Toussaint to a Remonstrance I made against the Agent's granting Commissions to private Persons to arm their Vessels. —

Since my last very little has occurred worth relating. Baynet on the South side, and Grand and Petit Goave in the West, have been taken by the Troops of General Toussaint

The *Africaine*, a french forty four Gun Frigate, has lately arrived at Santo Domingo, in a short Passage from France. She brings out Raymond, the former Commissary; Pascal his Secretary, Generals Michel, Pageot, Vincent, and others who have been Appointed to Places by the New Government. They have not yet come to the Cape, and I hardly believe they will be received. Gen<sup>l</sup> Toussaint is still in Town. The Agent is also here, but tho' confirm'd by the Consuls, is only used occasionally to serve the purposes of the Military Government. —

I have the Honor to remain with great Respect and esteem

Dear Sir —

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

EDWARD STEVENS

The Hon<sup>o</sup> T. PICKERING

&c — &c — &c —

[SDA. CL, Cape Haitien, Vol. 2, 1799–1800.]

[8 May 1800]

**News item concerning proclamation of Toussaint L'Ouverture blocking all the Southern Departments of St. Domingo**

#### ST. DOMINGO

On the 8th of May TOUSSAINT issued a proclamation declaring all the ports of the Southern Departments of *St. Domingo* in a state of blockade, (that is, from the ports of *Miragoane* and *Aiguin* to and including those of *Quiberon* and *Jeremie*) and he Solicits all Captains of American, French & Spanish cruizers, to capture every vessel entering or departing from those ports, except vessels in which are persons escaping from the rebel RIGAUD.

[LC, "The Mass. Mercury", (Boston, Mass.), 22 July 1800.]

[8 May 1800]

**Concerning Account of Prize *Juno* or *Jennet*, of U. S. R. C. *Governor Jay***

The United States to Thomas Knox,

Agent for the Owner of the Schooner *Juno* or *Jennet* ----- D<sup>r</sup>

For Amount disbursed by him, for Costs attending the Trial of the said Schooner, Captured and libelled in the District Court of New York, by John W. Leonard, Master of the Revenue Cutter *Governor Jay*, and finally released by the Court, as appears by a Copy of the proceedings and Acco<sup>ts</sup> herewith ----- Dollars .. 742.12

Auditor's Office }  
May 7<sup>th</sup> 1800 }

FERRALL

Per 8<sup>th</sup> Section of the Act passed 28<sup>th</sup> Feb<sup>y</sup> 1799 providing Compensation for Marshals &c — — — —

Comptroller's Office

May 8, 1800

A. M. Ross.

[GAO. No. 11, 440.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Thursday, 8 May 1800

Moderate Breezes and Variable, Employd work<sup>s</sup> to windward to the Northward of Cape Francois

At 6 saw Old cape francois SSE, six or seven leagues and 2 strange sails In towards the land, at  $\frac{1}{2}$  past 6 shortnd sail and double reefd the Topsails, at 8 Moderate brought too with the Main topsail to the Mast Ships head to the N<sup>d</sup> Wore and Tackd as nessasary during the Night

At Daylight saw old cape francois South 6 or 7 leagues and the *Boston* bearing East At 9 lost sight of the *Boston* she being orderd round the south side of the Island continued Standing In till  $\frac{1}{2}$  past 11. Spyd a sail Close in shore which appeared to be comeing to an Anchor In a large Bay to leward of Old cape francois, Tackd and orderd the *Amphitheatre* to stand in and see what that Sail was the *Amphitheatre* stood in towards the strange sail

At 12 Moderate breezes Standing off under an easy sail

[NDA photostat]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Thursday, 8 May 1800

the first part Moderate Breezes and pleasant

at 2 P M spoke the Schooner *Two Brothers* from Baltimore bound to the Havana out 18 Day Capt Lecket

Tacking off and on the Havana

at 7 P M the Moro Costle bore S B E 2 Leag

Wore ship under short sail Occasionally

Middle part Fresh Breezes & Squally

at 5 A M made sail Saw a sail SE from us

at 8 S<sup>t</sup> Cruz bore SE b S 3 Leagues Dist

at 9 Spoke the Brig *Little George* from New York bound to Havana out 22 Days John Cadice Master

Saw several sail to the Southward made Sail and gave Chase found them to be Spanish Coasters Tackd ship Stood in for the Land

at Meridian S<sup>u</sup> Cruz bore S  $\frac{1}{2}$  E 2 Leagues

Latter part pleasant Weather

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

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

[PHILADELPHIA]

Navy Department 9<sup>th</sup> May 1800

Cap<sup>t</sup> JAMES SEVER  
of the *Congress*  
Norfolk Virginia

SIR The President has seen the proceedings of the Court of enquiry respecting the loss of the Masts of the *Congress* and desires me to express his very great satisfaction in the result — I beg leave to add my assurance that I never doubted the result would be honorable to you —

The principal part of the Officers & men of the *Congress* being turned over to the *Chesapeake*, it will be better to let, all go, except just enough to take care of the *Congress* — the repairs of the *Congress* can then go on without the expence of keeping many men idle — also with less hurry — Pray take every means to have the accounts of the Officers & men kept from confusion — Your Purser should deliver to the Purser of the *Constellation* an exact statement of the money due the men turned over, as well as officers — Please to send young Rutledge on board of the *Constellation* or the *Chesapeake* — I shall write you again in a day or two being at this time too much hurried to say all I intended —

I have the honor to be

[See documents dated 26 April 1800.]

[NDA. OSW, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 9<sup>th</sup> May 1800

Capt<sup>n</sup> THOMAS TRUXTUN  
Norfolk Virginia

D<sup>r</sup> SIR Your letters & the proceedings of the Court of enquiry respecting Captain Sever have been laid before the President, who desires me to express to you his high approbation of your able & judicious conduct in the whole of this transaction, & of your arrangements respecting the Frigates — His own expressions indeed were, that you had conducted this business in a manner to do yourself as much honor as you had so well merited by your gallantry and skill on the ocean —

I will send off tomorrow — or Monday, instructions for both Murray & Barron

As to the *Congress*, you will please to have all the men who can be spared from her — leaving only enough on board to take care of her, placed on the *Chesapeake* — The *Constellation* will want some men, but it will be better that the crew of the *Congress*, being all from New England should be together —

You must make the necessary arrangements about Officers — some of thos destined for Barron must go on board of the *Congress*, as Barron will have some of the Officers of that Ship — It is not desirable in the present posture of our affairs, that the repairs of the *Con-*



gress should be hastened more than will consist with entire economy — We want to keep some Frigates in port, until certain events are determined. — I must leave it with you to give such orders as will best avoid the confusion in accounts, so likely to arise out of the changes of Officers & men, from one Ship to another —

When all these things are done, you will have nothing further to detain you at Norfolk but may indulge your anxiety to see your family — but before you do leave Norfolk I wish you would take a full view of the management of the Navy business there, to aid me in endeavoring to introduce some reform —

I have the honor

&° &°

P S — pray remove young Rutledge out of the *Congress* & into one of the other Frigates — unless you take him with you for the *President* — tho as he wants seamanship, I believe it will be best for him to go in the *Constellation* which Ship will soon have to return, on A/C of the mens time being nearly out —

B[ENJAMIN] S[TODDERT]

[See documents dated 26 April 1800.]

[NDA. OSW, Vol. 3, 1799-1800.]

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To Secretary of State from David Humphreys, U. S. Minister to Madrid, Spain

Nº 239.

MADRID May 9<sup>th</sup> 1800

SIR In compliance with your recommendation I have made myself fully acquainted with the circumstances attending the great losses & aggravated injuries that have been experienced by the Captain & Supercargo of the Ship *Cerf* or *Stag*. It is only within a few days past, that the Advocate employed by M<sup>r</sup> Tombarel has finished the perusal & examination of the voluminous *Autos* in such manner as to be enabled to prepare a Memorial to H. C. M. [His Catholic Majesty] in the name of the Captain & Supercargo. This Memorial, which has reduced the substance to a moderate compass, states the facts in alluding to the Documents, insists on the responsibility of this Government to make good the damages & points out the mode of indemnification. I am about to enclose it to the acting first Secretary of the State accompanied by strong recommendations to his favorable attention, and shall seek an occasion of still farther inforcing the justice of the claim by verbal representations. For this purpose M<sup>r</sup> Tombarel will go with me to the Sitio [?] next week. I hope to find a favorable conjuncture for conferring with the acting first Secretary of State on this & several other important subjects of business at the same time.

M<sup>r</sup> Young, who went Passenger from Lisbon to London on board the Ship *Samuel Smith* of Baltimore; has given an account of an action fought between that Ship & a frigate-built French Privateer. In which, it appears, the latter escaped being taken only by superiority of sailing. I enclose an Extract of a letter from M<sup>r</sup> Young. This simple narration reflects great credit on Captain Stiles & the Crew of the American Ship.

Yesterday I received letters from Santander, advising me that the Brig *Eliza* of & from Norfolk, with a valuable cargo, bound to S<sup>t</sup>

Sebastian, had been captured & carried into Santander by a French Privateer. The only pretext for this capture, as far as I can learn, is the want of a Role d'Equipage — tho' the vessel was provided with a regular printed Shipping Paper. I have sent to our Envoys at Paris the Representation made to me by the Supercargo, M<sup>r</sup> Peter R. Beverly — who is recommended to me in very strong terms by M<sup>r</sup> Francis Corbin of Virginia. It was to have been hoped that the French Privateers would not have continued their piracies against our Commerce at the very moment when our Envoys were treating with the French Government. — No direct intelligence has been received from our Envoys since their conferences commenced. But private letters from Paris say, that the French Commission has pretended to find almost insurmountable obstacles to the progress of the negotiations in our demands of compensation for the depredations committed on our commerce.

You will see by the public Gazettes that hostilities have commenced in Italy, and that the campaign appears to be on the point of being opened on the Rhine.

With great respect & esteem,

I have the honour to be,

Sir

Your m<sup>o</sup> ob: & m<sup>o</sup> h<sup>ble</sup> Serv<sup>t</sup>

D. HUMPHREYS.

The SECRETARY OF STATE

&c &c &c

[SDA. Disp. Spain. Bk. 5, 1799—1806.]

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[Enclosure.]

**Narrative of fight between the *Samuel Smith* & a French Privateer. Extract from a letter to D. Humphreys from a Mr. Young**

After M<sup>r</sup> Murgatroyd & I had taken passage in the *King George*, we learnt that the well-armed Ship *Samuel Smith* Cap. Geo. Stiles of Baltimore was ready to sail for London; and being invited, & even pressed by her hospitable Commander to go with him, we could not resist the prospect of the pleasure of sailing under our own flag, and accepted; — Off Scilly we were chased by a frigate-built ship, and finding he would catch us, we prepared for action and lay to to receive him. when he came within shot he hoisted French colours and gave us his whole broad side gun after gun: our Ship refusing the helm, we could not wear to return his fire untill after we had rec<sup>d</sup> the one half of his *second* broadside, when the two vessels being within pistol shot of each other at a quarter before two OClock in the afternoon, commenced a pretty sharp action, which lasted untill Six minutes past two: at this time he sheard off, and we saw his mizen topmast go over the side. The *Samuel Smith* pursued him twenty eight hours or 240 odd miles, going for the last three hours at the rate of 72 [?] knots. The night being dark we lost sight of the Frenchman and were obliged to give over the chase. Captain Stiles had twenty six 9 pounders and 95 men. The Privateer was a very beautiful new Ship, had 24 or 26 brass guns supposed to be the *Mars* of Bordeaux of 22 twelve pounders & two eighteens. what seems a little extraordinary in this affair, is,

that Capt<sup>n</sup> Stiles had not a man either killed or wounded, and that during the whole chase the Privateer was within gun shot — the *Samuel Smith* had no bow chasers and the enemy it appeared had no stern ones.

That privateer is perhaps one of the fastest sailing Ships in the world, but having lost his mizen topmast in the action & being probably otherwise disabled, Captain Stiles thought there was a great prospect of capturing him, untill as we visibly gained upon him he quickened his pace enabled so to do by throwing from time to time his guns overboard. These circumstances, added to that of the *Samuel Smith* being full of goods is the only way of accounting for the inability of so fast sailing a ship as Capt<sup>n</sup> Stiles' to catch the Frenchman besides our mainmast and main topmast are badly wounded, the Sails & rigging very much cut. there are 75 shots thro the maintop Sail, & the mainsail all in fitters — Altho' Captain Stiles and his officers are much mortified at not gaining the prize, our action in its consequences may have saved the bacon of some Americans not so well armed as the *Samuel Smith*, as the Frenchman's cruise is most certainly broken up. He has probably made for a port in Spain.

[SDA. Disp. Spain. Bk. 5, 1799–1806.]

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To Thomas Graham from Abishai Thomas for Secretary of the Navy

[PHILADELPHIA]

Navy Department 9th May 1800

MR THOMAS GRAHAM

SIR Eighteen French prisoners who are to go on board a Cartel for France have arrived from Rhode Island, but the Vessel is not yet ready to receive them —

Be pleased to furnish them with provisions until the Vessel is ready, and provide such of them as cannot provide themselves with a place of residence on the most reasonable terms to be obtained — The Ration allowed prisoners is half a pound of meat, one pound of Bread, and one pound of potatoes and other Vegetables p<sup>r</sup> day

By order of the Secr<sup>y</sup>

AB THOMAS

[NDA. GLB, Vol. 3, 1799–1800.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Friday, 9 May 1800

Moderate breezes and clear weather, Standing off & on to leward of Old Cape francois waiting for the *Amphitheatre* which was order'd to stand in and examine a small bay to leward of the Cape, @ 2 the *Amphitheatre* came within hail, and Inform'd Captain Talbot he saw at Anchor in shore a Brig which appear'd like a Merchantman, a french privateer Schooner and a Barge, Sent a party of Marines to the *Amphitheatre* and Armd four Boats which were order'd to Bring them to Action which they commenced with a running fight, It continued warmly near half an hour the french Schooner then ran ashore and the

barge made her Escape to leward, We stood in with the ship as far as the reef wou'd allow us which was very near the shore and fir'd several of our larboard Guns at the Barge she was Rigg'd as a three Masted Lugger, Toward the close of the evening the *Amphitheatre* and Boats return'd with the American Brig *Nymph* of Newbury port & Schooner *Esther* French Privateer which had taken the *Nymph* the evening before, the french privateer mounted 3 Guns & had on board 43 men 24 of them made their Escape in to the Bush 3 killd and 16 we Rec'd on board the *Constitution* several of which are badly wounded,

the *Amphitheatre* had three men wounded and lost her Rudder, @ ½ P<sup>t</sup> 7 In the Evening Lieutenant Collins with two armd Boats was order'd in shore to a bay call'd Laragee Salle bay In order to cruize for a barge which made her Escape to leward we took the *Esther* in tow and sent a Prize Master on board the *Nymph* and ordered them to keep company during the night Continued in the offing and carryd an Easy sail dur<sup>t</sup> the night @ Day light Moderate breezes from the E<sup>d</sup> ships head south In order to find the two boats which was order'd in shore last Evening, @ 12 Old Cape Francois E S E 3 or 4 leagues

No Obs<sup>n</sup>

[NYHS, NHS.]

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Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Friday, 9 May 1800

Moderate Breezes and clear weather, Lying too waiting for the *Amphitheatre* to return from the strange sail at 2 the *Amphitheatre* Returnd and Informd Captain Talbot that the strange sail In shore was an American Brig and supposd she was a prize to a small schooner and barge which was at Anchor close in shore Sent a Number of Seamen and Marines on board the *Amphitheatre* and Mannd four boats and sent them in to Engage the Barge and Schooner and bring out the brig Continued standing in till ½ past 2 at which time the *Amphitheatre* fir'd a shot at the Schooner which she soon returnd and a warm Action took place which continued for half an hour, the french Schooner Grounded and a part of the crew swam ashore the remainder to the number of 16 were taken prisoners, our boats boarded the privateer and brought her off with the American brig *Nymph* of Newbury which she had taken the night before and plunder'd of seven thousand Dollars and a quantity of dry Goods, the barge made all sail and made her Escape while we were taking the Brig and Schooner, In the evening all our boats returnd. At 7 In the evening fitted out two boats under the Command of Lieutenant Collins and orderd them into the bay where the barge stood in for to try if possible to bring them to action, Standing off and on all night Brig and schooner in Company, At Daylight Stood in towards the land, At 12 Moderate standing In to meet the boats that went in pursuit of the barge. Old Cape ESE. No boats to be seen

[NDA photostat.]

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Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Friday, 9 May 1800

[Anchored off West end of Java] Commences Continues & ends with Variable winds & some rain. Employ'd watering the Ship At 10 Am hove up Starboard Bower Anchor cleard the same & let go the

Stream Anchor Water fill'd up in the Hold in this place 7350 Gs.  
this day Whipped Amos Wheaton a Marine, for letting Boats come  
along side against Orders Whipped Matt [or Mall] Howard for  
leaving the Deck & sleeping below in his Watch —

[LC, EPP, 1799-1800.]

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Extract from journal of the U. S. Schooner *Experiment*, Lieutenant William Maley,  
U. S. Navy, commanding, 9 May 1800

At 9 P M. saw a sail in shore which I supposed to be a French  
schooner, which we had seen before, All hands were called to quarters  
and made sail after her: at  $\frac{1}{2}$  past 10 came within  $\frac{1}{2}$  mile of her but  
had got so close in with the land that I did not think it prudent to  
stand on any further. having but five Fathoms of Water, & she sailing  
very fast, I therefore hove in Stays and gave her two Broad-sides with  
round & Langrage, which it was supposed must have done considerable  
execution the schooner appeared to have run ashore — *Seven of the  
Breechings of our Guns gave way on this occasion*

[NDA. NO, Vol. 1.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship  
*Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Friday,  
9 May 1800

The first part Moderate and pleasant

at 2 P M saw a Ship to Leeward bore away for her and made sail at  
4 Came up with and spoke the Ship *Liberty* from Jamaca 10 Days out  
of and bound to New York Chiney Higby Master Saw several sail to  
Leeward bore down found them to be 6 of our Expected fleet with who  
informed us the Remainder of the fleet could not get out with them  
Sent the Boat on board of A Schooner belonging to Marblehead took  
them under Convoy

at 6 P M Bacuranao bore S b E 2 Leagues Dist it being 2 Leagues  
East from Havana

Tackd ship as P<sup>r</sup> Courses and shew a fals fire before Tacking as a  
signal for Tacking ship

Middle part Light Breezes and Cloudy

at 8 A M the Pan of Matansa bore S E 5 Leagues Dist Tack ship to  
the Northward with all our fleet in sight

at Meridian fired a gun & Hoisted the Checkd Flag for Tacking  
ship to the South Point John bore S E b E 7 or 8 Leagues Dist

Latter part Light Breezes & Cloudy

This Day got on Deck to do Duty

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

[10 May 1800]

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Act pertaining to the Navy

United States Statutes at Large. Sixth Congress. Sess. I

*An Act to make appropriations for the Navy of the United States,  
during the year one thousand eight hundred.*

[Note: This Act, approved 10 May 1800, may be found in the Statutes at  
Large, volume II, pp 79.]

[Statute II.]

[10 May 1800]

## Act pertaining to the Navy

United States Statutes at Large. Sixth Congress. Sess. I

*An Act in addition to the act intituled "An act to prohibit the carrying on the Slave Trade from the United States to any foreign place or country."*

[Note: This Act, approved 10 May 1800, may be found in the Statutes at Large, volume II, pp 70-71 inclusive.]

[Statute II.]

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

U. S. Frigate *Essex*,  
STRAITS OF SUNDA, May 10, 1800.

SIR: — I have the honor to acquaint you of my arrival at the entrance of these Straits the 5th inst., since which I have completely watered the ship at Mew Island, with excellent water, and am now on my way to Batavia. I am informed there are very few French privateers in these seas at present, but that many are expected soon from the Isle of France. I wrote you from the Cape of Good Hope, and enclosed you particular returns by two different vessels, which I hope have safe arrived.

I have heard nothing of the *Congress*, but hope she will arrive soon. I am now writing by a ship from Batavia bound to Boston, which I have brought to, and as it is 10 o'clock at night, and stormy weather, I cannot detain her to be more particular at present. I have not one sick man on board.

This morning I was in company with an English ship of 74 guns and a frigate, which are cruising here, and have the pleasure to inform you, the *Essex* sails infinitely faster than either of them, and I sincerely believe faster than any ship in our service.

With respect, I have the honor to be, Sir,

Your obedient servant,

EDWARD PREBLE.

To the Hon. SECRETARY OF THE NAVY, *Philadelphia*.[NR&L, Nr: P922-14, *Essex* by G. H. Preble.]

To Accountant of the Navy from Secretary of the Navy

[PHILADELPHIA]  
Navy Department 10 May 1800

THO<sup>s</sup> TURNER ESQ  
*Acct of the Navy* —

James P Watson acting Lieu<sup>t</sup> Comm<sup>d</sup> — Enoch Brown acting Lieutenant, D Murray Ditto, Rob<sup>t</sup> McNight acting Sailing Master & Nathan Trudale [or Trisdale] acting Surgeon on board the Brig *Conquest of Italy* are respectively intituled to receive pay & emoluments of their Grades respectively — James P Watson from the 31 Dec<sup>r</sup> '99 to the 1st May 1800 & the rest above mentioned from the 31 Dec<sup>r</sup> 99 to the 1 April 1800 —

Sign<sup>d</sup> BEN STODDERT

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Saturday, 10 May 1800

Moderate breezes and clear weather standing off and on the bay to leeward of old cape francois waiting for our boat to return from shore At 1 saw the large Cutter standing off for the ship. at ½ past 1 the large Cutter came along side — The Midshipman commanding the Cutter had not seen the other boat Commanded by Lieutenant Collins. bore up and order'd the schooner *Amphitheatre* and Prize schooner to stand In shore and look for the barge. saw a strange sail bearing SW by W, At 7 the *Amphitheatre* and prize schooner returnd without seeing any thing of the barge. Orderd them to work to windward all night and Join the *Constitution* in the Morning

Continued standing off and on all night under an easy sail tacking as nessasary to keep our station

At daylight observed the sail seen the evening before to be the United States Ship *Herald*, at 7 shortned sail and Joind company with the *Herald* Captain Russell waited on Captain Talbot and Inform'd him that he had spoke our barge the evening before and took her In tow, and that Lieutenant Collins had charge of the Sloop in the offing which he had taken out of the harbour of S<sup>t</sup> Jago. at 9 the Sloop Joind company sent the small cutter for Lieutenant Collins and the Captain of the sloop to come on board the *Constitution*

At 12 Moderate breezes from the Eastward *Herald* in company *Amphitheatre* and Prize schooner in sight on different bearings, old Cape francois ESE Seven leagues Port a platt SW by W 6 or 7 leagues

[NDA photostat]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Saturday, 10 May 1800

These 24 hours flattering weather, with some heavy squalls & abundance of Rain the latter part of the Day. At 4 Am hove up Anchor after the *Arrogant* 74 & *Orpheus* frigates before-mentiond had hove up. We soon Came up with & passed them Both, although they were sure to outsail us, as they were call'd the fastest sailing Ships in the English Navy

At 6 pm pepper point bore SE. D. 5 leagues — Crocatao bore NW. 6 leagues. Spoke the Ship *Neutrality* of & bound to Boston from Batavia Barker Baker Master, also saw Brig *Apollo* Cap<sup>t</sup> Strout in Company with Cap<sup>t</sup> Baker & Bound to Boston. Spoke these Vessells at 8 in the Evening —

[LC, EPP, 1799-1800.]

Extract from journal of the U. S. Schooner *Experiment*, Lieutenant William Maley, U. S. Navy, commanding, 10 May 1800

Laying too to Windward of Port Lewis, the French schooner standing off and on under the land, At 2 made sail for her, but she hove about and run close in, At 3 she hoisted a signal, soon after, a number of Barges and a three masted Lugger came out from behind the Island, and rowed up towards the schooner, they then formed in line of Battle with French Colors flying, the Schooner fired a Gun to

windward and they all stood immediately for us but as the night was coming on, and the *Experiment* being close under the Land, with a probability of its becoming Calm, I did not by any means think it prudent to risque an engagement against so superior force, I accordingly hove in Stays, and made sail off shore; the little Fleet being in shore; at Sun set, they found that the *Experiment* outsailed them and tacked and stood in shore. —

[NDA. NO, Vol. 1.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Saturday, 10 May 1800

the first part Moderate Breezes and pleasant

All the fleet in Company

at 6 P M the Tetras of Camarioca bore S E b S 8 Leagues Dist Point John S B E 6 Leagues Dist

at 10 P M Cald all Hands to Quarters brot to with a shot two brigs from Rhode Island one 23 Days out one from Charleston 14 Day out both bound to Havana

at midnight Tackd ship to the Northward shew fals fires as a signal for the fleet to Tack

Middle part Moderate and pleasant

at 6 A M Point John bore South 8 Leagues all our fleet in Company

at 7 took the wind from the North<sup>w</sup> & West<sup>w</sup>

at 12 Meridian the pan of Matansa bore S W B S 12 or 13 Leagues Dist

Latter part Moderate Weather 2 strange sail in sight

Latitude Observed. 23° 35' North

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

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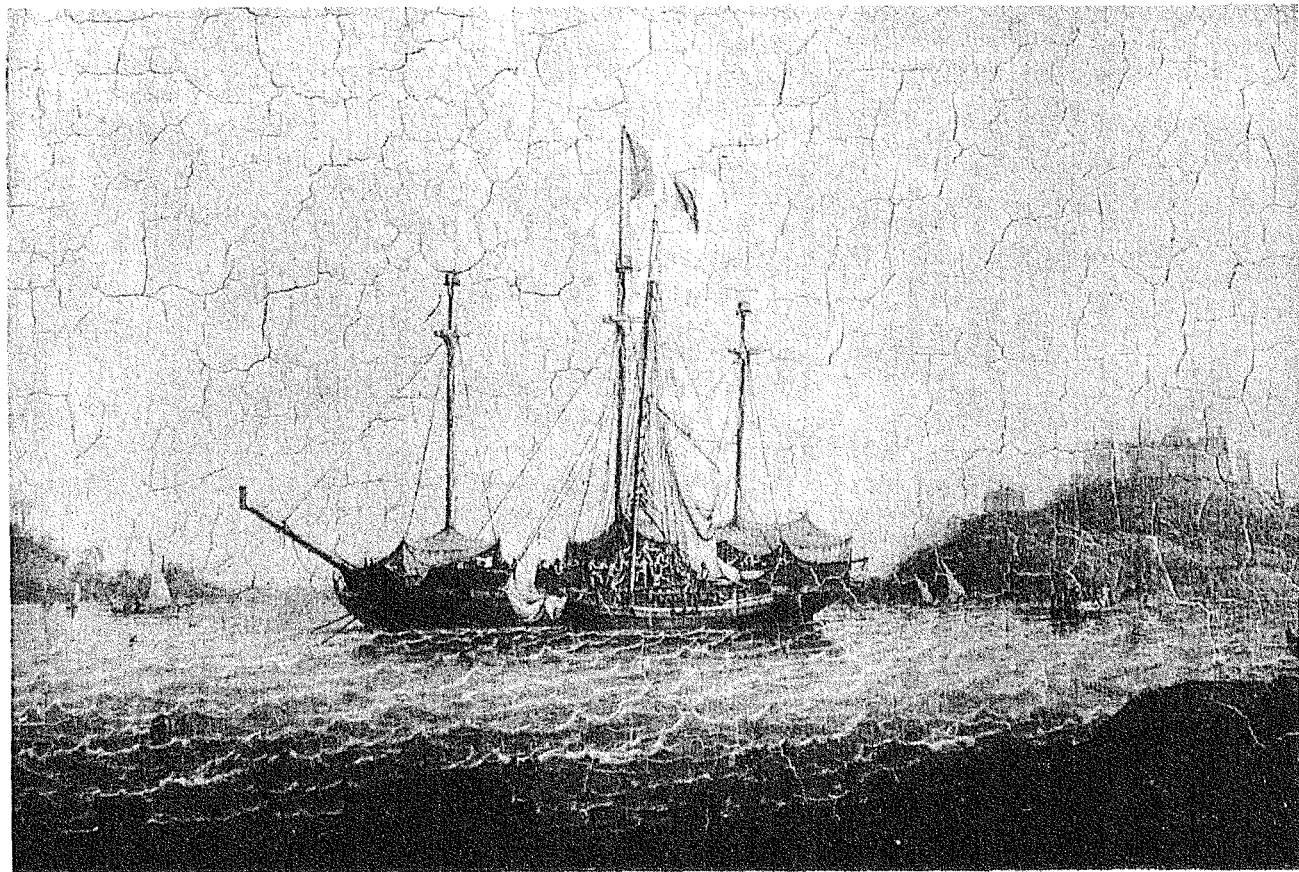
[11 May, 1800]

Extract from a letter from an Officer on board the U. S. Frigate *Constitution*, to his friend in Philadelphia, concerning her enterprize against the French armed ship which was formerly the British Packet *Sandwich*

[U. S. S.] *Constitution*, at Sea,  
12th May, 1800.

Captain Talbot has put his plan into execution respecting the cutting out the ship. I performed my part with very little trouble the only disagreeable part of the business was being cooped up in a small vessel for 12 hours — for we fortunately took a small American vessel that had been in the port a few days before, and was to return there in a short time. By this means it was easy to take the vessel by surprize; it put me in mind of the wooden horse at Troy. We all remained below until we received orders from the officer, the only one of us who remained on the deck of the sloop, whose business it was to lay us on board, which he did on the starboard bow. The men went on board like devils, and it was as much as the first lieutenant and myself could do to prevent blood being spilt. I believe it was not half an hour before the ship was taken, that I had possession of the fort and all the cannon spiked, and returned again on board the





CAPTURE OF THE FRENCH PRIVATEER SANDWICH BY A CUTTING-OUT EXPEDITION FROM THE UNITED STATES FRIGATE CONSTITUTION.



prize before they could get any succours from the city. I presume they were rather surprized when they found the cannon spiked; we had then possession of the harbor, we took our time to rig the ship, as she had her topmasts down and all her sails unbent. By 6 o'clock the lieutenant had every thing in order, and the men stationed at the cannon, ready with my marines to oppose all their force, which we understood was about five hundred men — they sent several flags of truce, making different requests, to which we answered that we had only executed the orders of our commander. On shore they were not ignorant, that it was impossible for us to get out until the land breeze came off which you know is in the morning; he concluded we must have been pretty determined before we undertook the business as we had no other alternative than to die or succeed; he however remained very quiet, and we came out in the morning and joined our commodore.

The night before we performed this business, in going to Porto Plate, we were met at 12 o'clock at night by an English frigate, who fired two shot and brought us too; we went on board and after examining us we proceeded; we suspected he was going on the same business we were upon — he will peep into the harbour La Plate to day and find his plan frustrated. The English Captain informed us, that he was cruizing to intercept a French frigate arrived at St. Domingo from France, and was to proceed round to Cape Francois.

[LC, "Claypole's American Daily Advertiser", (Phila.), 10 June 1800.]

[11 May 1800]

Deposition of Captain Thomas Sanford, of the American Sloop *Sally*, concerning her part in the cutting-out enterprize of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy commanding, against the French armed Ship, formerly the British Packet *Sandwich*.

(TRANSLATION.)

*Extract from the minutes of the Tribunal of Peace, of the Town of Cape Francois.*

On the 29th Floreal, 8th year of the French Republic, one and indivisible (19th May, 1800) at 10 o'clock, A. M.

At the request of Citizen Nicholas Ferdinand Viau, captain of the ship *Sandwich*, of Nantes, now in the town of Cape Francois. Before me, Charles Telemaque, justice of the peace for the town of the Cape, assisted by the clerk of the tribunal, appeared Thomas Sandford, master of the American sloop *Sally*, of Providence, assisted by citizen Polomy, interpreter to the government for the English language.

Who having been duly sworn, declare and say as follows, to wit:

That his name is Thomas Sandford, born in the state of Massachusetts, aged 28 years, a mariner by profession, and master of the American sloop called the *Sally*, of Providence, in the state of Rhode Island, of the burthen of 58 tons, or thereabouts, manned with six men, which went from Turk's Island to Port Plate\* where she remained six days, and from thence went to Bay Chouchoux, at the distance of about three leagues from Port Plate; that on the 9th of May, inst. O. S. at about two o'clock in the morning, the barge of the U. S. frigate *Constitution*, capt. Talbot, came, with 25 men, to

Bay Chouchoux, aforesaid, who went on board the said sloop, cut off the cables, and carried her off — That the appearer was then on board, and exerted every effort to prevent them from so doing, but in vain, two thirds of his cargo then being on shore; that the barge's people having then taken possession of his vessel, remained at Chouchoux until 4 o'clock of the same day, when they left it to go to the frigate, which was at sea, at the distance of about 30 miles from Chouchoux, and came up with her the next day, at noon; that capt. Talbot then filled the said sloop with men, and gave them orders to go and take possession of the French ship *Sandwich*, then anchored at Port Plate, and in case they could not succeed in carrying her off, then to sink or burn her; that those men then set sail for Port Plate, where they arrived the next day (11th of May) at about 10 o'clock in the forenoon; that Capt. Talbot had ordered this deponent to remain on the deck of his vessel, in order to prevent the inhabitants of Port Plate, who had already seen him there, from having any suspicion of the intended capture of the ship, while the people from the frigate could keep themselves concealed in the hold, which they, in fact, did, and as soon as they arrived, they boarded the *Sandwich*, and fired six musket shots, which did no harm; that the French who were on board, not finding themselves sufficiently strong to resist, withdrew into the hold, and suffered the others to take possession of the vessel, who afterwards tied up the Frenchmen with ropes, and took possession of the boats belonging to her; they then went ashore and spiked up the guns of the fort; that afterwards they returned to the vessel, made every necessary preparation to carry her off, and set sail with her the next day, at two o'clock in the morning, to join the frigate, which was then in sight, which they effected at 10 o'clock of the same day; that on the same day capt. Talbot gave orders to carry the said French ship and the said American sloop to New-York, and would not permit this deponent to follow his own vessel but detained him a whole day on board the frigate, and he was put next day on board the brig *Nymph*, of Newburyport, Joseph Woodman, master, which was going to the Cape.

Of all which, &c.

Done at the Cape, the day, month and year aforesaid, and the said captain Sandford has signed, with the Interpreter, the said Captain Viau, and the Clerk.

(Signed) POLOMY.

THOMAS SANDFORD,  
N. F. VIAU,  
CÆSAR TELEMAQUE,  
GUERA[U]LT, Clerk,

A true copy.

GUERALT, Clerk.

I, the underwritten, Charles Cæsar Telemaque, Justice of the Peace for the town of the Cape, certify to all whom it may concern, that Citizen Guerault, who has signed the present instrument, is clerk of the Tribunal of Peace of this town, and that faith is to be given to his signature, &c.

(SEAL.)

Cape.——1 Prairial 8th year.

CÆSAR TELEMAQUE.

The particular agent of the French national government at St. Domingo, certifies to all whom it may concern, that Citizen Cæsar Telemaque, who has signed the above attestation, is Justice of the Peace for the town of the Cape, and that faith is to be given to his signature, &c.

Cape Francois, 1st Prairial, 8th year of the French Republic,  
one and indivisible.

The particular agent,

ROUME.

Attest,

The Secretary General.

(SEAL.)

BLANCHARD.

\* A port in the Spanish part of St. Domingo, entirely in possession of the Spanish government.

[LC, "Claypole's American Daily Advertiser", (Phila.), 16 June 1800.]

[11 May 1800]

From Captain Silas Talbot, U. S. Navy, to Secretary of the Navy

#### EXPLANATORY:

Extract of a letter from Commodore Silas Talbot, addressed to Mr Secretary Stoddert, dated May 12th, 1800:

"I have now to acquaint you, Sir, that I have been for some time meditating an enterprize against a French armed ship, lying at Port Plate, protected by her own guns and a fort of three heavy cannon. It was my first intention to have gone in with the *Constitution*, and to have silenced the fort and ship, which has all her guns on one side to co-operate with the fort in defending against any hostile force; but after the best information I could gain, I found it to be somewhat dangerous to approach the entrance of the harbor, with a ship of the draft of water of the *Constitution*."

"Having detained the sloop *Sally*, which had left Port Plate but a few days before, and was to have returned there previous to her sailing for the United States, I conceived that this sloop would be a suitable vessel for a disguise. I therefore manned her at sea from the *Constitution*, with about ninety brave seamen and marines, the latter to be commanded by captain Carmick and lieutenant Amory, when on shore; but the entire command I gave to Mr. Isaac Hull, my first lieutenant, who entered the harbor of Port Plate yesterday, in open day, with his men in the hold of the sloop, except five or six to work her in. They ran alongside the ship, and boarded her, sword in hand, without the loss of a man, killed or wounded. At the moment the ship was boarded, agreeably to my plan, captain Carmick and lieutenant Amory landed with the marines, up to their necks in water, and spiked all the cannon in the fort, before the commanding officer had time to recollect and prepare himself for defence."

"Perhaps no enterprize of the same moment was ever better executed; and I feel myself under great obligations to lieutenant Hull, captain Carmick, and lieutenant Amory, for their avidity in under-

taking the scheme I had planned, and for the handsome manner and great address with which they performed this dashing adventure."

"The ship, I understand, mounts four sixes and two nines; she was formerly the British packet *Sandwich*, and from the boasting publications at the cape, and the declaration of the officers, she is one of the fastest sailers that swims. She ran three or four years, (if I forget not,) as a privateer out of France, and with greater success than any other that ever sailed out of their ports. She is a beautiful copper-bottomed ship; her cargo consists principally of sugar and coffee.

"I am, &c.

"SILAS TALBOT."

This capture was made about twelve o'clock. When taken, the ship was stripped, having only her lower masts in; her rigging was coiled and stowed below. Before sun-set Lieutenant Hull had her completely rigged, royal yards athwart, guns scaled, men quartered, and in every respect ready for service.

[N. H. Colony HS, original Boston Athenaeum.]

[11 May 1800]

**Account of the Expedition of U. S. Frigate *Constitution*, in Harbour of Porto Plata**

Whilst the Frigate *Constitution*, under the command of Captain Talbot was cruising in the neighbourhood of St. Domingo an Expedition was determined upon, to cut out a French Corvette of 14 Guns then in the harbour of Porta Plate in that Island, for this purpose a small Sloop belonging to Providence R. I. was made use of & the Expedition placed under the direction of Isaac Hull, then first Lieutenant of the *Constitution*, who with the Officers & men selected left the *Constitution* & went on board the Sloop about sun down being at that time a long distance from the land; In standing in the Sloop was fired at by a British Frigate and a boat was sent from the Frigate to ascertain the destination of the Sloop, The British officer was much surprised on getting on board the Sloop to find the Hatch ways filled with American Officers and seamen — Lieut Hull informed him that under disguise he intended to run into Port Plata and endeavour to cut out the French Corvette there loading with Coffee for France, the British Officer intimated that the British Frigate had been watching the movements of the French Vessel with the same intention, Lieutenant Hull replied that it must be effected before the next morning or the Frigate would be too late, as he (Lt H.) should certainly take her out if he found [her] there in the morning, the British Officer left the Sloop wishing success to the Expedition.

In the morning, the Sloop was still a long distance from the Port, but the sea breeze springing up early, the Sloop succeeded in entering the Port about twelve O'clock, the Pilot who was at the helm of the Sloop was directed to lay the Corvette aboard on the Starboard bow, whilst Lieut Hull stood ready to let go an Anchor from the Stern of the Sloop the moment she came in contact with the Corvette — Not a man was to be seen on board the Sloop & the object was not discovered until the pre-concerted signal was given to board — immediately on the Signal being given the men sprang from the hold of the Sloop the Officers from the Cabin, and boarded in handsome style, carrying all before them and taking possession of the Corvette without the loss of a

man, Orders had been given to the men to discharge their pistols in the air if but little resistance was offered — As soon as possession was obtained a Boat, manned with Marines under the charge of Captain Carmack & Lieut Amory was sent to the Fort to spike the Guns, which was effected in a very short time; All this was done at noon day within musket shot of the Fort, the broad side of the Corvette bearing upon the Sloop as she entered the Port, & the wind blowing directly into the harbour.

The Corvette was dismantled having nothing but her lower Masts standing, and not a Rope over the Mast heads — By sundown she was completely Rigged sails bent, Royal yards aloft ready for Sea, in the mean Time the Guns of the Corvette had been scaled, re-loaded & brought to bear on the Town, the men ready for any emergency, at about twelve o'clock at night the Wind came off the land & the Corvette was got underway & stood out the most perfect & complete success having attended the Expedition & without the loss of an individual.

[Copy NDA, A-8, original Hull Papers, Mr. H. H. Platt.,

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Sunday, 11 May 1800

Fresh Breezes and clear weather, Lying too making Preparations to cutt a ship out of Port a Plate,

@ 4 Sent 3 officers and 80 men on board the sloop *Sally* 3 barrels of Beef, 3 barrels of Pork and 1000 <sup>lbs</sup> of Bread and two top Gallant sails, Supplyd the Brig *Nymph* with one Anchor Weighing 1124 pounds, Parted company with the Schooner *Esther* which is order'd to New-york navigated by a Masters mate and 6 men, @ 5 parted company with the U. S. ship *Herald*, @ 6 saw the high land of Port a Plate bearing S W by S, 9 or 10 leagues. @ 10 Wore to the Southw<sup>d</sup> parted company with the Brig *Nymph* orderd to Cape francois Navigated by her own crew and a Midshipman,

During the night moderate breezes and cloudy employd working to windward, @ Daylight Join'd company with U. S. ship *Herald*. A M at 9 squally and rain Saw a strange sail bearing South which appeard to be bound to the Southward, Gave chace to her under a press of sail till 11 at which time the chace tackd towards us and made the private signal, @ ¼ p<sup>t</sup> 11 answer'd the private signal of one of his Bt<sup>y</sup> Majestys Ship — Shortn'd sail.

At 12 Fresh breezes and cloudy the high land of Porta Plate bearing S W ½ W 6 or 7 leagues,

the United States Ship *Herald* in company

No obs<sup>n</sup>

[Cruising to the Northward of Old Cape Francois]

[NYHS, NHS.]

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Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Sunday, 11 May 1800

Lying too off old Cape francois, with all our Prizes in company Parted company with the *Herald*

Employd sending provisions and arms on board the prize sloop *Sally* for a party of seamen and Marines to go in to port a platt to

cutt out a french Ship that lay moord In the harbour, Supplyd the Brig *Nymph* with an Anchor weighing 1124 <sup>lb</sup> Parted company with the prize schooner *Esther* she being orderd to New York, at 6 saw the high land of port a platt bearing SW by S —

Sent a Lieutenant with 2 officers of Marines and 80 men on board the Sloop and parted company she being orderd In to port a platt. Moderate breezes all night Tackd as nessasary to keep to windward of Port a platt

At Daylight saw the *Herald*, AM at 9 saw a strange sail bearing south which Appeard to be standing to the southw<sup>d</sup> Gave chase to her, at  $\frac{1}{4}$  past 11 the strange Sail Tackd and stood for us, at  $\frac{1}{2}$  past 11 She made the English Signal which we answerd

At 12 fresh breezes and Squally shortnd sail the high land of Port a platt SW  $\frac{1}{2}$  W six leagues, Old cape francois SE by E  $\frac{1}{2}$  E seven or Eight leagues *Herald* in company Brig *Nymph* in sight

[See Journal of 12 May 1800.]

[NDA photostat.]

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Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Sunday, 11 May 1800

Commences Continus & ends with light winds & variable. Continue working the Ship to Windward towards Batavia, when the Weather & wind is favourable this Day tack'd Ship several times in the Straits of Sunda. the English Men of war before mentiond [*Arrogant* & *Orpheus*] continue in sight beating to windward, to leeward of us. At 4 pm stood in Shore at the Eastern part of pepper bay & come to Anchor in 17 fathoms water. Crocatao island bearing W B N  $\frac{1}{2}$  N D<sup>e</sup> 6 leagues — Thwart Island bore N B E 5 leagues. the 3<sup>d</sup> point or pepper point bore SW B S Distance 5 leagues, the Land within us on Java Shore, where our boats landed bore SE B E  $1\frac{1}{2}$  miles Distance. here discoverd there were many natives on Shore —

this day William Ash forecastle man Excited the people of the Ship *Essex* to fall on their Officers & serve them saying. "As we did on Board the *Harmoin* & serve them right." Confin'd the Said W<sup>m</sup> Ash the same Evening.

[LC, EPP, 1799–1800.]

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Extract from journal of the U. S. Schooner *Experiment*, Lieutenant William Maley, U. S. Navy, commanding, 11 May 1800

At 1 P M. saw a sail to the S. E made all sail and gave chase, soon discovered two more sail in the same direction standing to the Westward, the first Vessell which we saw was standing for us under a press of Canvas, at 2 Came up with & spoke the Letter of Marque Ship *Nancy* of 18 Guns from Liverpool bound to Jamaica, she informed us that the other two Vessels were her prizes viz<sup>t</sup> an American Brig recaptured from the French, and a Danish Schooner, made Sail and bore away towards the prizes, the Ship made sail and stood after us and presently fired a shot over our stern, I immediately shortened sail and called all hands to Quarters; when he came up under the Stern of the *Experiment* he ordered his men to their Guns; I hailed



him to know the cause of his firing the Shot, and ordered him to send his Boat immediately on board — with his Commission, which he complied with, and made an apology for his firing, saying, that it was done at the request of his owner. who seeing us make sail towards the prizes supposed the *Experiment* to be a French privateer. —

[NDA. NO, Vol. 1.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Sunday, 11 May 1800

The first part Moderate and pleasant  
 at 1 P M spoke the Brig *Theatas* of Salem from Norfolk 12 Day  
 out bound to Havana John Fairfield Master  
 at 6 P M the Tetas of Camarioca bore S b W 15 or 16 Leagues  
 Dist Run down for the fleet  
 at 8 Wore ship and shew A fals fire for the fleet to Ware With the  
 Comodore  
 Midnight Handed Top Gall Sail Light Squalls all the fleet in sight  
 at 7 A M Wore ship to the Northward & Eastward  
 at 12 Meridian the Tetas of Camarioca bore S B W 8 or 9 Leagues  
 Distance  
 Latter part Light Airs  
 Latitude Observed. 23° 24' North  
 [HS of Old Newbury, Mass. NDA photostat.]

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[12 May 1800]

To William Smith, U. S. Minister to Lisbon, Portugal, from Secretary of State ad interim

(N<sup>o</sup> 20)

DEPARTMENT OF STATE  
*Philad<sup>a</sup> 22 May 1800*

WILLIAM SMITH Esq<sup>r</sup>

SIR Your letter of the 2<sup>d</sup> March N<sup>o</sup> 33, with a copy of Consul O'Brien's letter was received at this office on the 12<sup>th</sup> instant, the day on which Colonel Pickering ceased to execute the duties of Secretary of State.

I have the honor to commit to your care the answer of the President to the letter of his Royal Highness the Prince Regent, announcing the devolution of the government of Portugal upon his Royal Highness, which you are requested to deliver.

The credentials of the Chevalier de Friere, as Minister Plenipotentiary from the Prince Regent to the United States, have been received. His appointment gives pleasure to the President, who hopes again to see the Chevalier in America, where he so long, and so agreeably to the American government, has resided.

The *Ann Maria* is chartered at New York to take a cargo to Tunis. She will begin to take in her lading about the first of June: and the [George] Washington here is preparing to take in a cargo for Algiers. At this moment I am not sufficiently informed as to say when either will sail, but I can assure you all unnecessary delay will be avoided.

Col<sup>d</sup> Pickering in his letter to you dated the 22<sup>d</sup> of March informed you that early in January the *Sophia* had sailed for Algiers with a cargo of gun powder; and that the ship *Hero* had sailed in the beginning of February with a large cargo for Tunis. These vessels it is hoped have arrived safe and that all is well with the Barbary governments.

It is proper that I should mention to you that your letters of 28<sup>th</sup> Nov<sup>r</sup> and 21<sup>st</sup> January last have been received, so that your file is complete to N<sup>o</sup> 33 inclusive.

Congress closed their session on the 14<sup>th</sup>. The defensive measures in regard to France continue as heretofore, except that the 12 additional regiments are to be disbanded by the 15<sup>th</sup> of June. — A loan of 3,500,000 dollars is authorized by law, which sum will not be necessary I believe, but only a part of it, in consequence of the reduction of the army. — No letters have been received from our envoys since their arrival in Paris, and the latest news from London is to the 24<sup>th</sup> of March

With great respect &c &c

CHARLES LEE.

[SDA. Dip. Cor., Inst. to Min. Bk 5, 1798-1800.]

To Lieutenant James Burns, U. S. Navy, from Purser Isaac Garretson, U. S. Navy

UNITED STATES FRIGATE *Chesapeake* 12 May 1800

SIR You will please to send by the officer who will deliver you this, the following men as witnesses in the trial of the Prisoners, charged with various crimes, exhibited ag<sup>t</sup> them by Cap<sup>t</sup> James Sever — viz Dennis Dempsey, John King, George Dunham — Samuel Speese [or Speek], John Hardy, John Rowe, Abel Thompson, David Nichols, Rich<sup>d</sup> G. Pew. M Mate, Joseph Copeland M<sup>r</sup> at Arms — M<sup>r</sup> Little S<sup>t</sup> Master, Jo<sup>s</sup> Merrit, Jn<sup>o</sup> Emmery, Jn<sup>o</sup> Griffin

I have the honor to be

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

ISAAC GARRETSON *Judge Advo<sup>t</sup>*  
*Court Martial*

Lieu<sup>t</sup> BURNS

U. S. Frigate *Congress*

[LC, J. Sever Papers. NDA photostat.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Monday, 12 May 1800\*

Moderate breezes and cloudy, Employd working to windward under an Easy sail to the Northw<sup>d</sup> and Eastw<sup>d</sup> of Port a Platt waiting for the sloop to return which we sent in to port a platt, At 6 Took the Brig *Nymph* In Tow. At 8 In the evening saw the harbour of port a platt SSW 4 leagues In 2<sup>d</sup> reef in the Topsails & brou<sup>t</sup> too Maintops<sup>l</sup> to the mast ships head North, Continued under an easy sail during the night Wore and Tackd as nessasary

At Daylight saw the British Frigate *Alarm* which we had signal'd with the evening before At 8 hauld in for the harbour of Port a platt,

in order to Join the sloop and ship provided they should come out At 9 saw 2 strange sails which appeared to be standing out from the land

At 11 Shortnd sail and Joind company with the Ship *Sandwich* and Sloop *Sally*, The *Sandwich* is a french Ship part laden with Sugar and Coffee which was cutt out of port a platt by the seamen and Marines sent in for that purpose on board the Sloop *Sally*

Employd Receiveing prisoners from the *Sandwich* and sending provisions on board and Manning her for America, At 12 Moderate breezes the *Sandwich*, *Nymph* and *Sally* in company port a platt SW 7 or 8 leagues

[\*Beginning 12 M, 11 May and ending 12 M, 12 May 1800.]

[NDA photostat.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Monday, 12 May 1800

Moderate breezes and cloudy, Cruising to the Northw<sup>d</sup> of Port a Plate waiting for the Sloop *Sally* to return which was order'd in to Port a Plate to cutt out a french ship @ 6 Took the Brig *Nymph* in tow, @ 8 in the evening saw the harbour of Port a Plate SSW four leagues Double reefd the Topsails and brought too ships head to the Eastward Wind at SE by S continued under an Easy sail During the night wore and Tack'd as nessasary to keep in sight of the high land of Port a Plate, @ Day light saw a strange sail bearing ESE bore up and Gave chase till we observed her to be the *Alarm* British Frigate we changed signals with Yesterday, A M @ 8 hauld on a wind to the harbour of Port a Plate till 9 at which time we saw two sail that appear'd to be steering from the harbour of Port a Plate & made sail towards them, @ 11 shortnd sail and brou<sup>t</sup> too the Sloop *Sally* and Ship *Sandwich* in company the ship *Sandwich* is a french ship from Nantz bound to Cape francois. Mounting 6 Guns and haveing on board 30 men, Put in to Port a Plate discharged her Cargo there and now partly laden with the produce of the Island this Service was performd by Lieutenant Hull, Captain Carmick, and Lieutenant Amory, they Boarded her at nearly 10 on the morning of the 11<sup>th</sup> of May 1801 [1800], the marine officer with a party of Arm'd men landed and spiked up the Cannon in the Battery, while Lieutenant Hull was swaying up the Topmasts on board the *Sandwich* Received 22 french prisoners from the *Sandwich*, @ 12 moderate breezes and cloudy the Prizes, *Sandwich*, *Nymph*, & *Sally* in Company Port a Plate bearing SW 7 or 8 leagues.

No obs<sup>s</sup>

[NYHS, NHS.]

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Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Monday, 12 May 1800

Moderate wind & variable. At 6 Am saw a Ship in the Offing. hove up Anchor & gave chase to her. At 9 Am spoke her. who was an American Ship belonging to Baltimore, from Hamburg bound to Batavia. Call'd the *Hebe* 159 days from Hamburg. At meridian passed the Narrowest part of the straits of Sunda — Between thwart

Island & point Anger on Java made the Isle Tondo bearing E by N. D 4 leagues At 4 pm. saw a Sail to the Eastward who came to Anchor near Pulo tendong bassau [?] Island, made several tacks after dark. At 9 pm come to Anchor with the Stream Anchor in 25 fathoms water. Isle tondo bearing NW b W — D 6 miles.

[LC, EPP, 1799-1800.]

To Captain Silas Talbot, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 13<sup>th</sup> May 1800 —

SILAS TALBOT Esquire

Commander of the *Constitution*

Cape Francois —

SIR This will be delivered to you by Captain Murray of the *Constellation* who will place himself under your command & when you leave the Station to return to the United States, he will be the Superior Officer remaining, and will assume the Command

You will please when this time arrives turn over to Captain Murray, the Instructions you have received, which relate immediately to your command on the Station, and I have written him that you will give him all the information which your long experience in this command will enable you to do. —

It will be proper that you should arrive at Boston in time to keep good faith with your men — and if you call at the Havanah on your return, it may be usefull — as there may be many American Vessels at that port wishing the benifit of Convoy — I understand there is a good deal of Specie at that place belonging to Citizens of the United States, which it will be very proper for you to bring if offered in a way not to offend the Laws of Spain — It will be usefull too & agreeable to the people of Charleston if you appear for a day off that harbour — You will yourself judge of the time you should commence your return — The Purser should have all his accounts prepared for settlement with the men on the very day of your arrival at Boston, that they may not be unnecessarily detained on board

Pray give positive orders on this head. I expect to write you more fully by the *Ganges* to sail from hence in a week & probably to arrive at Cape Francois before Murray —

I have only now to add, that your temperate & judicious conduct on your Station has given great satisfaction to the President & your Country —

I enclose a late act for the Government of the Navy — By the construction of the Attorney General of the old Act, Commanders on Stations, are entitled to 1/20<sup>th</sup> of the prizes taken by vessels acting under this direction — I also enclose an act further to suspend Commercial Intercourse & a late proclamation of the President

I have the honor to be

Yr obed Servt

[NDA. OSW, Vol. 3, 1799-1800.]

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

[PHILADELPHIA]

Navy Department 13<sup>th</sup> May 1800

Capt<sup>n</sup> ALEX<sup>r</sup> MURRAY  
of the *Constellation*

SIR Presuming that the *Constellation* will be ready for Sea, by the time this reaches you it is the command of the President that you proceed immediately to Cape Francois in S<sup>t</sup> Domingo and place yourself under the Command of Captain Talbot of the *Constitution* during the time he remains on that station, which will be but short after your arrival, and on his departure, you will assume the Command, receiving from Captain Talbot his instructions, and all the information which his experience on that Station will enable him to give you —

Referring you to these instructions & this information I will only add that you must remain on this station until the 1st September, if not sooner relieved, altho the times of part of the Crew will be out before that day This you can easily manage, I have no doubt — even then you must not depart until relieved — that the vessels under your command must be sent home so as to keep good faith with the men — that when a vessel departs she should turn over to those which remain, all the provisions over what may be necessary to bring her home — that all prizes should be sent into the United States, & at least three or four of the Crew, without which they cannot be condemned — and that you must pay particular attention to the two Acts enclosed & the Presidents Proclamation, and give the proper directions to the vessels under your Command, in relation to American Vessels, Scarcely one of which sent in under the first Act can be condemned, and in most cases the owners may have their action of damages against the Captors —

You cannot be too attentive to the cultivation of a good understanding, between Gen<sup>l</sup> Touissant & the people under his command — nor in getting all necessary information from D<sup>r</sup> Stevens — but interfere no further than the safety of the American Commerce requires, in the civil war, raging in the Island —

I presume Capt<sup>n</sup> Talbot will return also imm<sup>ly</sup> after your arrival — You have at foot a list of the Acts of Congress referred to —

Wishing you health, Success & honor, I remain with great Esteem  
Sir

Yr obed Servt

B[ENJAMIN] S[TODDERT]

P S — 3 Copies of the Act “for the better Government of the Navy”, & 3 Copies of the Act “further to Suspend the Commercial Inter-course between the United States & the French Republic & the Dependancies thereof” are enclosed

[NDA. OSW, Vol. 3, 1799-1800.]

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

[PHILADELPHIA]

Navy Department 13<sup>th</sup> May 1800

Captain CHRIST<sup>r</sup> R. PERRY  
of the *General Greene*[e]

SIR Immediatly on your arrival at New Port, you will direct the Purser of the *Gen<sup>l</sup> Greene*, to pay off the Crew of whom you will retain on board only a sufficient number to take care of the Ship while she is repairing —

I have written to Mess<sup>rs</sup> Gibbs & Channing to furnish the Purser with money and to give all the assistance in their power in refitting your Ship for another cruize as speedily as possible her services are too important to be dispensed with a moment longer than may be absolutely [necessary] to re-equip her for sea — In order to effect this with the greatest expedition, you will as soon after your arrival as practicable furnish Mess<sup>rs</sup> Gibbs & Channing with a report of all the repairs & Indents of all the stores necessary to refit you completely. — You will direct your Purser previous to paying off the Crew, to call on those Gentlemen for an account of what payments they have made on powers of Attorney — Be pleased to keep me advised of the progress you make, that I may be prepared to give orders for recruiting a new Crew, by the time it shall appear necessary —

I have the honor to be Sir

Yr obed Servt

B[ENJAMIN] S[TODDERT]

P. S — Your Purser must have all his A/cts settled up previous to another cruize — He must take care to deduct 20 cents per month from each man for the support of Marine Hospitals

[NDA. OSW, Vol. 3, 1799-1800.]

To Master Commandant Benjamin Hillar, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 13<sup>th</sup> May 1800,

Lieu<sup>t</sup> BENJAMIN HILLAR  
of the *Pickering* —  
Boston

SIR Immediatly on your arrival at Boston, you will direct the Purser of the *Pickering* to pay off the Crew of whom you will retain on board a sufficient number to take care of the Brig while she is repairing

I have written to Mess<sup>rs</sup> St<sup>r</sup> Higginson & Co who will give all the assistance in their power in refitting you for another cruise as speedily as possible — The *Pickerings* services are too important to be dispensed with a moment longer than may be absolutely necessary to re equip her for sea — To effect which with the greatest expedition, you will as soon after your arrival as practicable furnish Mess<sup>rs</sup> Stephen Higginson & Co with a report of all the repairs & Indents of all the stores necessary to refit you completely — Mess<sup>rs</sup> Higginson & Co will furnish your Purser with money to pay off the crew previous to which he must call on those Gentlemen for an account of what

payments they may have made on powers of Attorney, and take care to make the proper deduction You will keep me advised of the progress you make, that I may be prepared to give the necessary orders for recruiting by the time it shall appear adviseable

Your purser must settle up all his Accounts previous to another cruise —

I have the honor to be  
Sir Yr Obed Servt

B[ENJAMIN] S[TODDERT]

P S — The purser must take care to deduct the 20 Cents per M<sup>o</sup> for the support of Marine Hospitals from the 1<sup>st</sup> of September last  
[NDA. OSW, Vol. 3, 1799-1800.]

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

[PHILADELPHIA]

Navy Department 13<sup>th</sup> May 1800

GEORGE HARRISON Esqre

SIR A prize Schooner has just arrived — You may as well commence your operations at once by taking her in charge — a privelidge belonging to the Navy Agent in cases where the Captain & Crew have appointed no Agent which is the case in the present instance — But you must get your Comm<sup>s</sup> out of the prize — I beleive 5 p<sup>t</sup> Ct is the usual Comm<sup>s</sup> —

Lieut Latimer will present you the papers — it may be best for you to see M<sup>r</sup> Ingersoll imm<sup>y</sup> on the Subject of her condemnation —

I have the honor to be Sir  
&c

[NDA. GLB, Vol. 3, 1799-1800.]

To Master Commandant William Bainbridge, U. S. Navy, from Charles Washington Goldsborough for Secretary of the Navy

[PHILADELPHIA]

Navy Department 13<sup>th</sup> May 1800

Capt W<sup>m</sup> BAINBRIDGE

SIR You will be pleased to deliver over to Lieu<sup>t</sup> Calvert, [Commanding U. S. brig *Norfolk*] all the Circular Instructions, heretofore given you, and the different signals —

I have the honor to be  
Yr obed Servt

C W G By order of Secr<sup>y</sup>

[NDA. OSW, Vol. 3, 1799-1800.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Tuesday, 13 May 1800

Moderate Breezes and cloudy Lying too Manning the sloop *Sally* and Ship *Sandwich*, and sending Provisions and water on board the prizes

At 7 In the evening old Cape Francois SE  $\frac{1}{2}$  E, 7 or 8 leagues parted company with the Brig *Nymph*

Continued standing off and on all night under an Easy sail Tacking as nessasary, *Sandwich* and Sloop *Sally* in company

At Daylight saw port a platt SSW 7 or 8 leagues employd sending stores of different kinds on board the ship and sloop and fitting them for the passage

At 11 Parted comp<sup>y</sup> stood to the Eastward, Ship & Sloop Steerd North, At 12 Moderate and cloudy Ship and Sloop In sight to the N<sup>d</sup> old Cape Francois SE  $\frac{1}{2}$  E, 8 or 9 leagues Port a platt SSW 7 or 8 leagues Wind V<sup>bl</sup> from Westw<sup>d</sup>

[NDA photostat.]

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To the Governor General of Batavia, from Captain Edward Preble, U. S. Navy

U. S. Ship of War *Essex*,  
14th May, 1800.

*May it please your Excellency:* — I have the honor to inform your Excellency of the arrival at anchor off Middleburg Island of the U. S. Ship of War *Essex*, of 36 guns, under my command. I shall immediately weigh anchor for Batavia, and on my arrival there, shall do myself the honor to wait on your Excellency, as soon as your Excellency will permit me, and shall be happy to communicate every information, which may be satisfactory to your Excellency. I shall salute the Dutch flag at Batavia with sixteen guns, if your Excellency will do me the honor to order an equal number returned. Without being assured of this, I am not at liberty to salute the flag of any nation whatever.

I have the honor to be, with great respect,

Your Excellency's obedient, humble servant,

EDWARD PREBLE.

*To His Excellency, the Governor General of the Dutch Indies, Batavia Castle.*

[NR&L, Nr:P922-14, *Essex* by G. H. Preble.]

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To Secretary of State from Job Wall, U. S. Consul, St. Bartholomews

ST. BARTHOLOMEW May 14, 1,800

The Honorable TIMOTHY PICKERING Esq<sup>r</sup> [\*]

*Secretary of State*

SIR I beg leave of reference to what I had the honor to write you under dates the 31<sup>st</sup> December, and 8<sup>th</sup> April, since which I am without the favor of any of yours. the very frequent Claims Sir that are made upon my feelings and to which I am the more exposed on Account of my Public Situation by the Distressed and unfortunate Captives of our Nation, in and about these Islands, Viz, Gaudeloupe Saint Eustatus and St. Martins obliges me (my own private pecuniary resources not Extending thereto) to take a Liberty again with you by passing on you at thirty days Sight a bill in favour of Captain Joseph Dacosta for three Thousand Dollars, partly to reimburse me the Excess of my advances allready over reaching the sum which I last



Valued on you for as well as to Enable me to send a small sum to the relief of those who are now detained at Gaudeloupe and Saint Martins, and who have been longer so then was avoidable by me and of M<sup>r</sup> David M. Clarksons refusing to Respect (upon a very recent occasion) a receipt given by me to the French Consul here for a Certain number of my Captive Countrymen, to entitle him to the Libration of an equal Number of Frenchmen detained at Basseterre St Kitts; this Interruption to a Mode adopted for the Mutual Relief of the unfortunate on both sides and in which I had been lead and sanctioned by several Commanding officers of our Ships and Vessels on this Station will no doubt have the effect of irritating the french Agents to windward and their Delegates in the Neighbour Islands of Saint Martin and Staticus to treat our prisoners with a Severity not heretofore practised. No effort is Wanting on my side to releive and Ameliorate the Condition of such of my Countrymen as by the fate of war are rendered unfortunate, whenever they present themselves to me, and it would Guard me against a Similar Conduct on the part of M<sup>r</sup> Clarkson if you Sir by a few lines would define what is properly the Situation in which he stands or the functions which he Exercises; You'l please find the declaration of Cap<sup>t</sup> Samuel Stephenson: I am sorry to inform you of the Capture of two American Vessels which sailed from this port the 17<sup>th</sup> last month & carried into Potirico — the Ship *Thomas Chalkly* from Philadelphia was Captured by a french privateer & recaptured by the United States Ship *Connecticut* & the Brig *Richmond* & Conducted to the Port of Saint Thomases. The Schooner *Enterprize* captured a few days past a french Armed Vessel of the Island Saint Croix You'l also pleased find enclosed, Sir, my correspondence— with M<sup>r</sup> Bresson the french Commissary Delegated for the Island of Saint Martins respecting the Exchange of Prisoners

I have the Honor to be Sir,

Your Obedient Humble Servant,

JOB WALL

Consul for the U. S. of A.

The Honorable TIMOTHY PICKERING Esquire

Secretary of State

[\*Ceased executing duties of Secretary of State, 12 May 1800.]

[SDA. St. Bartholomew. Vol. 1, 1799–1828.]

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Extract of letter to Secretary of State from the U. S. Consul at Surinam

[SURINAM] 14<sup>th</sup> May, 1800.

"I Have the honor to inform you that his Excellency the Governor has this day communicated to me, that vessels of the United States are no longer permitted to take in produce on freight, or otherwise, for England, and allowed to land only lumber, fish and flour — and to take away in payment therefor, molasses only. As, in consequence of the Governor's proclamation of the ———— allowing neutral vessels to take away any produce, giving bonds to land the same in England, letters were written to merchants in the United States, advising to send vessels here to take freights, it seems necessary that the revocation of this privilege should be generally known. This moment his excellency's proclamation on the subject is shewn to me; but there

is no time to procure a copy to transmit to you by this conveyance. Officers of the British customs are appointed to supercede those appointed by the Commander in Chief at the surrender of the colony. Instructions from his majesty's ministers have been lately received concerning the navigation and trade to this colony: I have seen them. They are written in a pressing, censoring style, against the admission of neutrals to a participation in the trade, any farther than absolute necessity will justify and require. The admission of European neutrals is positively forbidden, and American vessels are limited to the landing of lumber, fish and flour, unless the Governor by proclamation declares that the colony is in want of Beef and Pork. In regard to the taking away produce, molasses and rum are only allowed, but the language is not so positive in regard to this restriction, as they appear to understand that neither rum or money are here to be found. The proclamation of the Governor nevertheless intimates, that, at present, he shall execute these instructions strictly."

[LC, "Claypoole's American Daily Advertiser", (Phila.), 28 June 1800.]

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Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Wednesday, 14 May 1800

Moderate Breezes and Cloudy, At 1 saw a strange sail bearing SSE made sail and Gave chase at 2 found the chase to be a small schooner Running to the Eastward pursued her till 7 In the evening at which time we lost sight of her. At 8 shortnd sail and Gave over chase old Cape francois bearing WSW, 15 miles

Continued Running to the Eastward under an easy sail all night

At Daylight saw Cape Samana bearing south 8 or 9 leagues.

At 8 AM Moderate Breezes unbent the foresail and Fore topsail and bent others

At 9 saw a strange sail bearing SSW

At 10 Made all sail and Gave chase towards Cape Samana

At 12 Moderate Breezes from NW Cape samana W  $\frac{1}{2}$  N 8 or 9 leagues the chase NE  $\frac{1}{2}$  N 9 or 10 miles

Latitude Observed 19° 04' North

[NDA photostat.]

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Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Wednesday, 14 May 1800

Pleasant weather. Continue our Course in the fair way towards Batavia in the fair way Saw several buoys or marks as we steered along Shore that were on Shoals. At  $\frac{1}{2}$  6 pm. came to with the Stream Anchor. 7 fathoms water. The Isl<sup>d</sup> where the Dutch hoist their Signals bore ENE Distance 2 miles. Onroast [Onrust] isle bore SE b S. 4 Miles Saw the shipping at Anchor in Batavia Roads Starboard Bower ready to let go if necessary. At 1 Am let go Starboard Bower Anchor. At 6 hove up the same again. the Baltimore Ship [*Hebe*] passd us for the roads. this night had thunder & lightning & rain. At 11 Am hove up & made 2 tacks to windward. Anchord at 12 in 9 $\frac{1}{2}$  fathoms — abreast the Flag-Staff. the Castle bearing S. E distance 4 leagues.

[LC, EPP, 1799-1800.]

To Midshipman Thomas Macdonough, U. S. Navy, from Charles Washington  
Goldsborough for Secretary of the Navy

[PHILADELPHIA]

Navy Department 15<sup>th</sup> May 1800

M<sup>r</sup> THOMAS M<sup>d</sup>DONOUGH  
New Castle — Delaware

SIR The Ship *Ganges* will be at New Castle in a day or two. You will wait there & on her arrival place yourself under the Command of Capt Mullowney

I am &c

C W G

By order Secy

P S You are entitled to your pay and emoluments from 17 February 1800 & the Purser of the *Ganges* upon shewing him this will pay you from that date

[NDA. OSW, Vol. 3, 1799-1800.]

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To Lieutenant Stephen Decatur (Junior), U. S. Navy, from Charles Washington  
Goldsborough for Secretary of the Navy

[PHILADELPHIA]

Navy Department 15<sup>th</sup> May 1800

Lieu<sup>t</sup> STEPHEN DECATUR

SIR You will place yourself on board the Brig *Norfolk*, under the command of Lieu<sup>t</sup> Calvert —

I have the honor to be

C W G

By order Secy

[NDA. OSW, Vol. 3, 1799-1800.]

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To Accountant of the Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 15<sup>th</sup> May 1800

THOMAS TURNER Esqre  
Accountant of the Navy —

SIR Acting Lieutenants on board Vessels of War, where there are not a sufficient number of Commissioned Lieutenants are entitled to the same pay and emoluments whilst they continue to perform the duty of that Station as if they were commissioned — It appears by the representation of Lt Calvert that James Wooden late of the *Norfolk* acted in that capacity & supplied the place of a Commissioned Lieu<sup>t</sup> & when paid his pay as such is entitled to his claim for subsistence

I am Sir

Yr obed St

[NDA. GLB, Vol. 3, 1799-1800.]

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

[PHILADELPHIA]

*Navy Department 15<sup>th</sup> May 1800*

JAMES & EBENEZER WATSON

*New York*

GENTLEMEN Pursers are not to have unlimited discretion as to the quality of Slops Clothing which may be furnished them — A reference to my letter of the 9th October 1798 will shew the articles which the Public furnish — These are only articles of necessity — Whatever else the Pursers want they must furnish themselves

We shall not want the British Gun powder, having now on hand a great deal of Saltpetre, which we can have made into powder, at less than half the price mentioned in your letter —

I have the honor to be

Yr obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. GLB, Vol. 3, 1799–1800.]

To Commissioners of the City of Washington, from the Secretaries of the Treasury, War, and the Navy

[PHILADELPHIA]

*Navy Department 15<sup>th</sup> May 1800*

*Commissioners of the City of Washington*

GENTLEMEN The Act of Congress herein enclosed, making it our duty to concur with you respecting footways or pavements directed to be made in the City of Washington, we beg leave to suggest our Ideas on the subject —

We understand there may be had about 3 miles from Washington up the river, and probably also on Rock Creek, great quantities of flat, smooth, broad & thin stone, with joints so even that they may be laid sufficiently close with little or no hammering, and that this stone can be delivered at the places where it is to be used at about 8/4 or 10/ p<sup>r</sup> perch — that from the thinness of the stone, two perch of it will make a footway 6 feet wide & 16½ feet in length — and that the expense of preparing the ground, and laying the stone, will not much exceed if it should equal the cost of the stone —

This Estimate may be too sanguine, but if the whole expense of making the pavement with this stone, should not exceed 3, 4, 5 or even 6 Dollars for 16½ feet in length and 6 feet in width, it will probably be cheaper than any other kind of pavement, & without it, will be better. —

As the time is but short before the Congress will assemble in Washington, there should be no unnecessary delay in begining the pavement. — Unless you find that we are very erroneous in our calculations, we would advise that you take the most prompt measures for having delivered along Pennsylvania Avenue, a sufficient quantity of this stone, for a footway between the two great Buildings — there may be other footways necessary, but this is the first that requires attention — and it can be seen when the expense of this can be ascertained, what other ways can be made out of the sum appropriated —

Should a better plan occur to you, it ought to be adopted, & without delay. — We shall cheerfully concur in whatever plan you find upon full investigation, and a view of all Circumstances, to be the best.

It may be proper too for you to loose no time in having the ground prepared for laying the stone. — Being on the spot, you can better judge than we can, how this is best to be done. — We should suppose that a small Ditch, on each side of the footway will be necessary, and that the Earth from each ditch should be thrown into the middle, we beg leave to observe however, that the object of this expense is the convenience of the Members of Congress — that the pavement is not to be considered as intended to be permanent, and reducing the Ground to the level which may have been contemplated in the plan of the City — Where the ground is level enough, or where the ascent or descent is sufficiently gradual for agreeable walking there should be no removing, or filling in of earth —

The Expenditure of laying the stone and indeed the goodness of the footway will depend in a great degree upon the quality of the stone — Every precaution should therefore be used to get the very best for the purpose although the price may be considerably higher than common stone —

We have the honor to be

Gentlemen

Yr obed Servt

(signed) OLIVER WOLCOTT

JA<sup>s</sup> M<sup>c</sup>HENRY

BEN STODDERT

P S The Perch of Stone as herein calculated, is taken from an Idea that in Washington the selling quantity for a perch, will make a Wall 16½ feet long, 18 Inches broad and one foot high —

[NDA. GLB, Vol. 3, 1799–1800.]

To Secretaries of the Treasury, War, and State, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department, 15<sup>th</sup> May 1800 —*

SECRETARIES OF TREASURY, WAR & STATE

The Secretary of the Navy has corresponded with the Commissioners of Washington, on the subject of the pavement, or foot way, to be made under the direction of the heads of Departments. — But the subject seems to be little understood in that quarter, that no useful information has been obtained from them — as will appear by the Papers herewith — There are great quantities and varieties of Stone within 3 miles of the City on navigation — There is one kind, broad, thin and with joints so even, that they will require little or no hammering — These Stone can be delivered along the Street to be paved at 8/4 — 10/ or at most 15/ p<sup>r</sup> perch — upon an average the Stone will not exceed 6 Inches in thickness, so that one perch of Stone will pave 16½ feet in length, and 3 feet in width — 2 Perch will pave 16½ feet, and of sufficient width for the foot way — The cost of the stone will not exceed four Dollars for 16½ feet in length — and all other expenses will hardly amount to as much more. — If this calculation be tolerably accurate, and it is probably full high

enough, the Street between the Presidents House and the Capitol, being less than 500 Perches, will not cost 4000 Dollars — But if the cost should be 50 p<sup>t</sup> Cent more, it will be cheaper than brick, and probably cheaper than a pebble pavement — The Stone will always be worth its cost, and there will be nothing lost but the labour — a foot way of Pebble and sand would be disagreeable to walk upon — would produce corns, and would not be dry in bad weather —

Beleiving therefore that a way made of the kind of Stone contemplated, will not only be better, but cheaper than any other — and as the work ought to be begun, the Secretary of the Navy has the honor to propose for consideration, a draft of a Letter to the Commissioners of Washington. —

[NDA. Req. on US T, 1798-1803.]

[15 May 1800]

**Sentence of Court Martial in the case of the Mutineers on board  
U. S. Frigate *Congress***

The Court having been cleared, the members proceeded to consider the charges the evidence and the defence of the several prisoners and after maturely weighing the same are unanimously of opinion that Benj<sup>s</sup> Davis is not guilty of the crime wherewith he is charged; and do therefore acquit him of the same: That Andrew Robb, W<sup>m</sup> Brown, John Davis, and John Wilson are guilty in part of the crime wherewith they are charged and do therefore award and order that they and each of them do receive seventy two lashes with a cat of nine tails on board the Frigate *Congress*. And the Court regretting that circumstances compel them to discriminate are of opinion that Ansel Robinson and John Carter are each of them guilty as ringleaders in exciting a mutiny on board the United States Frigate *Congress*; they therefore coming completely under the 24<sup>th</sup> Article of the Act for the Government of the Navy of the United States do sentence and order that the said Ansel Robinson and John Carter and each be hung by the neck until they are dead at the fore Yard Arm of the Frigate *Congress*; but these judgements are not to be put in execution until they be Confirmed by the Commander in Chief of the Fleet. And the Court deploring the sentence they have by the law been compelled to pass on Ansel Robinson and John Carter from all the circumstances and a full hope that a sense of their errors will be a future warning to them do from every true principle of Justice tempered with mercy recommend them to the Commander in Chief as fit objects of his clemency and this they pray & request may be extended to them. The prisoners were severally led into court when the Court proceeded to pass sentence on each of them. And Andrew Robb, W<sup>m</sup> Brown, John Davis, John Wilson, Ansel Robinson and John Carter were again remanded into Custody.

Ordered that Copies of those proceedings be sent to the Commander in Chief of the fleet without delay. Ordered that the Court be adjourned without delay. —

(Copy) — SAM<sup>l</sup> BARRON Presi<sup>t</sup>

I do hereby approve and Confirm the Sentence of the Court martial as above stated and desire the same to be carried immediately into

full effect by liberating and discharging Benjamin Davis from Confinement, and that so far as it respects Andrew Robb, William Brown, John Davis and John Wilson, the punishment according to the said sentence, I order and direct to be performed on board the United States Ship of War *Congress* on the 21<sup>st</sup> instant at eleven Oclock in the forenoon, and as I wish to hope this mild punishment to be inflicted on those unfortunate Offenders will have the desired effect, as an example in future to the crews of all our Ships of War and of Commanding Obedience and attention to duty, to the laws for the Government of the Navy, as well as to their own honor and reputation, and the honor and reputation of their Country. I do hereby order and direct that the Sentence pronounced on John Carter and Ansel Robinson, be and is hereby so far reversed or mitigated that the said John Carter & Ansel Robinson be punished on the 21<sup>st</sup> Instant as aforesaid by each of them receiving on[*e*] hundred lashes, on their bare backs with a Cat of nine tails and that they be cashiered of all the Wages now due to them from the United States and further that they be discharged as unworthy of ever serving in future on board of any Ship belonging to the United States —

Given under my hand at Norfolk this 15<sup>th</sup> day of May 1800.

THOMAS TRUXTON  
*Vested with the powers of Commander  
 in Chief of the Navy of U. S.*

(Copy)

W<sup>m</sup> TINSLEY C. C. C.

[LC, J. Sever Papers. NDA photostat.]

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Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*,  
 Captain Edward Preble, U. S. Navy, commanding, Thursday, 15 May 1800

These 24 hours Commence Continues & ends, with flattering winds. At 3 pm hoisted out boats. Sent M<sup>r</sup> Lee Lieut. in the Cutter to Onroast [Onrust] who returnd on board with a pilot for the Ship, at ½ past 7 Pm — At 5 Am call'd hands, hove up & made Sail. passed the Island where the flag staff stands as beforementiond. Wind fell calm. Came to Anchor in the fair way, near Onroast Isle. At meridian hove up Anchor with a Small wind Steerd for Batavia Roads. the Depth of water from 5 to 6 fathoms — At 3 oClock come to Anchor with Starboard bower Anchor in 6½ f<sup>m</sup> water, fired a Salute of 16 Guns, was Answerd from the Fort on Shore at Batavia & from the Ship *Massachusetts* of Boston Capt. Hutchins. Moord Ship with stream Anchor. Employ'd unbending light sails hoisted out Boats. Capt<sup>n</sup> Preble went on shore in the Barge. At 6 oClock in Cutter — Onroast or the Castle bore NW b W. 4 leagues — the Easternmost point of the Roads bore E. 3 leagues. the Great building in the Town with a dome on it bore S —

[LC, EPP, 1799-1800.]

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Extract from journal of the U. S. Schooner *Experiment*, Lieutenant William Maley,  
 U. S. Navy, commanding, 15 May 1800

At 2 P M. saw a sail, a Schooner to Windw<sup>d</sup> standing down before the Wind, made all sail and gave chase, at 3 discovered a Ship to Wind-

ward in chase of the same schooner got out all the sweeps and continued chasing the schooner, at 4 fired a number of Shot over her when she hove too, I was soon up with her and found her to be the schooner *Menator* [*Mercator*] from S<sup>t</sup> Thomas and under very suspicious circumstances, I ordered all the people out of her and sent M<sup>r</sup> Gordon with Six Men on Board who took charge of her at 5 the British Sloop of War *Echo* of 20 Guns came up with us and sent her boat on board at 6 the Boat returned. —

[NDA. NO, Vol. 1.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Thursday, 15 May 1800

The first part Moderate & pleasant  
Spoke 5 sail of American Vessells from the Havana bound to America took them under Convoy Saw a suspicious Vessell in shore gave chase She run into S<sup>t</sup> Crus  
At 4 P M Hauld off for the fleet  
Tackd ship and made & took in sail Occasionally  
at 7 the Pan of Matansa bore S S E 6 Leagues Distance  
Shew A signal for Tacking Ship at 10 P M  
Middle part Very Light Airs  
at 1 A M Dropped the Jolly Boat to Haul off shore  
at Day Light all our fleet in sight Sent Instructions on board of them  
At 12 Meridian the Pan of Matansa bore South 3 Leagues Point  
John S S E 5 Leagues Distance  
Latter part Light Breezes  
Caut A Dolphin of 12# Weight  
Latitude Observed. 23° 18' North  
[HS of Old Newbury, Mass. NDA photostat.]

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

[PHILADELPHIA]  
Navy Department 16th May 1800

Captain SAMUEL BARRON  
of the *Chesapeake*

SIR Presuming that the *Chesapeake* under your command will be ready for sea by the time you receive this, it is the command of the President that you proceed without delay to join our Squadron under the command of Capt Decatur cruising off the Island of Guadeloupe where you will place yourself under the command of Capt Decatur or if any accident should have removed him assume the command yourself, as you will in that case, be the Senior Officer —

The Circulars herewith so fully point out your duties, that it is not necessary for me to add, further, than if you should find yourself the Senior Officer, it will become your duty to employ all the vessels under your command in restraining the depredations of French armed vessels, and in protecting our Commerce — S<sup>t</sup> Kitts is the place



where our Vessels rendezvous and M<sup>r</sup> Clarkson is the Navy Agent at that place.

Wishing you great Success & Glory I have the honor to be with great respect

Sir

Yr obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. OSW, Vol. 3, 1799-1800.]

[16 May 1800]

Extract from a letter from Captain Thrasher of the American Schooner *Victor*, of Charleston, S. C., captured and brought into St. Martins, by the Schooner *Unity*, Captain Peter Chasour, of and from Guadeloupe

at St. MARTINS, 17<sup>th</sup> May, 1800.

"I am sorry to inform you that the schr. *Victor* was taken and brought into this place, last night, by the schr. *Unity*, captain Peter Chasour, of and from Guadeloupe, about 3 leagues off Eustasia, on the 16th inst. They are landing and selling the cargo without condemnation; they have all the papers, and say the schooner is to be tried at Guadeloupe; but I suppose she will have none at all. I have noted a protest but am not able to extend it, for want of money, as I have been robbed of every thing, and am a prisoner on shore. The people are all in prison, and when I shall be liberated I know not. Here I am without money or friends. The privateer is a small schooner, with one six pounder and sixty men of all nations. They fired several shot at us, one of which went through our mainsail, they then run along side, boarded us, and ordered all hands below instantly."

[I.C., "Claypoole's American Daily Advertiser", (Phila.), 28 June 1800.]

To William Marbury, Navy Agent, Georgetown & Washington, D. C., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 16th May 1800

W<sup>m</sup> MARBURY Esqre

George Town

DEAR SIR I calculated that I could have six rooms in the Treasury House for my Office — some rooms were also expected in the same House for the Office of the Secretary of State

It seems none can be spared. — I pray you if no better can be done, & I see not how better can be done, have two of the six houses of Forrest & Templeman so far completed as to answer for Offices during the Summer — Laying the Floors putting up the Windows & Shutters & doors, will I suppose be sufficient, and must be done so that the Offices can be opened on the 15<sup>th</sup> June on which day they are to be opened in the City of Washington —

To enable them to effect this you may advance them, six, seven or Eight hundred Dollars, if so much should be required agreeing with them, agreeing that if the State & Navy Office should not be con-

tinued long enough in the Houses to reimburse the advance that they shall repay the money to the Public

The rents may be left to be fixed by the Secretary of State & by me with the owners when we get down —

I have the honor to be

[NDA. GLB, Vol. 3, 1799-1800.]

To Don Ramon de Castro, Governor of Puerto Rico, from Charles Lee, Secretary of  
of State ad interim

DEPARTMENT OF STATE

PHILAD<sup>a</sup> May 16<sup>th</sup> 1800

His Excellency

S<sup>r</sup> D<sup>a</sup> RAMON DE CASTRO

(Governor of the Island of Puerto Rico)

SIR I have the honor in obedience to the President's directions to solicit your attention to the case of Moses Armstead a citizen of the United States; who is believed to be confined at Cagada under an accusation of murder upon the high seas: and in whose behalf, it is deemed the duty of the American Government to interpose, that he may receive in Porto Rico that treatment, which according to the laws of nations and the friendship now happily subsisting between His Catholic Majesty and the United States ought reasonably to be expected.

It is represented that a French privateer in the month of November last, having taken the American brigantine *Betsies*, on board of which Moses Armstead served as a seaman, all the crew except him, were removed, and a prize Master and five men from the Privateer were put on board with orders to proceed to Guadaloupe. — That a few days afterwards Moses considering himself a prisoner of war, and authorized by the rules of war to use force to obtain his liberty attacked the whole crew with success and put them to death: — That he was afterwards met by an American brig who sent to his assistance her Mate and two hands, and as she was returning home the brig *Betsie's* was again taken by another French privateer and carried into the island under your government: — where at Cagada Moses is said to be confined in irons, and in danger of being tried and punished as a criminal by the loss of his life or liberty.

The unhappy state of hostilities in which France and the United States have been for some time engaged, and which it is hoped will not much longer continue, cannot be unknown to you. — Under the sovereign authority of each nation, the citizens of the French Republic in armed ships at sea, and the citizens of the United States have been each liable to be made prisoners of war by the other. — Moses Armstead at the time of his capture by the French privateer, became a prisoner of war, and entitled to use all the means which one Enemy may use against another. He had a right to subdue his enemy — and the singular courage which he showed in attacking so superior a force, affords no reason for depriving him of the right of being considered and treated as a prisoner of war.

In this point of view it is confidently expected by the President he will be considered by you; and that you will not permit him any longer to be confined at any place within your jurisdiction, or tried

as a criminal by any tribunal under your authority. — In this expectation he is the more encouraged from the faithful regard which has been usually paid to the laws of nations by His Catholic Majesty. ~~was~~

A particular description of the person of Moses Armstead is thought necessary, and is therefore herein also inclosed in regular form.

With great consideration

I have the honor to be &c &c

CHARLES LEE

[Enclosure]

(N<sup>o</sup> 135)

I Joseph Whipple, Collector of the District of Portsmouth, in the State of New Hampshire, Do hereby certify, that Moses Armstead an American Seaman, aged twenty two years or thereabouts, of the height of about five feet 5 & 8/10 inches, of Negro complexion, hair and eyes, has a remarkable scar on his Chin on the left side caused by a cut, — and that the said Moses Armstead was born at New Point Comfort, in the State of Virginia, hath this day produced to me proof in the manner directed in the Act, entitled "An Act for the relief and protection of American Seamen," and pursuant to the said Act, I do hereby certify that the said Moses Armstead is a citizen of the United State of America.

[L. S.] IN WITNESS whereof, I have hereunto set my hand and seal of Office, this second day of December 1796. [1799?]

JOSEPH WHIPPLE *Coll<sup>r</sup>*

A true copy

CHARLES LEE

[SDA. Dip. Cor., Inst. to Min. Bk 5, 1798–1800.]

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Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Friday, 16 May 1800

Moderate Breezes and Clear weather In chace to Windward Tacking as nessasary to chace to windw<sup>d</sup>

Shifted several Tons of Salt provisions from the Spirit room to the Fore hold to trim the Ship by the head

At Sundown tackd, the chace then on our Weather Bow about 3 Miles dist Cape Samana W S W 7 or 8 leagues, Continued chacing to windward under a press of sail till 10 but cou'd not get sight of her it being so dark, Double reefd the topsails and brought too with the main Topsail to the mast ships head to the Northward

At 12 Moderate breezes lying too Ships head North

At Daylight saw 2 strange sails to the Southward wore ship made sail and Gave chace

At 7 Shortnd sail brought too and Boarded the chace found them to be an American Ship and Schooner from Triniadad bound to Cape Ann, Sent a french Prisoner in Each of them to be landed in Cape Ann

At 8 bore up and ran down towards Cape Raphael

At 12 Moderate breezes from the NE Cape Raphael S W by W 7 or 8 leagues

Latitude Observed 19°02' North

[NDA photostat.]

Extract from journal of the U. S. Schooner *Experiment*, Lieutenant William Maley,  
U. S. Navy, commanding, 16 May 1800

Laying off and on Jacquemel in Company with the prize schooner *Mercator*; sent Peter Knight prize Master with Geo Hopkins, W<sup>m</sup> Robertson, John Thomas and Joseph Davis Seamen on board with Schooner *Mercator*, ordered them to keep Company with the *Experiment* untill a signal was made for them to bear away for Cape Francois. —

[NDA. NO, Vol. 1.]

Extract from letter to Secretary of the Navy, written on board the U. S. S. *Adams*

(OFFICIAL.)

On board the *Adams*, BASSATERRE ROADS, ST. KITTS,  
May 17th, 1800.

"SIR,

"There has nothing of importance happened since I had the honor of writing to you by the *Pickering*, except the arrival of the United States schooner *Enterprise*, Lieut. Shaw, on the 12th of this month, with a small French Letter of Marque, which she captured off St. Croix.

"The *John Adams* has made 3 American recaptures one of which was again taken by the French and sent to Guadaloupe. — The *Baltimore* had also recaptured an American schooner and sent her to this road, and two American vessels have likewise been recaptured by the *Eagle*."

[LC, "Claypoole's American Daily Advertiser", (Phila.), 28 June 1800.]

To Captain Silas Talbot, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 17th May 1800

Captain SILAS TALBOTT  
of the *Constitution* Cape Francois

Per Capt Barron  
of the *Chesapeake*

SIR This will be delivered to you by Capt S Barron of the *Chesapeake* who will place himself under your command & when you leave the Station to return to the United States, he will be the Superior Officer remaining & will assume the Command —

[See letter to Capt Talbot included in this volume under 13 May 1800.]

[NDA. OSW, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 17th May 1800

Capt<sup>n</sup> SAM<sup>l</sup> BARRON  
of the *Chesapeake*

SIR I find by a letter this day received from Captain Truxtun, that it is possible Capt Murray may have Sailed without receiving his orders from this Department — I hope this will not turn out to

have been the case It would certainly be very improper — But if he should have sailed without receiving my orders, which you will know by applying to Commodore Truxtun, you must not in that event proceed to the Windward Islands as directed in my letter of the 16<sup>th</sup> Inst — but must imm<sup>dy</sup> proceed to Cape Francois, where you will act under the command of Capt<sup>l</sup> Talbott as long as he remains on that Station, and when he departs, receive from him his Instructions for your Government & assume the Command of the Vessels belonging to the United States on that Station, where you will remain until further orders — But if Capt<sup>l</sup> Murray should have sailed under my Instructions, then you will destroy this letter, & the one enclosed, and proceed as directed in my letter herewith of the 16<sup>th</sup> Inst. —

I have the honor to be with great respect

Sir

Yr most obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

To Lieutenant Thomas Calvert, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 17th May 1800

Capt<sup>l</sup> THOMAS CALVERT  
of the Sloop of War *Norfolk*

SIR It is the command of the President of the United States, that you proceed with the Brig *Norfolk* to Carthagenia taking under your convoy the Brigs *Maria*, Capt<sup>l</sup> Cunningham, & *Louisa*, capt Maffett & whatever other vessels you may meet with bound to that port. —

After seeing those Vessels safe into port, you are to repair to Cape Francois in S<sup>t</sup> Domingo & join the American Squadron on that Station, placing yourself under the command of the Commanding Officer of the Vessels of the United States —

You are to use all your efforts to protect the American Commerce, to capture French armed Vessels, which are to be sent to the United States, and always with some of the persons found on board at the time of capture & to treat the vessels & people of all other Nations with civility & friendship — indeed French Vessels if not armed, are not to be molested —

Wishing you great Success & Glory

I have the honor to be Sir

Your most obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. OSW, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 17th May 1800

Captain THOMAS BAKER  
of the *Delaware* —

4 Copies of this  
Letter transmitted  
by Cap Calvert of  
the [Brig] *Norfolk*

SIR You will leave Curacao as soon as you can, & repair to the United States Stopping your Ship at New Castle, until you receive orders how to proceed —

I have the honor to be

Sir

Yr obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. OSW, Vol. 3, 1799–1800.]

[17 May 1800]

Notes on Arrival of U. S. Brig *Pickering*, at Boston, and list of vessels under her  
convoy

Boston, May 18.

Yesterday arrived in this port, the U. States brig *Pickering*, Lt. Benjamin Hillar, esq. Commander. On anchoring she fired a federal salute. We are happy in announcing the safe arrival of this Vessel and her numerous convoy who have principally arrived in this, and the other ports of the U. States. The greatest praise is due to this enterprising commander, both for his vigilance in protecting the convoys under his care, in scourging the spoliators of our Commerce, and in the excellent management and discipline of the ship and crew under his command. The crew without the exception of an individual, are all returned in perfect health.

A French privateer, of 10 guns, captured some time since by this fortunate vessel, sailed in co. and was parted with by the *Pickering* a few days since.

The Commander of the *Pickering*, has politely handed us a list of the vessels, which sailed under his convoy. The No. is 70 and the list particularly mentions the captains and owners names, the destinations, cargoes, number of men guns, and tonnage. We have room only to mention the captain's and vessels names, and destination. *Polly*, Cook, Providence; *2 Brothers*, Curtis, Newhaven; *Nonpareil*, Shephard, New London; *Phoebe*, Harrison, Newhaven; *Rachel*, Woodbury, Beverly; *Hetty*, Lord, Portsmouth; *Peace*, Smith, Newburyport; *Alexander*, Perkins, Kennebunk; *George*, Churchill, Hartford; *Lucy*, Humphrey, Norfolk; *Racehorse*, Whitney, Saybrook; *Fox*, Stucking, Middletown; *Lucy*, Morgan, New London; *Lark*, Yates, St. Croix; *Narcissus*, Forsey, New-London; *Success*, Davidson, Norfolk; *Astrea*, Babson, Gloucester; *George*, Burroughs, Boston; *Neptune*, Barr, Salem; *Agenora*, Blake, Boston; *Hope*, Matton, Beverly; *Fairtrader*, Osborn, New-York; *Robbin*, Thorn, Salem; *Nancy*, Beeby, Turks-Island; *Eagle*, Redfield, Killingsworth; *Elmira*, Bartholomew, Turks-Island; *St. Johns*, Godshall, St. Thomas; *Hope*, M'Dannal, Norfolk; *Thirzy*, Hatch, Boston; *Lyon*, Frazer, Baltimore; *Charlotte*, Bernard, New-York; *Hamlet*, Peterson, Bath; *Pitt*, Pennington, Newfoundland; *Iris*, Snow, Bath; *Ann*, Brown, Baltimore; *Hope*, Beakman, New York; *Ann*, Jeffrys, Newlondon; *Duke of Kent*, Grassard, Newfoundland; *Favorite*,

Seabrew, Norfolk; *Diana*, Blunt, Portsmouth; *3 Friends*, Sherburne, Boston; *2 Brothers*, Limberlin, Norfolk; *Nancy*, Otis, Wiscasset; *Active*, Haskins, Bristol; *Priscilla*, Tower, Boston; *Benevolence*, Ring, Wiscasset; *Dove*, Gilmore, Boston; *Experiment*, Waiscoat, Portland; *Samuel*, Miller, do; *Edward*, Church, Paspotank; *Cercea*, Perkins, Portsmouth; *William*, M'Intire, *Dauphin*, Fitch, New-York; *Little Sarah*, Chapman, St. Thomas; *Jason*, Maxwell, Charleston; *Nancy*, Thompson, New-York; *Nancy*, Swain, St. Thomas; *Favorite*, Billings, New London; *Polly*, Paul, Boston; *Heroine*, Keberly, New Haven; *Eliza*, Denison, do; *Perseverance*, Rowmalton, Philadelphia; *Betsey*, Banks, Pepperelboro'; *Hope*, Lawson, New-York; *Suffolkes*, Clark, do; *Byrd*, Reed, do.

[LC, "Claypoole's American Daily Advertiser", (Phila.) ,23 May 1800.]

[17 May 1800]

Protest of George Hastie, Master of the Schooner *Betsey*, captured by French Privateer Schooner *Union*, and recaptured by U. S. Frigate *Philadelphia*

#### SAINT CRISTOPHER

By this Public Instrument and Declaration of Protest Be it known to all Persons whom it shall or may Concern That on Wednesday the twenty-fifth Day of June in the year of Our Lord One Thousand Eight hundred Before me Thomas Risdon Howe Notary Public duly commissioned and Authorised residing and practising in the Town of Basseterre within the said Island Personally came George Hastie Master of the Schooner *Betsey* belonging to the port of Philadelphia and noted his Protest against Stephen Decatur [senior] Esquire Commander of the United States Ship *Philadelphia* and David Matthias Clarkson, Esquire, Agent for the said United States in the said Island of Saint Christopher and the said George Hastie being duly sworn on the Holy Evangelists of Almighty God made Oath to the following purport and Effect

(That is to say)

That the said Schooner called the *Betsey* being tight, staunch and strong; well found in all necessary Tackle, Apparel and Furniture and in every other respect well furnished and provided; Burthen Ninety four 25/95 Tons or thereabouts; manned with Eight Mariners inclusively and M<sup>r</sup> Charles Watt as SuperCargo of said Schooner and having on board a valuable cargo of Provisions, Muslins &c &c sailed on or about Tuesday the twenty ninth day of April last being bound for Cape Francois: That in the morning of Saturday the Seventeenth of the Month of May the said schooner was captured by the French Republican Privateer Schooner *L'Union* (as by Reference being had to a Protest already made before John Whitehall Esquire Notary Public in the said Island of Saint Christopher will more fully and at large appear): That the said Privateer after plundering said Schooner *Betsey* of Nankeens, Muslins &c took out the said SuperCargo M<sup>r</sup> Watt (who as this Appearant hath heard since is safe arrived at America) and putting on board a Prize Master and Crew ordered the said Schooner to be carried to Guadaloupe: That in prosecuting their said Voyage for Guadaloupe, the said Schooner in the Evening of Thursday the twenty second of said Month fell in with and was recaptured by

the United States said Ship *Philadelphia* of which the said Stephen Decatur Esquire is Commander, who, taking out the Prisoners put a Prize Master and Crew on board said Schooner *Betsey* and ordered her for Saint Kitts where she arrived on or about Monday the twenty sixth of same Month: That on his arrival at Saint Kitts as aforesaid the said Captain Decatur put the said Schooner *Betsey* and the Cargo remaining on board thereof into the Hands of the said David Matthias Clarkson, Esquire, (as Agent of the said United States as aforesaid) to be disposed of for the Salvage thereof; and told the said Appearant that his reason for doing so was "That he (the said Captain Decatur) could not perceive by any of the Papers found on board said Schooner at the Time of her Re-capture, that the said Appearant had any Right of Interference in the Cargo or acting by, or appointing, any other Agent to act for those Concerned in the same in the Absence of the said SuperCargo taken out as beforementioned by the said privateer": That in Consequence thereof Appearant was deprived of the Means of doing any Thing for or on the part and Behalf of the Owners and others interested therein and the Cargo of the said Schooner was accordingly sold by the said Agent for the payment of the said Salvage and other incidental Expences attending the Recapture thereof: That Appearant has since repeatedly applied to the said M<sup>r</sup> Clarkson for the Account of Sales for the Information of his Owners, as well as for the Remainder of the Net proceeds of said Cargo, having only received Twenty-five puncheons of Rum and about one Thousand and Forty-seven bushels Salt, and the said M<sup>r</sup> Clarkson told the said Appearant that he could not or 'twas out of his power to give any such Account Sales but that he would forward them by the next Convoy: And therefore the said Appearant in order to avoid all Censure or any Imputation of Neglect in not obtaining the fullest Information he could get (for his Owners and others Concerned) with respect to the Sales of his said Cargo and any Deficiencies that may appear arising therefrom deems it prudent to adopt the measure of protesting as well against the said Stephen Decatur Esquire as against the said David Matthias Clarkson Esquire's withholding from him the Account of Sales and the Net proceeds of the Sale of his said Cargo both of which he thought it incumbent on him to demand.

GEORGE HASTIE

Witness :

ISAAC SOLIS

Wherefore the said Master, for and on his own part and Behalf as well as for and on the part and Behalf of the Owners and all others interested or concerned in said Schooner *Betsey* and Cargo doth hereby publicly and solemnly Protest not only as he hath already Protested (in the above referred-to protest) against the Capture of his said Schooner and Cargo and the plunder made thereof by the said French Privateer but also against the said Stephen Decatur Esquire Commander of the United States' said Ship *Philadelphia* and the said David Matthias Clarkson Esquire Agent for the said United States for depriving the said Appearant of any Interference in the disposal of the Cargo of his said Schooner under pretence of his not being entitled thereto in Consequence of the said Super Cargo's being taken out of her as above described as Also and more especially against the said David Matthias Clarkson for withholding from said Appearant the Account of Sales for the Information of his Owners as well as the Net proceeds



of the Sales of his said Cargo whereby he may incur the Censure of, and be charged with Neglect by, his said Owners for not bringing the same for all Costs, Losses, Hurts, Detriments, Inconveniences, Deviations, Damages, Prejudices, Inconveniences, Hindrances and Expences whatsoever which he the said Master, his Owners or any other with him or them concerned in either already have incurred or may hereafter pay sustain or be put unto in Consequence of such Refusal on the part of the said David Matthias Clarkson Esquire Agent as aforesaid to deliver him the Account of Sales and the Net Proceeds of his said Cargo as above stated and described. And I said Notary at the Request of the said Master do Protest against the Same in Manner and Form aforesaid in the Presence of Isaac Solis Witness hereto requested at Basseterre Saint Christopher aforesaid

In Testimony of the Truth whereof as well the said Appearant as I Notary have hereto set our Hands and to confirm these Presents I have also affixed my Notarial Seal and Firm hereto the Day and Year first above written —

THOMAS R. HOWE  
Notary Public

Noting, drawing & } £ 4 — 10/  
Recording Protest }

[Ct. of Cl. French Spol. Case No. 459.]

To Thomas Claxton, from Secretaries of the Treasury, War, and the Navy

PHILADELPHIA.  
17th May 1800

M<sup>r</sup> THOMAS CLAXTON

SIR Annexed hereto, you will find the 3<sup>d</sup> section of the Act "to make further provision for the removal of & accomodation of the Government of the United States"

In pursuance of the powers therein given us, and confiding in your qualifications to execute the trust to the satisfaction of Congress, We request you will proceed to the City of Washington & provide in due time, suitable furniture for the apartments in the Capitol to be occupied by the two Houses of Congress, & for the offices and Committee rooms appertaining to each —

You will keep in mind that the Congress meet in the City of Washington on the third Monday in November next —

As to the style of the Furniture we leave that to your own taste & Judgement — observing however that it should not be inferior to that, which has been used in Philadelphia — We request you will call on M<sup>r</sup> Otis, the Secr<sup>y</sup> of the Senate, before your departure from Philad<sup>a</sup> and consult him on the subject of the Furniture for the Senate — You will please to observe that the appropriation of 9,000 D<sup>rs</sup> comprehends the removal of the Books, Papers, & records, as well as the purchase of the Furniture, and govern yourself accordingly in your contracts

We are Sir

Yr obed St

(Sign<sup>d</sup>) OLIVER WOLCOTT  
J M<sup>r</sup>HENRY  
B STODDERT

Extract from journal of the U. S. Schooner *Experiment*, Lieutenant William Maley, U. S. Navy, commanding, 17 May 1800

At 2 P M Spoke the U S Frigate *Boston* at 4 spoke the U S Sloop *Herald* at 6 made a signal for the prize schooner *Mercator* to bear away for Cape Francois. —

[NDA. NO, Vol. 1.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Saturday, 17 May 1800

The first part Moderate and pleasant  
Made sail and took it in Occasionally  
at 6 P M Hove out A signal for the fleet to take their own Course  
Tackd ship to the South<sup>w</sup>

Middle part Moderate & flying Clouds  
at 1 A M saw the Double Head Shot bearing South Dist  $\frac{3}{4}$  Mile  
Sounded in 5 Fathoms Water on the Bank Wore ship and Run  
off the Bank to the N W

at 5 A M the Double Head Shot bore E b S  $\frac{1}{2}$  S 2 Leagues Distance  
at 12 Meridian Tackd ship to the Northward

Latter part Moderate and pleasant

Cut by Order Survey 16 feet off the Starboard Bow Cable it being  
gauled [galled] on the Bottom

Latitude Observed. 23° 36' North

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

[18 May 1800]

Extract from a letter to the Editor of "Connecticut Journal" from Captain Joseph Woodman of the American Brig *Ceres* (or *Ceres*) captured by the privateer schooner *L'Hazard*, and retaken by the U. S. S. *Merrimack*

FORT MIFFLIN, June 30th, 1800.

I sailed from St. Kitts on the 4th May; under an English convoy; stopped at Tortola the 7th, and on the 9th made sail with a fleet of 300 sail. On the 16th I found myself astern of the fleet and alone. On the 18th, in lat 27, 50, long. 67, 30, I was brot too by the schr. *Hazard*, captain Branninib [Blandinier], of 6 guns and 40 men, from Porto Rico. He ordered me and all my people on board the schooner, with all my papers, sent six or seven men on board the brig who broke open all the chests, trunks, and state room, robbed me of 320 dollars, and every thing valuable they could lay their hands on. After being on board the schr. two hours I was sent on board my own vessel with 7 Spaniards. At my earnest request, my cook was permitted to accompany me. The sloop kept in company 3 days, when the captain spoke us, and told me that he had sent my mate and people to Boston, and that he was bound to Guadaloupe, and ordered us to make the best of our way for Porto Rico. Every night myself and cook were fastened below until sunrise. On the 6th June, we were retaken by the U. S. sloop of war *Merrimack*, who took on board five of the Spaniards, sent a midshipman and 5 men on board the brig and ordered us for Philadelphia.

[See also account of 19 May 1800, by Captain of the sloop *Dispatch*.]

[LC, "Connecticut Journal", (New Haven, Conn.), 9 July 1800.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Sunday, 18 May 1800

Moderate breezes and Rainy weather, Running down along the land to the Eastward of Port a platt

At 2 Ran over a small spot of white water or reef In about 12 or 14 fathoms on the outer part of the shoal about 5 leagues to the Eastward of port a platt, At 4 saw 2 strange sails to the Westward which appeared to be beating to windward, at 6 Answered the private Signal of the United States Brig *Richmond* Captain Law and the United States Brig *Agusta*, at 8 Joind comp<sup>y</sup> with the *Agusta* and *Richmond* Capt<sup>y</sup> M<sup>r</sup>Elroy and Cap<sup>t</sup> Law came on board the *Constitution* and Waited on Captain Talbot, Cape Isabella S by W 6 or 7 leagues, continued lying too all night Ships head to the Northw<sup>d</sup> the 2 brigs in company

AM at 10 Parted company with the *Agusta* she being bound up the Bite of leogane Made sail and stood in towards Monte a christo

At 12 Moderate breezes Monte a christo bearing SW 9 leagues *Richmond* in company, *Agusta* W by N 7 or 8 miles

Latitude Observed 20° 15' North

[NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Sunday, 18 May 1800

[Anchored in Batavia Roads.] Moderate Breezes & fine weather, loos'd, dry'd & handed Sails. Ship'd George Patterson, able seaman, from on Board Ship *Hebe* of Baltimore by Consent of all parties, also James Martin, who sign'd his name to our papers. this Man was sent on board us from the Ship *China*, as a dangerous man. Rec<sup>d</sup> on Board ten Casks of Porter 1 Cask of Oil, 4 Pipes of Wine, 5 half Bbls Sour-Krout, & 1 box Essence Spruce for Ship's use Rec<sup>d</sup> 91# twine & 19 papers Lampblack of Boatsw<sup>ns</sup> Stores. Rec<sup>d</sup> Fresh meat & vegetables —

[LC, EPP, 1799-1800.]

Extract from journal of the U. S. Schooner *Experiment*, Lieutenant William Maley, U. S. Navy, commanding, 18 May 1800

At 1 Am. while M<sup>r</sup> Boss (*who had charge of the Deck*) was asleep; the *Experiment* was in consequence of his neglect run fowl of the *Boston's* Bows, she standing on the opposite Tack; hearing the alarm, I ran on Deck Just in time to prevent any further damage than carrying away my Gib Boom; ever after I ordered M<sup>r</sup> Gordon to keep watch with M<sup>r</sup> Boss, as he was not to be depended on in consequence of his habitual sleepiness in his watch, at 9 A M. hove to and sent Seth Frazier with 3 Seamen & 3 prisoners from the schooner *Mercator* on board the Brig *S<sup>t</sup> Michael* with 40 days provisions & ordered them to cape Francois. —

[NDA. NO, Vol. 1.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Sunday, 18 May 1800

the first part Moderate and pleasant  
 at 1 P M Tackd ship to the Southward  
 at 2 saw two sail to the Eastward  
 at 4 came up and spoke with the two Ship of Salem bound to Havana the Ship *Hazen* from Portsmouth N H out 50 Days Benjamin Henderson Master the Ship *Eliza* from Cadiz out 40 Days Moses Indicot Master  
 at 6 P M saw the Land 16 Leagues East from Point Jacko bearing S E 4 Leagues Distance  
 Middle part Moderate & pleasant  
 at 5 A M Saw the Pan of Matansa bearing S S W Dist 12 Leagues Tackd ship to the Southward at 6 A M  
 Latter part Calm  
 Saw an old Tree[;] Dropped the Jolly Boat[;] it proved to be Cyprus  
 Latitude Observed. 23° 40' North  
 [HS of Old Newbury, Mass. NDA photostat.]

To the masters of American merchant ships, Batavia, from Captain Edward Preble,  
 U. S. Navy

[U. S. Frigate] *Essex*, BATAVIA ROADS,  
 May 19, 1800.

SIRS: — I have the honor to inform you that the U. S. Frigate *Essex*, under my command, will sail on the 10th of next month, to convoy all the way home, the merchant ships of the United States, that are at that time ready to sail.

Signals will be delivered the 9th day of June, to the commanders of vessels, who wish to benefit by this convoy.

I am, Sirs, your obedient servant,

EDWARD PREBLE.

TO THE MASTERS OF AMERICAN MERCHANT SHIPS,  
*Batavia.*

[NR&L, Nr:P922-14, *Essex* by G. H. Preble.]

To Jacob Sheaffe, Navy agent, Portsmouth, N. H., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 19th May 1800*

JACOB SHEAFF Esquire

*Philad<sup>a</sup> —*

SIR The President having determined, that the Island, called Dennets Island — near Portsmouth, should be purchased for the Public for a Navy Yard, on the terms offered by the owner, that is to say, Six thousand Dollars for a clear & undoubted title to the Estate in fee simple —

I have the honor to request that after being satisfied of the goodness of the Title, you will make the purchase on account of the United States — taking a Deed to the United States for the same, which after

recording, you will be pleased to send on to me — After making the purchase, it will be proper to have every thing belonging to the Public on Langdons Island removed to Dennets where the Timber for the 74 Gun Ships should be deposited

I have the honor to be

Sir Yr obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. GLB, Vol. 3, 1799–1800.]

To Naval Constructor Josiah Fox, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

NAVY YARD 19 May 1800 —

SIR, I conceive that the following arrangements ought to be made, for the Completion of the Navy Yard at Gosport, you will therefore be pleas'd to fix them on your plan of the Publick Grounds, in or near the places named this day for each purpose.

- 1<sup>st</sup> A Mast House, with a sail loft above, 150 by 100 feet long to comprehend Mast Making, Tops, Caps, Cross and Tressel trees, and all other things belonging to the Masts of a Man of War.
- 2<sup>nd</sup> A Joiners Shop, two stories High 100 by 40 feet, to comprehend all sorts of Joiners Work, & carve Work, wanted for a Man of War, as also the making of Gun Carriages, Oars, Handspicks, Capstan bars, &c &c &c —
- 3<sup>rd</sup> A rigging loft 180 by 40 feet, with Block room above sufficiently Spacious for strapping and keeping assorted the Various Blocks for several Ships.
- 4<sup>th</sup> A Blacksmiths Shop in addition to the one now in the Yard 100 by 40 feet which will contain 14 fires &c —  
A store house three story high 100 feet long by 40 feet wide, and a spacious Coopers Shop and Shed.

The Bason for the Deposit of Timber, shou'd be completed (with a Wharf Gate & Crane) of the size of the Creek or nearly so, and there shou'd be two pumps in the Yard; six Necessary Houses on a Wharf on the lower side of the Yard, these with the Buildings now Erected are fully sufficient for every purpose, but what is indispensible in a Yard of this sort, is a Master Attendant, who shou'd appoint his own clerk, receive and Issue all articles and Superintend and direct the Various Work, in all its Branches, this shou'd be an honest, decent man, who ought to possess a competent knowledge of Ship business in all its parts and wou'd attend constantly to it, and if such an officer is appointed, no clerk of the Yard will be necessary, I see with regret that much money has been wasted for want of this sort of Officer, who no doubt cou'd be procured if the Secretary or Agent was to look round, for a mere trifle more than what the clerks of the Navy Yards receive at present, To every branch there shou'd be a head (to prevent confusion, and remedy the evils I have seen in this Yard) to Wit — A Master Builder a Master Joiner — a master Smith A Master Mast Maker a Master Block Maker, a Master Rigger, a master Cooper, rope may be made by contract and brought into the Yard for many Years, at a lower rate, than it cou'd be made by the Publick, when the Erecting a Walk and hiring the hands to Manufacture Cordage is considered with the Waste of hemp &c &c —

General rules and regulations for the Yard shou'd be establis'd & under each branch there must be a foreman to see that there is a proper division of Labour and work is allotted to the men employ'd according to their Number. In these regulations there shou'd be a prohibition to all people visiting the Yard excepting they have permission from the Officer of the Guard, or from the officer of the guard at the request of one of the principal heads of a branch employ'd in the said Yard, for much time is lost by idle conversation which I have repeatedly noticed and spoken of. It will be proper that the rules and regulations be read to the men employ'd and to be govern'd thereby, previous to their commencing Labor after engaging, and they shou'd also be hung up in every house or appartment in the Yard, and pasted on the outside of the Buildings in several places.

I have the honor to be Sir with very great Respect

Your very Ob<sup>t</sup> humble Servant

THOMAS TRUXTON

M<sup>r</sup> JOSIAH FOX

*Naval Constructor*

[Fox Papers. Peabody Museum of Salem.

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[About 19 May 1800]

To Lieutenant Colonel Commandant William W. Burrows, U. S. Marine Corps,  
from Second Lieutenant Samuel Llewellyn, U. S. Marine Corps

I don't doubt the respectable appearance of the British Marines at New York — Captain Sever, is much pleased with our Marines & I dare say nothing will be lacking on his part to make them appear Decent, tho, they have heretofore laboured under considerable inconvenience, what to do for flour to powder the sentinels I cant tell, the last I had, or can get, was expended this day.

If my wages would admit of it, I would rather than be without, purchase out of my own pocket, which I have done in a small degree, but I must withhold, for my pay will not afford powder to my own hair — I wish you to forward some Cockades, there was none laid in at Boston, the Hats we have on hand are very bad ones, I want some brushes & prickers & shoulder knots — Mr. Strother took with him John M: Gaws his waiter by permission of Commodore Truxton, the *Constellation* will put to sea tomorrow.

SAMUEL LLEWELLYN, *2nd Lieut.*

On board the frigate *Congress*

Commandant of the Corps

[Recruiters' Bulletin, U. S. Marine Corps, June 1916, p. 15.]

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[19 May 1900]

Extract from log book of the American unarmed Sloop *Dispatch*, of Norwich, Captain Dan Worthington, concerning her encounter with the French privateer Schooner *L'Hazard*, Citizen Captain Blandinier commanding

ST. VINCENTS.

On Monday May 19, 3 o'clock, P. M. saw two sail standing to the eastward, we being then in lat. 28, 4, long. 66, 31, west; one of which immediately bore away for us, and soon gave us a shot. Thinking it

of no use to strive to get away, and being unarmed hove too — she then came up and boarded us, and proved to be a French privateer schooner, called *L'Hazard*, Citizen Capt. Blandinier, from Port Rico, mounting 6 guns, and about 60 men, having in company a brig, as a prize, which she had taken the day before, called the *Ceres*, of Philadelphia, capt. Joseph Woodman, who sailed in company in the fleet with us from Tortola. She sent on board us one lieutenant, one prize-master, and two men, who after examining the papers, politely gave her up to the captain on condition of our taking the crew of the brig *Ceres*, consisting of the mate, a passenger, and five hands, which we accepted of with pleasure, finding ourselves happy to get off on those conditions. Being short of provisions, we mentioned it to Citizen Blandinier, who politely gave us beef, pork and bread, and wished us a good voyage; expressing much regret that any difference should have taken place between the two republics, but hoped all will soon be amicably settled between the two nations, as they had heard the Commissioners were well received at Paris.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 14 June 1800.]

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Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Monday, 19 May 1800

Moderate moderate [sic] breezes and cloudy, Standing In Towards the land of Monte a christo, *Richmond* In company, At 4 fresh breezes Double reefd the topsails the Monte S E by S, 4 leagues saw two strange sails to the westw<sup>d</sup> working to windw<sup>d</sup> along shore, At sundown saw Cape francois S W by S 7 or 8 leagues the East Extreme of the land to the E<sup>d</sup> of the Monte S E by S  $\frac{3}{4}$  S —

At 8 brought too Main topsail to the mast Ships head to the Northward Light airs during the night

At Daylight saw a strange sail to the Westward made sail and gave chase, Cape francois S SW, light airs and at times quite calm the chase In towards the land to windward of Cape Francois *Richmond* in C<sup>o</sup>

Sent on board the *Richmond* one hogshead of Molasses, At 12 Calm the chase S E by S 6 or 7 miles Cape Francois S S W Six leagues,

[NDA photostat.]

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To Captain John Barry, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 20th May 1800

Captain JOHN BARRY  
of the *United States* Frigate

SIR If the officers of the Frigate *United States* cannot be accommodated on board while the Ship is under repairs, House room & fire wood will be provided by M<sup>r</sup> Humphreys at public expence for them — But no other expences will be paid on their account by the Public. — I mention this that the proper arrangements may be made by them for drawing their rations —

I have the honor to be

Yr obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. OSW, Vol. 3, 1799-1800.]

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

[U. S. Frigate] *Constellation*

May 20. 1800

BENJ STODDART Esq

SIR We are now about to dismiss our Pilot having been detained 4 Days for want of a fair Wind & much interrupted by continual bad weather for some time past, notwithstanding we have been very fortunate in our Equipment, much to the credit and Zeal of our Worthy Commodore who has been indefatigable & had an immensity of trouble and vexation among the Workmen on Shore

We are now in perfect good order & having rec<sup>d</sup> my instructions from Cap<sup>t</sup> Truxton which I presume he has advised you of I shall endeavour to render every service in my power to the U S should you think it necessary at any time to give me further orders, I shall have frequent communications with St Christophers or Martinique where they will be rec<sup>d</sup> and due attention paid to them

As Cap<sup>t</sup> Truxton has had the chief superintendence of our Equipment, I have nothing further to add at present than to assure you of my personal esteem and Zeal for the Naval service — I herewith inclose you all the necessary papers required and am

Your Most Ob<sup>t</sup>

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

To Captain Thomas Truxtun, U. S. Navy, from Captain Alexander Murray,  
U. S. Navy

U. S. Frigate *Constellation*

Off CAPE HENRY May 20. 1800

MY DEAR FRIEND After a tedious delay by contrary winds we are at last about to dismiss our pilot & herewith send you my dispatches to the Secretary of the Navy which contains all the Vouchers required —

I must beg your particular attention to their being safely forwarded

I wrote up to Lieut<sup>t</sup> Watson as you desired me, and be assured that I will pay particular attention to your Son should I fall in with the *Enterprize* and I have no doubt but you will find that my Nephew will merit your attention to him, by his assiduity to his duty

Independent of the obligation that I know you feel yourself under at all times to serve your Country with Zeal, I cannot but express my personal obligation to you for the indefatigable attention you have paid towards our Equipments wherein I have been rid of much trouble & vexation, which you have had on your part, be assured I seldom forget any friendly acts, and whenever it shall be in my power to render you like services — I shall embrace the opportunity with pleasure

May you speedily enjoy a happy meeting in the bosom of your family & friends & that you may ever enjoy the high esteem of a grateful Country for your meritorious services, is the fervent wish of

D<sup>r</sup> Sir

Your Most sincere  
and devoted friend

Make my Adieu to our friend Pennock & his good Lady

Commodore TRUXTUN

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



[20 MAY 1800]

Extract from a Paris Newspaper concerning the arrival in France of the U. S. S. *Portsmouth*, Captain Daniel McNeill, U. S. Navy commanding

JUNE 1st. [1800]

On the 20th May, arrived in the Road of Havre, the American frigate *Portsmouth*, Capt. M'Neil, of 26 twelve pounders, in 36 days from New York — Two officers came ashore near the Battery de la Heve, & were escorted to the City by the soldiers of the post. They went to inform the commander, that this frigate had been sent to Havre, to wait there for the Commissioners, who were negotiating with our government. They received assurances that the French nation, and particularly the inhabitants of Havre would give them an honourable and hospitable reception. — They returned on board with a French officer, an interpreter and a pilot, who were doubtless charged to offer the captain any assistance he might stand in need of and to make the necessary arrangements for the entry of the frigate. On the officer's going ashore, the *Portsmouth* fired 15 guns. The batteries returned the salute with nine guns, which was answered by the *Portsmouth* with 15 more. — The negotiation is near being honorably terminated for both parties; and, it is expected, the American Commissioners will leave this city, the latter end of June.

[LC, "Connecticut Journal", (New Haven, Conn.), 30 July 1800.]

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

[PHILADELPHIA]

Navy Department 20<sup>th</sup> May 1800

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

GENTLEMEN The five men belonging to the *Constellation* brought into N York should be taken care of, & their wounds healed at the Public Expence — When they are cured they should be paid off & discharged, but if they have not with them their Accounts from the Purser it will be impossible to ascertain what is due them, — The Captains & Purser have positive instructions never to send a man from his Ship under any circumstances without giving to him a state of his Account — still it is more than these men have no such documents — In this case they can only be paid from the time they were left at Jamaica or rather from the 1<sup>st</sup> Febr<sup>y</sup>, the day of the action between the *Constellation* & *L Vengeance*

It is desirable that both the Frigates at New York should be put into a condition to receive their men — but when this is done it may turn out that they may remain in that state for some time —

I have the honor to be

Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

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

[PHILADELPHIA]

Navy Department 20<sup>th</sup> May 1800 —

Captain S. BARRON

SIR I have the honour to enclose a letter from the department of State, to his Excellency Sr Don Ramon de Castro, Governor of the Island of Porto Rico [dated 16 May 1800]. You will be pleased to call at Porto Rico on your passage to the Windward Islands, and deliver this letter personally, or convey it by some trusty person.

It respects a Black Man, Moses Armetsted [?], who was in the Brigantine *Betsies*, captured by a french Privateer in month of November last. All the Crew of the *Betsies* were removed except him, and a Prize Master and five Men from the Privateer were put on board, with orders to proceed to Guadeloupe. Moses, a few days after the capture, gallantly rose upon the whole crew, and put them to death. The Brigantine however was again taken, and carried into Porto Rico; and Moses it is said, is confined in Irons at Cuyado, [or Cugado] and in danger of being tried and punished as a criminal.

It is possible the Governor of Porto Rico will deliver up this Gallant Man to you. — at any rate, it is expected the letter to the Governor written by the direction of the President, will have an influence on his treatment

I am &C

B[ENJAMIN] S[TODDERT]

[NDA. OSW, Vol. 3, 1799–1800.]

[20 May 1800]

Extract of log book of the American Ship, *Iphigenia*, of New York, Captain Thomas H. Merry, commanding, from Belfast bound to Norfolk, concerning her experience with the French National Ship *La Sophie*

Sailed 20th April, in company with the ship *Mermaid*, capt. Tilton, with passengers for New-York. 12 May, in lat. 35, N. and long. 33, E. of Philadelphia, spoke schr. *Cameron*, capt. Folger, 18 days from Lisbon, bound to Boston, all well. 20th, at meridian, in lat. 37, 30, N. and long. 21, E. saw a large ship to leeward, standing under a press of sail; got in our wake and hove about with English colours out. At 3 P. M. plainly perceived her to be a French National ship, and in chase of us. Made sail to W. N. W. At 7 P. M. seeing she would inevitably overtake us, (then being within gun shot) rounded too. She then came up with national colours out, after a chase of 7 hours, and proved to be *La Sophie*, of 44 guns, capt. Demotte, 2 months from Brest, on a cruise. Sent her boat and took the captain on board; and after examining his papers and finding them to be genuine American, treated him in the most friendly and polite manner, permitted him to return to his vessel, wishing him a prosperous voyage.

During capt. M.'s stay on board the frigate, the captain and officers expressed themselves in the most friendly manner towards the United States, assuring him had they known the brig to have been American, they would not have given chase.

They repeatedly spoke of the *Constellation's* late action with *La Vengeance*, finally hoping it might be the last between two nations who they said naturally ought to be friends.

The officer and party left on board the *Iphigenia* during capt. M.'s stay in the frigate, behaved in the most friendly manner.

They have taken 6 prizes in their cruise, all English, and chiefly out of one fleet, but capt. M. saw no prisoners; perhaps they were concealed.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 10 June 1800.]

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To Secretary of War from Secretary of the Navy

[PHILADELPHIA]  
Navy Department May 20<sup>th</sup> 1800 — —

THE SECRETARY OF WAR

SIR Nine Hundred and Seventy Seven Knapsacks and three hundred muskets & Bayonets are wanting for the Marine Corps — — Presuming you may have as many of these articles to spare from your Department, I have the honor to request that you will be pleased to grant an order for their delivery. — — I will direct the same number to be returned of each article when required. — —

With great Respect I  
am Sir.

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

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Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Tuesday, 20 May 1800

Moderate breezes from the Eastward, In chace to the southward, at 1 Fresh Breezes and cloudy, Parted C<sup>o</sup> with the *Richmond* she being bound in to the Cape, At 2 shortnd sail and boarded an american brig from Newbury port bound to the Cape,  $\frac{1}{2}$  past 2 Wore ship and came to the wind to the Northward At 4 Squally Close Reefd the Topsails, at 7 Moderate and clear the Cape S S W 4 leagues

Continued under an Easy sail during the night Wore and Tackd as nessasary to keep our station

At Daylight saw cape francois bearing south 7 or 8 leagues and a small sail In under the land to the Southw<sup>d</sup>

At 11 Joind company with the *Amphitheatre* from the Cape

At 12 Moderate breezes from the Eastward Cape Francois bearing S by E eight or Nine miles

[NDA photostat.]

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To Edward Stevens, U. S. Consul General at St. Domingo, from Secretary of State  
ad interim

DEPARTMENT OF STATE  
Philad<sup>a</sup> 21<sup>st</sup> May 1800.

EDWARD STEVENS Esq<sup>r</sup>

SIR, Your two letters of the 19<sup>th</sup> and 24<sup>th</sup> April to the Secretary of State, were this day received. The political change which they mention to have taken place in S<sup>t</sup> Domingo is considered greatly important in its consequences. It gives the President much satisfaction to learn

that General Toussaint continues in his friendly dispositions to the United States, and from the proofs you have given of your ability, diligence and prudence in attending to the interest of the American commerce with the Colony of St Domingo, he has no doubt you will do every thing in your power for its greater security and advantage.

The President has deemed it expedient to remove Jacob Mayer from the office of Consul at Cape Francois, and to appoint Henry Hammond in his place, whose commission is inclosed in a letter to him now transmitted to your care.

With great respect &c &c.

CHARLES LEE.

[SDA. Dip. Cor., Inst. to Min. Bk 5, 1798–1800.]

Extract from letter to Secretary of State from John Morton, U. S. Consul at Havana

HAVANNA 21st of May, 1800.

"It is with much concern I announce to you, sir, that since my last, the yellow fever has commenced its ravages among our contrymen at this place. A number of seamen, and several persons, who resided on shore, have already fallen victims to that dreadful disease; and several are now under the hands of the physician."

[LC, "Federal Gazette & Baltimore Daily Adv." Balt., Md., 5 July 1800.]

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

[PHILADELPHIA]

Navy Department, 21 May 1800

Mess<sup>rs</sup> STEPHEN HIGGINSON & Co

Boston

GENTLEMEN I have to request that you will be pleased to purchase the copper mentioned in your letter of the 29 April and 5<sup>th</sup> Inst if to be obtained on reasonable terms, and engage M<sup>r</sup> [Paul] Revere to manufacture it into Bolts Spikes & sheathing Copper suitable for a 74 Gun Ship —

As copper enough can be procured in our own Country for all the purposes of the Navy on very good terms, it is expected that you will not make this purchase unless it can be done on such terms as are really moderate — With respect to M<sup>r</sup> Revere, you will please engage him on such terms as may be considered liberal; tho the Spikes, Bolts & sheathing must not cost more than 50 cents p<sup>r</sup> Lb

Sheathing will be the last thing wanted, & it is more important that some should be made by M<sup>r</sup> Revere to ascertain that we can make it, than on account of any immoderate demand for it —

I have the honor to be &c &c

B[ENJAMIN S[TODDERT]

I will send in a few days the dimensions of the Bolts & Spikes, & the proper weight of the sheathing copper to be manufactured

B S

[NDA. GLB, Vol. 3, 1799–1800.]

To Phineas Bond, Consul General of His Britannic Majesty to the United States,  
from Secretary of the Navy

[PHILADELPHIA]

Navy Department 21 May 1800

PHINEAS BOND Esqre

Consul Gen<sup>l</sup> of his Britanic Majesty

SIR M<sup>r</sup> Letombe has had delivered over to him, forty six French prisoners to be sent to France in the Ship *Benj<sup>n</sup> Franklin* At his request I give you this information

I have the honor to be with great respect

Sir

Yr obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. GLB, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 21 May 1800

JAMES & EBENEZER WATSON

New York

GENTLEMEN My letter to you of the 18<sup>th</sup> March last, & the Circular of the 9<sup>th</sup> of October 1798 were in substance the same so far as respected Slop Clothing. — The quality I find was not designated in either. —

It has not been customary for the Pursers to prescribe the quality of the Slops to be provided by the Public for the use of the Crews of their respective vessels, nor is the practice admissable

The regulation was meant as a humane one to supply the wants of the sailors on reasonable terms, and to prevent impositions on them by the Pursers

Hence plain comfortable clothing such as Sailors are accustomed to wear at sea only could have been contemplated, & such only must be furnished in future —

It will be time enough for you to provide the Slops for the two Frigates when you receive Instructions to complete their stores for a Cruise —

I have the honor to be

Yr obed St

B[ENJAMIN] S[TODDERT]

[NDA. GLB, Vol. 3, 1799–1800.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Wednesday, 21 May 1800

Moderate breezes and cloudy, Employd as nessasary

At 2 Fresh breezes from the eastward tackd In towards cape francois, At 5 taken aback wind from the southw<sup>d</sup> with thunder and lightning

At 7 More moderate Parted company with the *Amphitheatre* Tender the Cape S by W 7 or 8 miles

Moderate and cloudy all night standing off and on under an Easy sail, Tackd as nessasary to keep station

At Daylight saw Cape Francois S by W 4 or 5 leagues Ships company Employd In ships duty

At 9 Musterd the ships company and Read the Articles of War

At 12 Moderate Cape Francois bearing S by W 4 leagues

Latitude Observed 20° 11' North

[NDA photostat.]

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Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Wednesday, 21 May 1800

These 24 hours moderate winds & variable, Employd at sundries of Ships duty. At ½ past 11 pm let go Starboard bower Anchor. At 5 Am hove up the same, & got it on the bows. Set topsails, hove short & got under way. Steerd our Course in the fair way thro' narrows between the Shoals off P<sup>t</sup> Outong [?] & Middleburg island. At 9 Am. wind came ahead, Came to Anchor after making 2 tacks in 9½ fms — Middleburg Isle bore NE, 2 miles. P<sup>t</sup> Antery bore S. E. b. E. Unbent all 3 topsails & M<sup>p</sup> sail & rebent other sails Immediatly in their place. Saw a Ship & Sloop Steering towards Batavia under Dutch Colours. Prepar'd the Ship for weighing Anchor.

[LC, EPP, 1799-1800.]

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To Charles Biddle, Prize Agent, Philadelphia, from Captain Thomas Truxtun,  
U. S. Navy

NORFOLK 22<sup>d</sup> May 1800

DEAR SIR The *Constellation* I got to sea on the 20<sup>th</sup> instant — and the *Chesapeake* will be ready next week — as soon as She departs — I will go on to the Northward — as every thing will be in a fair Way to expedite the *Congress* — but I fear some difficulty in manning her — the prejudices against Captain Sever — are very great — indeed I fear his Idea of discipline is not correct — Discipline is to be effected by a particular deportment, much easier than by great Severity.

The Prize money for the vessels that were not condemn'd ought not to be paid, but by Special order from the Sec<sup>y</sup> of the Navy — as there may be a claim made hereafter by the owners — in consequence of their being no Condemnation in which Case I should be soley responsible & accountable unless in a treaty with France — there should be some Article provided for cases of that sort.

You had better see M<sup>r</sup> Stoddert and clearly Understand this business before you proceed to the Payment of any one claiming prize money. —

I am truly & affectionately  
Your friend

THOMAS TRUXTUN

P S Pickering ought to have been dismissed a year ago in my humble Opinion —

CHARLES BIDDLE Esq

[NYHS, NHS.]

[22 May 1800]

U. S. Frigate *Chesapeake* dropped down from Gosport, Va., to Lambert's Point where she anchored

NORFOLK, VA., May 24, [1800]

On Thursday last, [22 May] about 6 o'clock in the afternoon, the United States frigate *Chesapeake*, Samuel Barron, Esq. commander, dropped down from Gosport to Lambert's Point where she anchored.— She got under weigh at Gosport expeditiously, though but with few hands on board. As her sails filled, a band of music on the quarter deck, played the President's march, and at other intervals enlivened the scene by their performance. As she passed the shipping that lay in the harbour, she fired a salute of 13 guns, which was handsomely returned by every vessel that mounted a gun; and it was gratifying to observe the ships of foreign nations, with equal zeal exert themselves on the occasion. The wharves and houses next the river were lined with people, who with three cheers welcomed her as she passed the townpoint; indeed, from the expressions and joy, and the smiles which gladdened every countenance, the scene appeared as it was — an interesting one. At fort Norfolk, another salute of 13 guns was fired from her, which was returned by the fort. The troops under the command of captain Bruff, were turned out, and displayed themselves whilst she glided before them. Thus, from the *Chesapeake*, the navy of the United States receives no small addition of strength.

[LC, "The Herald", Norfolk, Va., 24 May 1800.]

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

[PHILADELPHIA]

Navy Depart<sup>t</sup> 22<sup>d</sup> May 1800

Capt<sup>n</sup> THOMAS TRUXTUN

SIR I am honoured with your letters of the 13<sup>th</sup> & 15<sup>th</sup> Inst, containing copy of your instruction to Captain Murray, to sail without waiting for orders from this Department, if such orders were not received by him on the 18<sup>th</sup> Inst.

It is disagreeable to notice, still more to censure Mistakes which flow from zeal to promote the Public Service. Captain Murray should not have been ordered to sail without my instructions, or rather, those of the President, communicated thro' me. Nothing should have prompted this measure, but absolute certainty that important service might be rendered by sending him off thus prematurely, the opportunity for which might be lost, by waiting for instructions from the Government, and even in such a case, the measure, if to be justified at all, should not have been taken until the last moment. Things of this nature must not be repeated. — By your instructions to Murray, he is to sail without waiting to receive the sails from this place or New York, heretofore deemed essential for the Ship —

And these sails you observe to him shall be forwarded to him by the *Chesapeake*, or the *Conquest* [of Italy]. The latter a prize vessel, which the Governm<sup>t</sup> has not thought proper to purchase, as a cruiser. The former a frigate, destined for other service, in the event of Murrays going to Windward, where it was not intended he should go —

I mention these circumstances to shew the impropriety of your interference in those things, which belong exclusively to this department, under the direction of the President —

I am &C

B[ENJAMIN] S[TODDERT]

[NDA. OSW, Vol. 3, 1799—1800.]

To Samuel Humphreys, U. S. Inspector of Timber, Georgia, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 22<sup>nd</sup> May 1800

M<sup>r</sup> SAMUEL HUMPHREYS

SIR Since my letter to you informing that the Sloop *Patience*, & Schooner *Sally* might be expected at St Marys by the 15<sup>th</sup> June to take loads of Live oak, I have received information of the sailing of the Brig *Polly & Betsey* John Larger Master from New London for the West Indies to return by way of Georgia for a load of ship timber — She may be expected in all July

Be pleased to have her loaded agreeably to former directions — My former letters instructed you to send the timbers first ready for the Ship to be built at New York, 2<sup>d</sup> Boston, 3<sup>d</sup> Portsmouth N Hampshire 4<sup>th</sup> Philadelphia 5<sup>th</sup> Norfolk, & 6<sup>th</sup> City of Washington —

I am Sir &c

B[ENJAMIN] S[TODDERT]

[NDA. GLB, Vol. 3, 1799—1800.]

Rules and Regulations to be observed on board U. S. Frigate *Congress*

Frigate *Congress*, May 22 — 1800

It being no less the desire, and Command of, the President of the U, S.; than the wish of the Commander of this Ship; that the most pointed attention, shou'd be paid on the part of the Officers, of the several grades: as well as on that of the Seamen, and Marines constituting the Crew, of the U, S, Frigate *Congress*: to that good order, & discipline, which it is absolutely essential at all times to maintain: he is induced to order that the following Rules shall be observed; as it may regard the duties to be requir'd; of the several Officers, Seamen &C, serving on board the *Congress*. —

1<sup>st</sup>

The Officers of every Grade, are particularly requir'd to take care, that due attention, is paid to the observance, of the Rules, & orders, prescribed by the government of our Country, for the regulation of the Navy —

2<sup>nd</sup>

No Commission'd Officer, or Midshipman, shall be allow'd, to make his appearance, on the Quarter Deck of this Frigate, without his side Arms —



3<sup>d</sup>

It is expected that the Officers of the several grades, shall mutually pay that respect to each other; which the stations they may respectively occupy, will have a right to Command; and which politeness, and decency shall dictate. —

4<sup>th</sup>

No Officer of an Inferior grade shall address himself to his superior Officer, without moving his hat; nor any petty Officer, Seaman, or Marine, shall accost a Commission'd Officer, without, taking off[f] his hat; & remaining uncover'd, during the period of Conversation — The same rule shall apply when accosted by a Commission'd Officer. —

5<sup>th</sup>

When a Seaman, or Marine; shall be accosted by, or accost himself to a Midshipman, or other Warrant Officer; he shall pay that Officer, the Compliment of taking off[f] his hat; at the commencement, and ending of the Conversation. —

6<sup>th</sup>

The first Lieu<sup>t</sup> or in his absence, the Officer next in Rank; shall take care that the deck is never left during the day in Harbour, nor at any time, during the night or day at Sea — without being in charge of a Sea Lieutenant, or the Sailing Master; who shall not be allow'd to leave the deck; unless by special order; without being regularly releiv'd. —

7<sup>th</sup>

No Petty Officer, Seaman or Marine, shall be permitted to pass the Barricade of the Quarter Deck; when the Commander; or other Commission'd Officer is present; without pulling off[f] his hat; and remaining uncover'd, untill he shall have pass'd the Wheel; the same thing will be requir'd after passing the Wheel in going forward. nor will they be suffer'd to pass on the weather side of that deck; without an especial order —

8<sup>th</sup>

No person what ever shall be allow'd to throw any thing out of; or to take any thing in at; any of the Ports, on the Gun deck — on any pretence whatever. —

9<sup>th</sup>

It is strictly forbidden to lay any thing; upon any of the Guns; or their Carriages, on either deck — excepting the implements, necessarily attached to them, on pain of the punishment, which may be inflicted for a disobedience of Orders. —

10<sup>th</sup>

The Gunner, his Mates, & Crew, will be responsible, that the foregoing regulations shall be carefully attended to: and that the guns &

their carriages &C. are kept clean, and in perfectly good order, as the safety of the ship, under certain emergency's, and the reputation of the Officers & Men; is greatly dependent, on the attention which should be invariably paid to her batteries. —

11<sup>th</sup>

The Officers will take care, that the several duties which are requir'd; shall be perform'd, with as little noise as possible, by the Ships Company —

\*            \*            \*            \*            \*            \*

13<sup>th</sup>

Care shall be taken, that all dirt, and dirty water, be carried forward upon the upper deck, and thrown over to Leeward, without suffering it to touch the Ships Side, or any of the Guns —

14<sup>th</sup>

It being necessary to the Safety, as well as good appearance of the Boats — that they be kept from the Ships side; it is especially enjoin'd upon the Officer Commanding on deck, that he never permit the boats to lay along side, without one or more boat keepers; who shall be responsible, that their respective boats are kept off from the Ship, so as to guard against their injury; the Cockswains of the several Boats, shall take care that they are always provided with a sufficiency of suitable fenders. — on the penalty of being chargeable, with all damages the Boats shall sustain from their Negligence.

15<sup>th</sup>

It shall be the duty of the Officer, Commanding the Watch; to be particularly attentive, that the several Inferior Officers, and Seamen, composing the Watch. be alert at their respective Stations; that they are not to be allow'd to lay down; or to quit their Stations, during the Watch; but to be always in readiness to perform the duties which may be requir'd of them, at their respective posts. —

16<sup>th</sup>

It being essentially necessary that punctuality in the performance of all duties; should be attended to; the Commander directs that ten minutes only shall be allowed, for the Watch to be at their several posts; after they shall be call'd — for this purpose the Officer Commanding shall at the expiration of that period, cause the Watch list to be call'd over; when those who are not present; shall be noted and their names sent to the Ships Steward; who shall take care that their Grogg shall be stopped for the day, if any person shall be found repeatedly negligent, he will be punished as the Rules and regulations shall direct —

17<sup>th</sup>

The Officer of the Watch will not be allow'd to take in, or to make Sail, or to tack, or veer Ship, nor to alter the Course; without pre-

viously acquainting the Commander, with the necessity for so doing unless in cases of emergency; such as sudden Squalls — or falling in with danger; in which latter case, he will make report while the Operation is performing it shall be his duty personally to report any Contingencies that may Occur during his watch; as the unexpected making of Land — any strange Sail, or Sails — or other uncommon appearances.

18<sup>th</sup>

It is expected that the Officer Commanding as well as those attach'd to the several divisions; will be attentive, that the men under their orders, shall be carefull to keep themselves clean; both in their persons, & their cloathing; that they keep their cloaths in good repair; for this purpose, friday in each Week, shall be appropriated for Washing, mending Cloaths &C —

19<sup>th</sup>

It is expected that the dress of the Officers; shall as nearly as may be comport, with the Rank, which they may sustain in the Ship; it is more especially necessary, that this subject; should be attended to; as the Example which shall be shewn by the Officers of the superior grades — will always influence the conduct of the Inferior Officers, Seamen &C. —

20<sup>th</sup>

Care shall be taken, by the Officer Commanding the Watch; that the duties are executed with great precision; that the Log is carefully hove; that the course on which the Ship is steer'd, be minutely attended to; that the correct distances be marked on the Log board; together with the Leeway which the Ship may make, when by the Wind —

21<sup>st</sup>

The upper & Gun Decks shall be carefully Wash'd every morning, at 5 oClock, during the summer, The Hammocks when the weather will allow, to be piped up at Seven Bells: Breakfast, at 8 oClock — for which, half an hour shall be allow'd; Dinner at 12, oClock to be allow'd one hour: the morning Grogg. to be served at the call to dinner; that for the afternoon, at Sea at 4 P M; in harbour, at half an hour before Sunset. —

22<sup>nd</sup>

The Sea Lieu<sup>t</sup> & Sai<sup>r</sup> Master shall frequently inspect the Birth & Orlop Decks and their passages leading to the Store rooms. as well as the Cockpit; in order that they may direct them to be clean'd, as often as they may appear to require it. —

23<sup>d</sup>

The Officer Commanding Watches; are required to notice, those men, who may be disposed to be inattentive, or negligent, in the performance of their duty; in order that they may be punish'd if it

should be found necessary — and to remark those, whose activity and cleverness may be conspicuous; that they may be rewarded by promotion or otherways when ever opportunity shall present.

24<sup>th</sup>

The Officers generally are requested to be carefull that the strictest economy shall be observed in the expenditure of the public stores, that no waste, or embizzlement, may be permitted, that every person, who shall wilfully, carelessly, or negligently lose, dispose of, or destroy any article of public property: be reported to the Commander — in order that the amount of the Article, so lost or destroy'd be charged on the Books of the Ship, that it may be deducted from the wages of the Offender —

[LC, J. Sever Papers. NDA photostat.]

[22 May 1800]

Protest of Francis Bowen, Master, Sloop *Flora*, captured by the *Conquest of Egypt*

By this Publick Instrument of Protest Be it known and Manifest That on the Twenty second Day of May A D. 1800 —

Before Me Sam<sup>l</sup> Chace Esq<sup>r</sup> Publick Notary Duely admitted to said office Personally appeareth & Comes Francis Bowen late Master of the Sloop *Flora* [\*] Belonging to Thomas Jones Jacob Whitman James Chace Merch<sup>ts</sup> with himself — and being Engaged according to Law Doth Depose and Declare. That He saild out Master of said Sloop from hence Bound to the Island of St Thomases — That on his passage near the Virgin Guada He was Captured By a French Armd Schooner Calld the *Conquest of Egypt* commanded by Capt Lacklamer & He This Declarant was Taken out of said Sloop and she was sent off some where to windward, but where He knows not — and they Took from Him all the Sloops Papers — including Her Register in particular and Totally Detaind them all from him past all Recovery

[No signature]

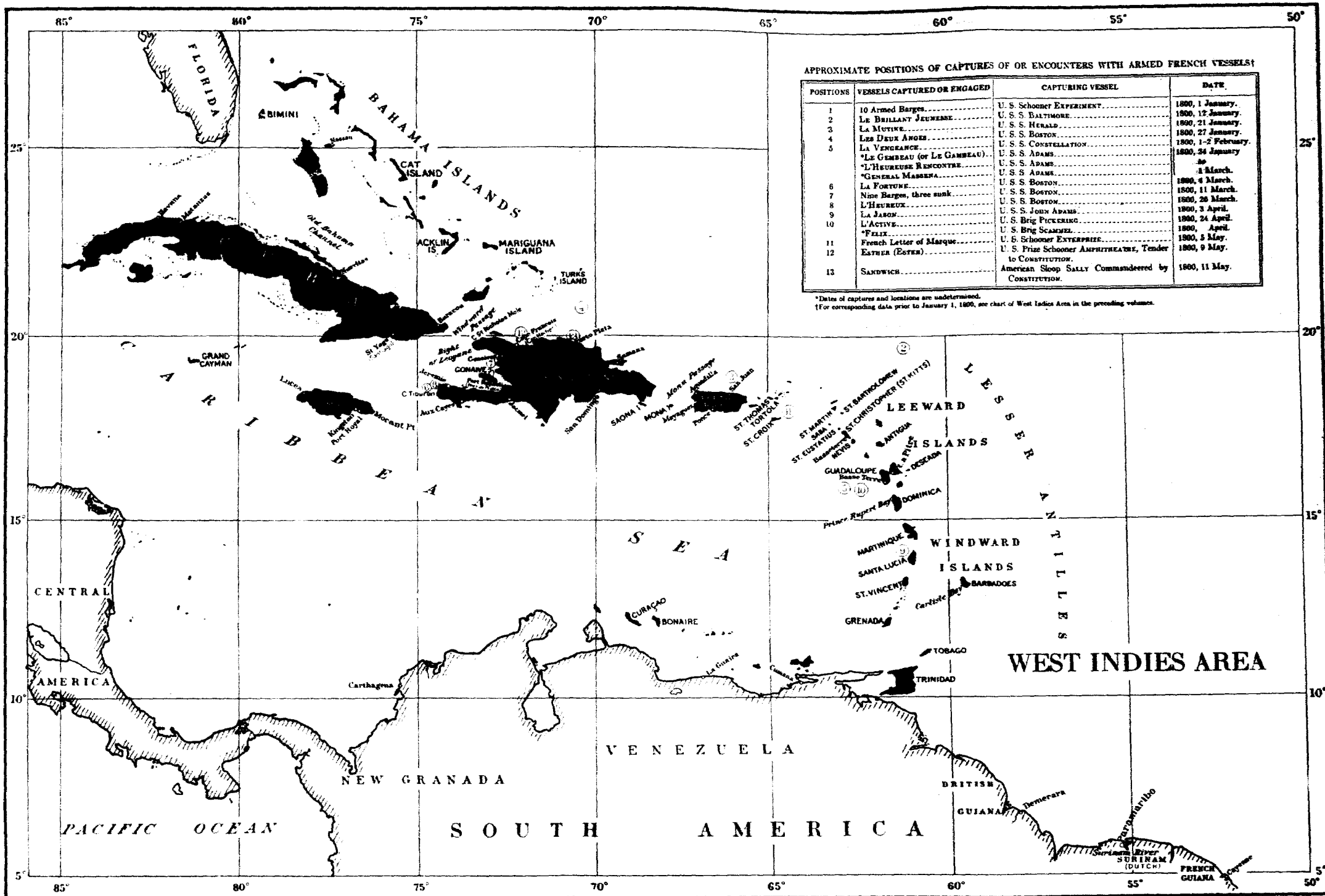
Wherefore the said Capt Bowen Protests and I the said Notary Do for Him as Desired Hereby Solemnly Protest against the said Capture upon Him his Vessell Cargo and Papers Made, for by Means thereof He Has Totally Lost the said sloops Register past Recovery and against all Loss Cost & Damage that Accrues or may Happen to the owners of said Sloop or any others Concernd on account thereof — Thus Done Sworn to & Protested under my Hand & seal Notarial in Providence aforesaid in said state of Rhode Island & Providence Plantations on the Day & Date hereabove written

SAM<sup>l</sup> CHACE  
Publick Notary

Protest 9/

[\*See also capture under date of 4 May 1800 by *L'Egypte Conquise*.]

[R. I. HS photostat.]



MAP OF WEST INDIES AREA



Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Thursday, 22 May 1800

Moderate breezes and cloudy, at 2 a light breeze from N NE, Ran down toward Cape Francois

At 7 Cape Francois bore S SW 5 or 6 leagues the Monte SE by E

During the night Moderate breezes and cloudy under an Easy sail tacking as nessasary

At Daylight saw the Monte SE by S, 7 or 8 leagues, and two strange sails bearing E SE, Made sail and Gave chase

At 10 Answer'd the private signal of the chase an English Frigate lying too close in with the land. landing prizoners which she had taken In the *General Touissant* Schooner Belonging to Gen<sup>l</sup> Touissant.  $\frac{1}{2}$  past 10 saw a strange sail bearing East steering West; hauld to the Wind and Gave chase. At 12 Moderate breezes from the Eastward the Monte SE by S 3 or 4 leagues the chase E by S 9 or 10 Miles

Latitude Observed  $20^{\circ} 11'$  North

[NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Thursday, 22 May 1800

Commences with moderate weather & variable winds. At 3 pm. weigh'd anchor & beat to windward. At 5 pm. wind Came off Shore which made a fair wind for us in the fair way. At 6 pm. Man Eater's Island bore West D 3 miles, Great Cambay bore NE. 4 M<sup>s</sup> passed them both. At  $\frac{1}{2}$  7 pm. came to Anchor with the Stream, in 15 fathoms — Muddy Ground —

At 5 am. hove up Anchor & spoke Captain Webb in the Brig *Exchange* from Salem bound to Batavia. Passed between Bantam bay & Babu [or Babeel] Isle in the fair way —

[LC, EPP, 1799-1800.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Thursday, 22 May 1800

The first part Moderate and pleasant Breezes

at 1 P M 3 Gun boats got under way from Garuca. Rowed out for us fired several shot The[y] did not Reach us Hoisted American Colours The[y] Returned

at 3 spoke with several of the fleet from Havana

at 6 the Moro bore S W b W 4 Miles Dist

at 7 took in sail & Hoisted a Light

at 9 spoke A schooner bound to New York from Havana Capt Pain Middle part Moderate Breezes Tackd ship to the Eastward

Tackd ship and Made sail Occasionally

at 8 A M S<sup>t</sup> Cruz bore South 2 Leagues Several sail in sight at A Distance

at 12 Meridian the pan bore S B E 7 Leagues Distance

Latter part Moderate 1 schooner in Company

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

To Midshipman James Lawrence, U. S. Navy, from Charles Washington  
Goldsborough for Secretary of the Navy

[PHILADELPHIA]

Navy Department 23<sup>rd</sup> May 1800

M<sup>r</sup> JAMES LAURENCE  
Midsh<sup>n</sup>

SIR You will repair to New York & shew this to the Command<sup>r</sup>  
Officer of the Frigate *New York* who will receive you as one of his  
Midshipmen —

By order

C W G

[NDA. OSW, Vol. 3, 1799–1800.]

Condemnation of French Schooner *Jason*, captured by the U. S. Frigate *John Adams*

Friday May the 23<sup>d</sup> 1800

The UNITED STATES

vs

The Schooner *Jasen*, a French  
Armed Vessel, her Tackle,  
furniture, Apparel and boats

Decree. That the Schooner *Jasen*  
with her Tackle, furniture and boats  
be sold by the Marshal after a  
Notice of four days, and that the  
monies arising from such sale be lodged in the Branch Bank of the  
United States for the benefit of the several Persons entitled thereto  
by Law —

[NDA. XZ, 1798–1800.]

To John Steele, Comptroller of the Treasury, from Accountant of the Navy

[PHILADELPHIA]

NAVY DEPARTMENT

Accountant's Office May 23<sup>d</sup> 1800.

SIR I am about to make up an Account, for the Subscribers to a  
Loan, at Baltimore, for Building the *Maryland* and *Patapsco* Sloops of  
War, in order that Certificates May issue — and I presume it would  
be best to Calculate the Interest up to a Certain Day, to be paid  
previous to the issuing the Certificates — but if this mode is to be  
adopted, I am at a loss to know, to what Head of Expenditure to  
Charge the Interest, — and to what time the Interest shou'd be  
calculated. — and therefore take the Liberty of requesting infor-  
mation of you —

Very respectfully

I am Sir

Y<sup>r</sup> Mo. Obed<sup>t</sup> S<sup>t</sup>

THO<sup>s</sup> TURNER.

[F. D. Roosevelt Collection.]



To Secretary of the Treasury from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 23<sup>d</sup> May 1800*

THE SECRETARY OF THE TREASURY

SIR The Crews of Nine Vessels, whose times of service expire in May, June, July & August, must be paid off and discharged within the next three months. Probably other Vessels whose service will end a month or six weeks later, may arrive within the ensuing 3 Months, in which case it will be good economy to discharge their Crews. — I think we cannot calculate on a smaller sum for paying off Officers — Marines and discharged seamen within the ensuing three months, than 300000 Dollars. — Nor do I think we can safely calculate the other unavoidable expenditures of the department for the same time, at less than 300000 more — I shall most assuredly do all in my power to keep the expenditures considerably within these limits — but I see not that it can be effected without injury to the service. —

I have the honor &c &c

[NDA. Req. on US T, 1798–1803.]

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

[PHILADELPHIA]

*Navy Department, 23 May 1800*

W<sup>m</sup> PENNOCK Esq  
*Norfolk —*

SIR A most extravagant Acco<sup>t</sup> for supplying the Marines at Norfolk with rations has been exhibited by a M<sup>r</sup> Jennings as Contractor He charges 22 Cents for rations, & 4 cents for small rations — What is meant by small rations?

I pray you to enquire into this business — and inform me, who employed M<sup>r</sup> Jennings as the Contractor — what contract was made with him, and let him explain what he means by small rations — The Marines on shore are entitled to Army rations, and those are contracted for to supply all the Troops in Virginia at 13 Cents 7 mills. — If the Marines at Norfolk cannot be supplied on the same terms, or at most at 16 cents, I request that you order imm<sup>d</sup> all those quartered there not belonging to any of the Ships in that port up to Baltimore, & Norfolk should not be considered a place of rendezvous for Marines

Enclosed is an extract of the Contract for supplying the Army —

I have the honor to be &c

B[ENJAMIN] S[TODDERT]

[NDA. GLB, Vol. 3, 1799–1800.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Friday, 23 May 1800

Moderate Breezes and cloudy In chace to the Eastward Tackd as nessasary, At 4 the Monte SW, at 6 calm and Rainy lost sight of the chace. Sounded in 24 fathoms of water 6 or 7 miles to the E<sup>d</sup> of the Monte and 4 or 5 from the land

At 8 A light breeze from the land filld to the N<sup>d</sup> and stood off from the land.

At 11 Brought too. Main topsail to the Mast and lay by all night with Moderate breezes

At Daylight saw Monte a christo SW 8 or 9 leagues and two strange sails bearing NW by W bore up made sail and Gave chace, At 10 Observed the chace to be our Tender [*Amphitheatre*] and an English Ship of War In chace of her

At 11 shortnd sail and Joind company with the British Frigate *Alarm* and Tender *Amphitheatre* from Cape Francois

[NDA photostat.]

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Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Friday, 23 May 1800

Commences with light variable winds, & hot sun. Spoke the Brig *Globe* Capt Gardner from Philadelphia bound to Batavia off Bantam Bay. Employd Opening & Airing our Spare Suit of Sails. At 7 pm came to anchor near P<sup>t</sup> S<sup>t</sup> nicholass, about 1 mile from Shore 35 fms water. Soft bottom. At 6 am hove up Anchor made Sail for the Straits Sumatra Isle in Sight. Saw 5 strange Sails to Westward of us. 3 of which we saw first Steerd for them & found in the number there was 3 Ships & 2 brigs. Clear'd Ship & prepar'd for action —

[LC, EPP, 1799-1800.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren* Master Commandant Timothy Newman, U. S. Navy, commanding, Friday, 23 May 1800

The first part Morderate Breezes and pleasant

Tackd ship Made sail and Took it in Occasionally

at 7 P M the Pan of Matansa bore S W b S 6 Leagues Distance Point John bore S b W 5 Leagues Distance

Middle part Moderate and Cloudy

Wore ship and made sail Occasionally

at 7 A M bore away to the Westward

at 12 Meridian S<sup>th</sup> Cruz bore S B W 2 Leagues Distance Made all sail possible for the Havana by the Order of Capt Newman it being that I was the Offiser of the Watch from 12 untill 4 I forced the ship to the Westward as fast as wind and sail would drive her at 4 P M I ordered the Watch Called as Usual it being the Second Lieu<sup>t</sup> Watch from four untill Six the wind Hauling to the Northward I ordered the Lee Main and Main T Gall stearing sails Taken in The first Lieu<sup>t</sup> Saild Let the stearing sails stand I told him that it was not His Watch and Left the Deck and Informed the Second Lieut that it was his Watch he Went on Deck and took in the Lee stearing sails

at 5 P M Anchored in the Havana with the Larboard Bower and Moored with the Stream to the Westward

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

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

[PHILADELPHIA]

Navy Department 24th May 1800

THOMAS TRUXTUN Esq<sup>r</sup>  
Norfolk — Virginia

D<sup>r</sup> SIR I am extremely mortified at the unwarrantable step which your too great Zeal has prompted you to take — I mean, in sending off Murray, without his Instructions from the President — It was every way improper — You assumed the direction in a case, belonging to the Executive exclusively, and God knows what inconveniences may result from it. You must avoid such interference in future. It is painful to censure any thing done by an Officer of your uncommon merit — but surely in the present case, your own reflections will convince you of the great impropriety of your conduct — Murray was intended to relieve Talbott who ought now to be relieved. — Finding that Murray might have sailed without my orders and to the Windward, I sent Instructions to Barron to proceed to Cape Francois to relieve Talbott Barron too may have gone without receiving his orders from me — or he may have gone on his first orders for the Windward Station & before the others arrived — Now it has become necessary that he should not leave the Coast — I dispatch therefore a pilot Boat with orders for him to proceed to the Southern extremity & thence to New Castle on Delaware, with money to be brought from Charleston —

Sever when he is ready must wait for my orders, — but I can form no judgement when he will be ready

I am with great Respect & Esteem

D<sup>r</sup> Sir

Yr obed S<sup>t</sup>

B[ENJAMIN] S[TODDERT]

P — S — I still hope Murray was detained for my Instructions — If both he & Cap<sup>t</sup> Barron should be gone tell me where they are gone

B S

[NDA. OSW, Vol. 3, 1799-1800.]

To Captain Silas Talbot, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

N Department 24th May 1800

Captain SILAS TALBOT  
of the *Constitution*  
Cape Francois

SIR It was intended that Cap<sup>t</sup> Murray of the *Constellation*, should have departed from Norfolk about this time to join you & to assume the command at S<sup>t</sup> Domingo when you left that Station, which it will be necessary you should do in such way as to preserve good faith with your crew —

I have reason to fear, Murray left Norfolk under orders from Captain Truxtun without waiting to receive mine — I afterwards ordered Captain Barron of the *Chesapeake* to proceed to join you, &

to relieve you — Enclosed is the Copy of the letter written by both with no other change than the name of the Captain & Vessel. But I am this day dispatching a pilot Boat to Norfolk to direct Barron to cruise on the Coast, a measure rendered necessary by the appearance of one or more French privateers —

This goes by Capt<sup>r</sup> Mallowney who will proceed to the Havana to convoy some. — I hope you will have no trouble in keeping your men satisfied until you are relieved either by Capt<sup>r</sup> Murray or Cap<sup>t</sup> Barron — I shall by every conveyance, write Murray, who if he has not gone to S<sup>t</sup> Domingo, has gone to the Windward to join you —

I have the honor to be with great Respect —

Yr obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. OSW, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 24th May 1800

Captain ALEXANDER MURRAY

Of the *Constellation* —

SIR It was highly improper in Captain Truxtun to order you to Sea without Instructions from this Office — The step was unfortunate as well as improper —

4 copies of this  
letter forwarded by  
Capt Mallowney of  
the *Ganges*

The moment you receive this repair to Cape Francois, join Captain Talbott & assume the command when he leaves the Station, which he ought to do in June — He will turn over to you his Instructions —

I have the honor to be with great Respect

Sir

Yr obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. OSW, Vol. 3, 1799–1800.]

To Thomas Howard, of Pilot Boat *Thomas & Richard*, from Abishai Thomas for Secretary of the Navy

[PHILADELPHIA]

N, Department 24th May 1800

M<sup>r</sup> THOMAS HOWARD

Of the Pilot Boat *Thomas & Richard*

SIR You will proceed imm<sup>d</sup> to Norfolk in Virginia with the dispatches herewith to Captain Thomas Truxtun, & Capt Sam<sup>l</sup> Barron

Probably you may meet with the *Chesapeake* Capt Barron, prior to your arrival at Norfolk — In that case you will deliver his letter to him & proceed with the other, imm<sup>d</sup> after delivering which you may return waiting only to receive, such dispatches as either of those Gentlemen may have to send by you to the Secretary of the Navy — If you are detained at Norfolk more than 24 hours by order of Capt Truxtun or Capt Barron you shall receive extra pay at the rate of

ten Dollars p<sup>r</sup> day — For the Service exclusive of detention, you will be paid 100 Dollars

I am Sir

By order of the Secr<sup>y</sup>

AB THOMAS

[NDA. GLB, Vol. 3, 1799-1800.]

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

[PHILADELPHIA]

Navy Department 24<sup>th</sup> May 1800

Captain SAMUEL BARRON  
Of the *Chesapeake*, —

SIR Instead of proceeding to the West Indies as directed in my letter of the 16<sup>th</sup> Inst or to Saint Domingo as directed in mine of the 17<sup>th</sup> you will please imm<sup>y</sup> on receipt of this proceed to the Southward, as far as the Southern extremity of the United States, then return to Charleston where you will receive on board of the *Chesapeake* a large sum in Specie from the Branch Bank in Charleston for the Bank of the United States at this place — With this money you will proceed, cruising along the Coast to New Castle on Delaware, where orders will be lodged with Mess<sup>rs</sup> Riddle & Bird as to the way of getting the money to Philad<sup>a</sup>, or for your future operations —

A French privateer has captured an American vessel in Lat 30 — 51 N & 70 Long [?] There may be others on the coast — You will keep a good Look out for them, in going to & returning from the South —

I have the honor to be

B[ENJAMIN] S[TODDERT]

P S — You have enclosed a letter to the Cashier of the Bank at Charleston from whom you will receive the money

[NDA. OSW, Vol. 3, 1799-1800.]

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

[PHILADELPHIA]

Navy Department 24<sup>th</sup> May 1800.

Captain SAMUEL BARRON  
of the *Chesapeake*

SIR Instead of proceeding immediately to the West Indies, as directed in the Instructions heretofore sent you, you will please to proceed with the *Chesapeake* to Charleston South Carolina, and take on board of the Frigate, a large sum in Specie which will be delivered by the Branch Bank at Charleston which you will bring for the Bank of the United States at this place, but as the Navigation of the Delaware is difficult beyond New Castle, you will please stop at that place with the Frigate, & send up from thence to Philad<sup>a</sup> the Specie by such conveyance as may be pointed out by Thomas Willing Esqr President of the Bank —

After performing this Service, you will proceed from New Castle to the West Indies in pursuance of the Instructions you have already received, provided you should meet at New Castle no orders for a different service —

Mess<sup>rs</sup> Riddle & Bird at New Castle act as Agents of the Navy — from them you will obtain any assistance you may require —

I have the honor to be with great Respect

Yr obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. OSW, Vol. 3, 1799-1800.]

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To Captain John Barry, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 24<sup>th</sup> May 1800

Captain JOHN BARRY

or the Commanding Officer of the  
Frigate *United States* —

SIR Be pleased to turn over to the *Ganges*, Captain Mullowny, thirty seamen from the crew of the *United States*. This number, includes the 25 men ordered the 15<sup>th</sup> Inst. — You may therefore consider that order as cancelled —

I am Sir

Yr obed Servt

B S

[NDA. OSW, Vol. 4, 1800-1801.]

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

[PHILADELPHIA]

Navy Department 24<sup>th</sup> May 1800

Captain JOHN MULLOWNEY  
of the *Ganges*

SIR Presuming that the *Ganges* is [in] complete preparation for Sea, I have the honor to direct that taking under convoy such of the Merchant Vessels as may be ready to sail with you, and destined for the Havana and Saint Domingo, you proceed by the most convenient rout to convoy all the vessels bound to Saint Domingo, not parting with them until you see them safe into port. You will make land to the Windward of Monto Christo, & in running down, keep the Land well on board.

After accomplishing this object, you will proceed to the Havana where you will find the *Warren*, T. Newman whom you will direct to return to the United States taking under convoy any vessels ready to sail for the Continent — Order him to cruise from the Southern extremity of the United States, keeping on & off the Coast, & to touch at Charleston where he will call on W<sup>th</sup> Crafts Esq Navy Agent to learn if any orders are lodged there for him — Should he receive no such orders, he is then to proceed to Norfolk, where he will receive such supplies from W<sup>th</sup> Pennock as may be needfull & where he will get orders for his future destination: Be particular in your Instructions

to Newman, that he may commit no mistakes & send me a Copy by him — You have letters for Captain Talbott & Doctor Stevens which you must have safely delivered — the one for M<sup>r</sup> Hammond may be left with Doctor Stevens —

I will only further observe, that the way to render the most important services to your Country, most effectually to protect its Commerce, & acquire personal honors is to keep constantly cruising — to go into port as seldom as possible — this also will best preserve the health of your Crew —

Wishing you great Success & Glory, I have the honor to be  
Sir

Yr obed Serv<sup>t</sup>

B[ENJAMIN] S[TODDERT]

[NDA. OSW, Vol. 3, 1799-1800.]

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

[PHILADELPHIA]

*Navy Department 24<sup>th</sup> May 1800*

Capt<sup>n</sup> JOHN MULLOWNY of the *Ganges* —

SIR There being information received of a French privateer being on the coast of the United States, you will proceed coastwise as far as Charleston, South Carolina taking care of the convoy under your orders, if they choose to remain with you and then proceed as directed in the Instructions of this date herewith, unless you should receive well authenticated information that there are French privateers on the Coast, in this case, you must pursue them. But it being of great importance that your cruise should not be interrupted, and there being but little probability of French Cruisers remaining on the Coast, it is confidently expected that you may proceed to Cape Francois from Charleston without any material deviation from your course —

Herewith you have three letters to Captain Murray of the *Constellation* which you will please send by as many opportunities if such should occur to Saint Kitts —

I am Sir

Yr obed Serv<sup>t</sup>

(Sign<sup>d</sup>) BEN STODDERT

[NDA. OSW, Vol. 4, 1800-1801.]

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

[PHILADELPHIA]

*Navy Department 24<sup>th</sup> May 1800*

Captain PATRICK FLETCHER  
of the *Insurgente*, Baltimore —

SIR I am at a loss to know the exact Situation of the *Insurgente*. — Her services are immediately wanted. — I hope she is ready to receive her men — if so you must immediately commence recruiting. —

I have the honor &c &c

B S

[NDA. OSW, Vol. 4, 1800-1801.]

560 NAVAL OPERATIONS; JANUARY 1800—MAY 1800

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To Howland & Allyn, Navy Agents, New London, Conn., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 24<sup>th</sup> May 1800

Mess<sup>rs</sup> HOWLAND & ALLYN

New London

GENTLEMEN Immediately on receipt of this you will please order the prize master of the Sch<sup>t</sup> *Active* to proceed with her to Boston —

Please have the wounded man taken care of if he cannot go on to Boston —

I have the honor to be

B S

[NDA. GLB, Vol. 3, 1799-1800.]

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To Joshua Kilburn, Prize Master of *L'Active*, from Secretary of the Navy

[PHILADELPHIA]

N Department 24<sup>th</sup> May 1800

M<sup>r</sup> JOSHUA KILBURN

Prize Master of the Prize *Active*

SIR On receipt of this you will proceed with the prize *L'Active* instantly to Boston

I am

Sir

Yr obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. OSW, Vol. 3, 1799-1800.]

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To Uriah Forrest, Georgetown, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 24<sup>th</sup> May 1800

URIAH FORREST Esqre

George Town —

SIR I have received your letter of the 21<sup>st</sup> — It is now too late to begin to put the two Houses in the order requested for the Offices of the State & Navy Depart<sup>ts</sup>

Had the business been set about instantly there would have been no difficulty in accomodating you with the sum absolutely necessary — But it is now impossible to begin — and to finish the apartments required, before the 15 June

I have the honor to be

Yr obed Servt

B S

[NDA. GLB, Vol. 3, 1799-1800.]

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Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*.  
Captain Edward Preble, U. S. Navy, commanding, Saturday, 24 May 1800

These 24 hours moderate breezes & clear weather. Spoke the Above vessells [sighted off Sumatra 23 May] & found them to be Americans Viz<sup>t</sup> Ship *Fair American* Capt Earle of Charles town last from River La Plata, Ship *Franklin* Capt Shore, [or Shaw] on the same Voyage



in Company with Capt Earle — these 2 Ships mounted 40 Guns. Brig *Lapwing* Captain Samuel Clap from New York, 4 Months out from home, with some provisions for our Ship, &c. Brig *Lydia* Captain Bernard of Boston, from Plymouth (E) 129 days out. Ship *Magens* Capt. Hawley of Philadelphia from Newport. Sail'd with Us from thence At 7 pm. anchord in 22 fathoms water Soft Ground on a bank off pepper bay At 6 am saw a Ship without us in the fair way, hove up Anchor & made Sail for him, found her to be one of the above mentiond Ships — also saw Yesterday a Ship in Shore at Pt anger at Anchor under Sweedish Colours. At 8 am Stood well over the Isle Sumatra, Tack'd Ship & stood back in the fair way. At 10 Am Thwart Island bore E — Pass'd the same

[LC, EPP, 1799-1800.]

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

[PHILADELPHIA]

Navy Department 25<sup>th</sup> May 1800

Captain JOHN MULLOWNY  
of the Ganges —

SIR Upon more reflection, I find the vessels to Cape Francois & the Havana have claims for convoy, which cannot be neglected

Two or three of our vessels must be at this time on our Southern Coast, returning to the United States — and it is most probable, that the *Constellation* is now scouring that Coast. —

You must therefore, proceed with the convoy within a convenient distance of the coast, to meet with privateers, as far as the Capes of Virginia from whence you will steer your course for Cape Francois as heretofore directed, & thence to the Havana — where I wish you to arrive as early as possible, that you may send back Capt<sup>s</sup> Newman, agreeably to the Instructions already given you. —

The vessels under your convoy have very valuable cargoes. — pay to them, all the attention in your power — If they leave you, the fault will not be yours but do not let it be said, that you neglected them —

I have the honor to be

Sir Yr obed Servt

B. S

[NDA. OSW, Vol. 4, 1800-1801.]

To Hon. Charles Pinckney, Senator from South Carolina, from Secretary of the Navy

[PHILADELPHIA]

25<sup>th</sup> May 1800

Honble CHARLES PINCKNEY  
Senator from the State of  
South Carolina —

SIR I had the honor to receive your letter of this date requesting a convoy for such Vessels as are going to Charleston, and informing me that your inability to travel by land, made it necessary for you to go by water. — Yours is the only application which has been made for a convoy to Charleston, and as it does not state the number of vessels meant to be convoyed I will be thankful for such information as is

in your power to give me upon the subject At the same time I take the liberty to observe, that I have received no official accounts, nor do I beleive any circumstances exist which ought to excite apprehensions of capture in going from hence to Charleston and that at the present moment there is no vessel so unengaged in the public service that it may be instantly employed in the manner you have requested — If the trade to Charleston does require a convoy, it will be necessary to wait till a Public Ship can be provided, which I beleive may be done in the course of two weeks at latest.

I mentioned to you this morning that the *Constellation* had sailed from Norfolk about the 18<sup>th</sup> Inst in search of the privateer said to have been near our coast — and that I had reason to beleive other public vessels returning from the West Indies were at this moment on the Southern Coast —

I have the honor to be with great consideration Sir

Yr most obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. GLB, Vol. 3, 1799–1800.]

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

NEWPORT May 25 1800

We are honored with your favor of y<sup>e</sup> 13 Inst — as soon as the *General Greene* arrives, we will apply to Cap<sup>t</sup> Perry for a report of all the repairs, and indents of all the Stores necessary to equip her completely for Sea, which shall be immediately attended to — The Treasurer has made us a remittance of Twenty thousand dollars which you directed, and we will pay over to the Purser of the *General Greene*, the money requisite for the payment of the Crew as wanted; — when this Ship arrives, we will immediately advise you, and to the enquiries you make relative to her outfitt. The *George Washington* was got off in the Stream last evening she has on board her ballast and part of her stores, and will take in her water, Guns & remainder of her Stores this week, and be ready to proceed immediately after if not delayed for want of men, which at present we do not apprehend — There are about 12 men & boys entered & on board — Lieu<sup>t</sup> Jacobs writes us from Providence, that he shall send about 10 or 12 men in a few days; and that he has sent two officers to endeavour to procure the remainder of his Crew

Hon BENJAMIN STODDERT Esq —

[Newport HS. Gibbs & Channing LB.]

[6 October 1799 to 25 May 1800]

Prizes taken by Squadron commanded by Captain Richard V. Morris, U. S. Navy

A List of Prizes taken & retaken, from the 6<sup>th</sup> October 1799 to 25<sup>th</sup> May, 1800, by the Squadron under Command of Richard Valentine Morris, Esq<sup>r</sup>

October	By <i>Pickering &amp; Delaware</i>	Brig <i>Henrich</i> ,	Recaptured
	By <i>Adams</i>	Brig <i>Zylpha</i> ,	recap.
Novem <sup>r</sup>	By <i>Delaware</i>	Brig <i>L'Ocean</i> ,	Captured
	By <i>Pickering</i>	Brig <i>Brothers</i> ,	recap.
Dec <sup>r</sup>	By <i>Adams</i>	Schooner <i>L'Onze Vendemiaire</i>	cap.
	By <i>Eagle</i>	Brig <i>George</i> ,	recap.
	By <i>Pickering</i>	Schooner <i>Voltiguese</i> ,	cap.
	By <i>Connecticut</i>	Brig <i>Penelope</i> ,	recap.
Jan <sup>r</sup>	By <i>D<sup>e</sup></i>	Brig <i>Conquest of Italy</i>	cap.
	By <i>Baltimore</i>	Brig <i>L'Esperance</i> ,	cap.
	By <i>Insurgente</i>	Ship <i>Commerce</i> ,	recap.
	By <i>John Adams</i>	Lugger	recap.
	By <i>Baltimore</i>	Schooner <i>Brilliant Youth</i> ,	cap.
	By <i>Adams</i>	Schooner <i>La Fouquese</i> ,	cap.
	By <i>Enterprise</i>	Schooner <i>Victoria</i> ,	recap.
	By <i>D<sup>e</sup></i>	Brig <i>Amoriscoggin</i> ,	recap.
	By <i>Adams</i>	Schooner <i>Gambeaux</i> ,	cap.
	By <i>Pickering</i>	Schooner <i>Harriet</i>	recap.
	By <i>Adams</i>	Schooner <i>Alpha</i> ,	recap.
Febr <sup>r</sup>	By <i>Insurgente</i>	Ship <i>William &amp; Mary</i> ,	recap.
	By <i>D<sup>e</sup></i>	Schooner <i>Aurora</i> ,	recap.
	By <i>Adams</i>	Schooner <i>L'Heureuse Rencontre</i> ,	Cap.
	By <i>D<sup>e</sup></i>	Schooner <i>Gen<sup>l</sup> Massena</i> ,	cap.
	By <i>Pickering</i>	Ship <i>Portland</i> ,	recap.
	By <i>Eagle</i>	Schooner <i>Benevolence</i> ,	recap.
	By <i>Adams</i>	Schooner <i>Isabella</i> ,	recap.
March	By <i>John Adams</i>	Brig <i>Hannibal</i> ,	recap.
	By <i>D<sup>e</sup></i>	Brig <i>Atlantic</i> ,	recap.
	By <i>Adams</i>	Sloop <i>Nonpareil</i> ,	recap.
	By <i>Eagle</i>	Schooner <i>Three Friends</i> ,	recap.
April	By <i>Adams</i>	Schooner <i>Priscilla</i> ,	recap.
	By <i>Pickering</i>	Brig <i>Mary</i> ,	recap.
	By <i>Eagle</i>	Schooner <i>Favorite</i> ,	cap.
	By <i>John Adams</i>	Schooner <i>Jason</i> ,	cap.
	By <i>Merrimack</i>	Brig <i>Anna</i> ,	recap.
	By <i>Pickering</i>	Schooner ———	cap.
	By <i>Scammel</i>	Schooner <i>Felix</i> ,	cap.
	By <i>Pickering</i>	Brig <i>Eliza</i> ,	recap.
May	By <i>John Adams</i>	Schooner <i>Dispatch</i> ,	recap.
	By <i>D<sup>e</sup></i>	Schooner <i>William</i> ,	recap.
	By <i>Enterprise</i>	Schooner	cap.
	By <i>Adams</i>	Schooner	recap.
	By <i>Adams &amp; Insurgent</i>	British Letter of Marque,	recap.
	By <i>Adams</i>	Schooner <i>Nancy</i> ; sent to N York,	recap.
	By <i>D<sup>e</sup></i>	Brig ——— sent to Martinique,	recap.
	By <i>D<sup>e</sup></i>	Brig <i>Dove</i> , carried into St Thomas,	cap.
	By <i>D<sup>e</sup></i>	Schooner <i>Renomie</i> ,	cap.
	By <i>D<sup>e</sup></i>	Schooner <i>Grinder</i> [words illegible] Unitie British Frigate	recap.

The two last taken since the 25th

[NDA. SZ, 1799-1800.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy of U. S. Frigate *Constitution*,  
Captain Silas Talbot, U. S. Navy, commanding, Sunday, 25 May 1800

Fresh Breezes and hazy weather, At  $\frac{1}{2}$  past 3 Parted company with the United States Brig *Richmond* she being bound to leward, At 4 Wore ship and stood In towards the land; at 7 wore and lay too & Sent our boats on board of the Tender  $\frac{1}{2}$  past 7 the Cape bore SW by W and the Monte E  $\frac{1}{2}$  S 4 leagues Fresh breezes and squally Running to the Eastward Sounded every half hour, No Ground

AM At 6 the Monte bore SE and the Cape SW 7 leagues

At 12 Cape francois SW by S the Monte SE  $\frac{1}{2}$  S 4 leagues dist

Latitude Observed  $20^{\circ} 18'$  North

[NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*,  
Captain Edward Preble, U. S. Navy, commanding, Sunday, 25 May 1800

Moderate breezes & fair weather. At 1 pm stood into the Roads off Anger point & came to Anchor. Here we found a Sweedish Ship from China bound home At 6 pm took the Bearing of Land. Viz Crocatao Isle bore W B S, 6 leagues — Thwart Isle — bore NW B N — 4 Miles the Flag at y<sup>e</sup> Huts bore SSE. 2 miles on Java Button Isle bore N B E. 3 Miles — P<sup>t</sup> S<sup>t</sup> Nicholass bore NE B N. 2 leagues Cap or a small Isle bore NNE — 1 mile distance Anger point bore SW — Dis<sup>t</sup> 1 league off which appears to be shoal water Ship lies in 16 fathoms water — At 6 am weigh'd anchor & made sail the Sweed in Company. Wind fell Calm come to Anchor in 30 fathoms water muddy ground. Thwart Island bore N b E. Dist — 5 miles.

Latitude obs<sup>d</sup>  $6^{\circ} . 8'$  South

[LC, EPP, 1799-1800.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding  
U. S. Ship *Ganges*, 25 May 1800

Weighed anchor and proceed down the river [Delaware] at  $\frac{1}{2}$  5 P.M. came to below Gloucester point

[NA.]

To Secretary of the Navy from President John Adams

PHILADELPHIA, 26 May, 1800.

SIR, — I hereby request you on the 1st of June, or whenever Mr. McHenry shall leave the war office, to take upon you the charge of that office, and I hereby invest you with full power and authority to exercise all the functions of secretary of the department of war, and charge you with all the duties and obligations attached by law to that officer, until a successor regularly appointed and commissioned shall appear to relieve you.

I am, &c.

JOHN ADAMS.

[NDA. Life & Works of John Adams, Vol. IX.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA]

Navy Department 26<sup>th</sup> May 1800 —

JOHN ADAMS Esq<sup>r</sup>

President of the U. S.

SIR I have the honor of your direction of this days date, for me to take upon myself the charge of the War Office, and to exercise all the Functions of Secretary of the Department of War, from the first of June, or from the time M<sup>r</sup> M<sup>r</sup> Henry shall leave the Office — until a successor regularly appointed and commissioned, shall appear to relieve me, which I shall attend to with great cheerfulness, but under the hope, that I may be soon relieved from the duties enjoined me. —

I have the honor & —

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

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

[PHILADELPHIA]

Navy Department 26<sup>th</sup> May 1800.

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

GENTLEMEN The Bill of Clarkson, is passed to your credit — and I have this day ordered a remittance to be made you of 20000 Dollars —

The *Pickering* is so useful a Vessel — and Hillar is so clever a fellow that I am anxious she should get out again without delay — The small Vessels sail at little expense, and are most useful than Frigates in the present circumstances. — If any are to remain in port it should be the Frigates. —

Relying therefore that the *Pickering* will not be delayed more than a month, from her first arrival in port, — I shall in the course of seven days send on Hillars sailing orders. —

I am &c &c —

[NDA. GLB, Vol. 3, 1799-1800.]

[26 May 1800]

Account of Sales of French Schooner *Jason*, captured by U. S. Frigate *John Adams*

Account Sales of the private French Armed Schooner *Jason* prize to the Frigate *John Adams*, George Cross Esquire Commander, made by Order of Court the 26<sup>th</sup> May 1800 —

The Schooner <i>Jason</i> , her Tackle, Furniture, and Apparel to Benjamin Booth for.....		\$3500.	00.
CHARGES			
May 9 <sup>th</sup> Marshal's Attendance at Court.....	2.50		
" Crier's D <sup>y</sup> D <sup>y</sup> .....	1.00.		
" Making two proclamations.....	.60.		
" Advertising Monition.....	5.00.		
23 Marshal's Attendance at Court.....	2.50		
" Crier's D <sup>y</sup> D <sup>y</sup> .....	1.00.		
" Advertising Sale.....	5.00.		
" Clerk's Bill.....	12.19.		
" District Attorney's Bill.....	17.00.		
" Wharfrage Bill.....	13.33.		
" Commissions on \$3500 — 2½ per Ct on 1 <sup>st</sup> 500 and 1¼ upon Excess.....	50.00.	110.	12—
Dollars —		3389.	88.

Stated by me —  
CHARLES B COCHRAN  
M. Dist. S<sup>c</sup> Carolina —

[Enclosure No. 1]

## — Copy of receipts of the Navy Agent —

June 12<sup>th</sup> 1800. Received of Charles B. Cochran, Marshal, One thousand, six hundred, and ninety four Dollars, ninety four cents being the United States proportion of the Prize Schooner *Jasen* captured by the Frigate *John Adams*, George Cross, Commander  
\$1694.94 — (Signed) W<sup>m</sup> CRAFTS.

June 12<sup>th</sup> 1800. Received of Charles B. Cochran, Marshal, One thousand, four hundred and seventy seven dollars, four cents being the legal proportion of prize money due to the Officers & Crew of the Frigate *John Adams* from sales of the prize Schooner *Jasen*, excepting the shares of three Lieutenants, Sailing Master, Purser and Surgeon —  
\$1477.4 — (signed) WILLIAM CRAFTS —

[Enclosure No. 2]

## — Copy of receipt of the Agent for the said Officers —

Charleston 19<sup>th</sup> June 1800 — Received of Charles B. Cochran Two hundred and seventeen dollars, ninety cents being the proportion of prize money due to three Lieutenants, One Sailing Master, the Surgeon and Purser of the Frigate *John Adams* from sales of the prize Schooner *Jasen* —  
\$217.90 — (Signed) A. MILLER —  
Agent for said Officers —

[NDA. KZ, 1798-1800.]

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Extract from journal of Lieutenant Isaac Hull U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Monday, 26 May 1800

Moderate Breezes and Cloudy weather, Employd working to windward to the Northw<sup>d</sup> between Monte a christo and Cape Isabella, At 6 In the evening tackd to the Northward and Parted company with the Tender *Amphitheatre* she being orderd to work to windward along shore, At 7 sounded in 14 fathoms the Monte bearing S E by S, 2 or 3 leagues distant

Continued working to windward all night under an Easy sail Tackling as nessasary

At Daylight saw a strange sail standing In shore which we suppos'd to be the British Frigate *Alarm*

Employd cleaning out the Fore hold Main hold &c

At 12 Moderate breezes from the Eastward Cape Isabella bearing S S E 14 leagues

[NDA photostat.]

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Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Monday, 26 May 1800

Commences with very hot Sun & almost Calm At 3 pm weigh'd anchor & made sail — & gave chase to a sail we saw to Eastward of us, found her to be a Galliot. In stud<sup>s</sup> Sails & hauld our wind, & fetch'd in to the Bay we Anchor'd in last night. Tackd Ship & stood out in the fair way with the wind off Java Shore, the Sweedish Ship in sight ahead of us. At 6 pm. Crocatao Isl<sup>d</sup> bore E b S. D<sup>o</sup> 6 leagues.

Continue our way towards the watering place during the Night. At 7 Am. pass'd the Island of Crocatao & stood to the S<sup>d</sup> & W<sup>d</sup> towards Princes Island — At 11 Am tack'd Ship & passed a Baltimore Schooner who was bound to Sea. Saw a strange Sail under Java Shore to windward.

[LC, EPP, 1799-1800.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Ganges*, 28 May 1800

Received from the Frigate *United States* Commodore John Barry thirty seamen.

[NA.]

To Hon. Charles Pinckney, Senator from South Carolina, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 27th May 1800

Honble CHARLES PINCKNEY

Senator from the State of South Carolina —

SIR I mentioned to you in conversation on Sunday Morning, that the *Ganges* would keep near the Coast as far as Chesapeake Bay with her convoy — that I had dispatched a Pilot Boat to Norfolk, with orders to the Frigate *Chesapeake* to proceed to Charleston — that it was possible the *Chesapeake* might leave the Bay before my letter by the Pilot Boat should arrive, in which case she would go to the West Indies, and not to Charleston — I hope however, & my letters rec<sup>d</sup> this day encourage the hope, that the Pilot Boat will arrive at Norfolk before the *Chesapeake* sails, and that that Ship will proceed agreeably to her last orders to Charleston — If you think proper to avail yourself of the protection of the *Ganges* to Chesapeake [Bay], and of the chance of the *Chesapeake* from thence to Charleston it will afford me pleasure that the Public Vessels should be so far usefull to you

The Commanders of these Vessels would consider it their duty to give you all the aid in their power consistent with due attention to the service they are ordered to perform, without directions from me but to prevent all doubt, I enclose a direction to them —

I have the honor to be with great consideration

Sir

Yr most obed Servt

B[ENJAMIN] S[TODDERT]

[Enclosure]

To the Commanding Officers of the U. S. S. *Ganges*, and U. S. Frigate *Chesapeake*, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 27th May 1800

The Commanding Officer of the Ship *Ganges* will pay all possible attention to the Vessel, on board of which the Honorable Charles Pinckney has embarked for Charleston as far as Chesapeake Bay — from whence the Commander of the Frigate *Chesapeake* will convoy the vessel to Charleston

(Sign<sup>d</sup>) BEN STODDERT

[NDA. GLB, Vol. 3, 1799-1800.]

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

DEPARTMENT OF STATE  
Philad<sup>a</sup> 27<sup>th</sup> May 1800

RICHARD O. BRIEN Esq<sup>r</sup>

SIR, This moment I am informed of an opportunity to Algiers and all the letters and papers of the office being packed up for removal to the city of Washington, whither I proceed to morrow, it is not in my power to acknowledge several letters by date which have been lately received from you. However the last which was received mentioned the arrival of the *Sophia*, and your hope of hearing soon that the *Hero* had arrived at Tunis, and represented that the arrival of the *Sophia* had given some satisfaction to the Dey. The ship [*George*] *Washington* which is very large is daily expected here to take in the remainder of your inventory left by the *Sophia*, and the *Ann Maria* a large ship at New York is preparing to take in a cargo for Tunis. Some delay from the change in the Cabinet and from the removal to Washington will be unavoidable; yet you may be assured that it shall be the least possible, in consequence of these circumstances, and that the departure of these ships shall be hastened.

I am Sir &c. &c.

CHARLES LEE

[SDA. Dip. Cor., Inst. to Min. Bk. 5, 1798-1800.]

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Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Tuesday, 27 May 1800

Moderate wind from the S & East. Spoke the Ship *Juno*, Capt<sup>s</sup> Smith from Newport bound to Batavia, who had some Stores for us on board. Sent the Jolly boat on Board, Capt. Smith came on board of us, — returned to his Ship & we parted. At 3 pm made sail & beat to windward into Mew bay. At 9 pm Anchord in 22 fathoms of water, Soft Gro<sup>d</sup> 1½ miles from Shore —

At 5 Am. hove up & tack'd Ship & saild for the Anchorage near the watering place & came to Anchor with the Bower in 14½ fathoms water. Oozy Gr<sup>d</sup>. the Shore on Java bearing S.E. the Rocks, call'd the Carpenters bearing W.N.W. D. 7 miles —

East Point of Princes Island bearing N. 3 leagues Second Point on Java bearing N.E. 5 miles. Sailmaker & gang employd repairing old Mainsail. Sent the Boats watering. Water fill'd into the Casks in the Hold 3487 Gallons —

[LC, EPP, 1799-1800.]

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Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Ganges*, 27 May 1800

Came to off New-Castle. —

[NA.]



[28 May 1800]

Extract from a letter to a Gentleman in Baltimore, Md., from an Officer on board the U. S. Sloop *Patapsco*, concerning capture of the schooner *Cecilia* and subsequent encounter with a British privateer lugger

“BASSATERRE, (St. Kitts) June 26, 1800.

“I take this liberty to write to you by a fleet which now sails for the U. States, under convoy of the frigate *Adams*. The *Patapsco* after arriving here, was ordered on a cruise to Curracoa, and was proceeding thither, when on the 28th May we overhauled, after a chase of 5 hours, a schr. called the *Cecilia*, said to be from Antigua, bound to St. Thomas's, but on examination found that she had no papers on board. Capt. Geddes immediately sent me with some seamen on board her, with orders to proceed to Bassatterre, to have her examined. I was in possession of her nearly a day, when I discovered a British privateer lugger in chase of me, which had been in chase of the *Cecilia* in company with the *Patapsco* the day before; but as soon as I knew the vessel I was under no apprehensions, not fearing any thing from the British, but rather supposed they would convoy me up to Bassatterre. As soon as she came up with me, the capt. ordered me with my papers to come on board; I readily complied and shewed him my letter of instructions and warrant, and told him the situation of the vessel, but it all would not do; he immediately sent men on board and took possession of her, alledging that the Americans had no right to her. They carried her into Nevis, and there the collector of the customs took possession of the schr. as being without papers; he said she was a *droite* to the admiralty; we were ordered to leave the schr. immediately, and at the same time told that it was a great piece of impertinence in the American capt. and that he might be arrested when he came to Bassatterre for acting as he had. I came to Bassatterre and informed our agent of their proceedings, and entered a protest against the lugger, and James Ward, collector of the customs at Nevis. It is the general opinion, that we shall come upon them for very heavy damages for taking the schooner out of our possession & insulting our flag.

“The privateers out of Guadaloupe are swarming in these seas. There are 6 or 8 prizes belonging to the different U. States vessels now lying in these roads. The schr. *Enterprize*, capt. Shaw has lately brot in one of 6 or 8 guns after an action of half an hour, during which time he killed & wounded 18 of the Frenchman. The Frigate *Constellation*, Capt. Murray, arrived here a day or two ago, and sailed yesterday on a cruise, supposed towards Cayenne. There are a number of Corvettes lately from France, in these seas; one of them has been taken by the British frigate *Tamer*, there has been one a long time, mounting 24 guns, of 12 and 18 pounders, and between 2 and 300 men — she would be a good match for some of our sloops of war. The account we had of her was, that she had gone to Curracoa on a cruise. Our ship is on that station now, and I have been waiting all this month for her to return, but have had no accounts from her.”

[LC, “Connecticut Journal”, (New Haven, Conn.), 6 August 1800.]

[28 May 1800]

Orders for the removal of the Navy Department to Washington, D. C.

The President having directed the offices to be opened at the City of Washington on the 15<sup>th</sup> June — The Gentlemen belonging to the Offices of the Sec<sup>y</sup> & Accountant of the Navy will regulate their affairs accordingly There will be an Advance of as much money to each person as is due at the time for salary — perhaps a little more, but this cannot at present be counted upon —

Vessels are daily preparing & carrying the furniture of the Gentlemen in the other Offices — Such things as can be spared may be sent as soon as the Owners please in such vessels at the Public Expence But M<sup>r</sup> Whelen the Purveyor must be consulted in every instance — he having directions from the Treasury, particularly on this subject — It is intended to close the offices here on Saturday the 7<sup>th</sup> Inst

Signed BEN STODDERT

28<sup>th</sup> MAY 1800

[NDA. GLB, Vol. 3, 1799-1800.]

To Midshipman Louis C. Bailey, U. S. Navy, Prize Master of Schooner *Chance*,  
from Secretary of the Navy

[PHILADELPHIA]

Navy Department, 28<sup>th</sup> May 1800M<sup>r</sup> LOUIS C BAILEY

Prize Master of the Schooner

*Chance* New York —

SIR If there is no prize Agent appointed at New York for the [U. S. brig] *Richmond*, you had better put that business into the hands of Mess<sup>rs</sup> J & E Wattson, who are Navy Agents —

The prisoners, of whom you should have sent me a list, and must still send me a list must be delivered over to Aquila Giles Esqu<sup>t</sup> Marshall of New York. — The men whose Accts no doubt you have from the Purser of the *Richmond* must be paid off & discharged, when their services are no longer necessary to take care of the Schooner *Chance* agreeably to such directions as you shall receive from Thomas Turner Esquire Accountant of this Department. —

If the Salvage received for the Schooner can be settled immediately, these men as well as Yourself, may as well receive their proportion of prize money from the Agent of the Prize at once —

I am Sir

Yr obed Serv<sup>t</sup>

B S

[NDA. OSW, Vol. 4, 1800-1801.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Wednesday, 28 May, 1800

The first part of these 24 hours with Moderate Breezes At 2 P M Saw al [a] Sail to Windw<sup>d</sup> bearing E S E The Commodore sent the *Adams* in Chace She prov'd to be a British Ship from Antigua bound

to Jamaica At 3 P M Tack'd Ship to the North'd Employ'd  
Shifting of Shot to Trim Ship —

At 4 Tack'd Ship to the South'd under the Easterd of Nevis —

At ½ past 6 Ro Dundo bore E ½ S about 4 Leag's & the S E point  
of Nevis N N E dist about 4 Leags At 11 Squally in top Gal Sails —  
Midnight Moderate

At 4 A M light Winds At ½ past 4 Saw a Sail ahead beat to  
Quarters and clear'd for Action the *Adams* under our Lee —

At 6 A M made Signals for the Day which was Ans<sup>d</sup> by a British  
Ship of War —

At 8 light breezes Set the Royals Top Gal and Federal Stay Sails  
At 9 Tack'd Ship to the South'd —

Meridian pleas<sup>t</sup>

Latt Obs<sup>d</sup> 16.17 N.

[NDA, original.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S.  
Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding,  
Wednesday, 28 May 1800

Moderate Land Breezes the fore part Cald all Hands at 4 A M  
Unmoored ship got Ready for Sea, at 10 A M got under way and  
came to sea with 12 sail of American Vessells under our Convoy  
they bound to America at 12 Meridian 2 Miles to the Eastward of  
the Moro Castle

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

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To Howland & Allyn, Navy Agents, New London, Conn., from Secretary of the  
Navy

[PHILADELPHIA]

N Department 29th May 1800

Mess<sup>rs</sup> HOWLAND & ALLYN

New London

GENTLEMEN I am honored with your letter of the 26<sup>th</sup> Inst.

The prize Schooner *Peggy* & her Cargo must be libelled in the  
District Court, and if condemned will of course be sold by order of the  
Court

If there is no prize Agent appointed by Cap<sup>t</sup> Jewett & the Crew of  
the *Trumbull* you will please take on yourselves the direction of this  
business & see that the whole is done in a proper manner, taking into  
view, that *French Armed Vessels* only are liable to capture & con-  
demnation by the Laws of the United States. — The prisoners if  
any brought in must be delivered over to the Marshall of the District,  
& a list of their names, rank &<sup>e</sup> transmitted to this Office —

The men from the *Trumbull* must be discharged & paid off as soon  
as their Services are no longer necessary to take care of the *Peggy*.  
It is presumed M<sup>r</sup> Rogers the prize Master has the Accts of all the  
men certified by the Purser of the *Trumbull* which he must transmit  
to Thomas Turner Esq Accountant of this Department who will give  
directions, agreeable to which the men must be paid — All the  
expences attendant on the transactions relative to the, (except the

payment of the Prize Master) Mens wages to the time of arrival of the prize must be defrayed out of the Sales of the prize if condemned —  
I have the honor &c

B[ENJAMIN] S[TODDERT]

[NDA. GLB, Vol. 3, 1799-1800.]

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To Elizur Goodrich, from Secretary of the Navy

[PHILADELPHIA]

Navy Dep<sup>t</sup> 29<sup>th</sup> May 1800.

Honble ELIZUR GOODRICH Esq<sup>r</sup>

SIR I am honoured with your letter of the 26<sup>th</sup> Inst. in relation to the Salvage taken from the Brigantine *Anna*, recaptured by the *Merrimack* Capt. Brown. No doubt the owners are entitled to receive back from the officers and crew of the *Merrimack*, all that has been paid for Salvage, beyond one eighth of the value of the Vessel and cargo — The next consideration is, how shall this be effected with the least expence, trouble or delay to the owners? I shall immediately write to D. M. Clarkson agent for the *Merrimack* who is also Navy Agent at S<sup>t</sup> Kitts, instructing him to pay no more than one eighth of the value of the Vessel and Cargo to the Capt. & crew of the *Merrimack*, and apply the residue in his hands to the purposes of the Navy — and lest he should have already paid the whole money received, to the captain & crew. I shall also write to Mess<sup>rs</sup> Higginson & Co agents for the *Merrimack* at Boston, who have some prize money in hand belonging to that ship, to retain in their hands the sum that must be returned to the owners.

The moment I get information from Clarkson, that he has received my Instructions in time, to stop the money in his hands, I will pay the amount to the owners, — but if I should receive no such information, in that case the money must be got from Mess<sup>rs</sup> S. Higginson & Co. In some way I have no doubt this business must be so settled and understood, so that the owners of the *Anna*, will be paid at latest, in the course of three months. If it was an affair in which the United States had an Interest, they should be paid sooner. I hope they will be satisfied. — The error has arisen from Ignorance of the Law, at the time of the recapture —

I have &c

B[ENJAMIN] S[TODDERT]

[NDA. GLB, Vol. 3, 1799-1800.]

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To David M. Clarkson, U. S. Agent at St. Kitts, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 29<sup>th</sup> May 1800

DAVID M CLARKSON Esq.

S<sup>t</sup> Kitts —

SIR It has been represented to me that one half of the value of the Brig *Anna* & Cargo, appraised at £818.8.0 has been detained by you as Agent, & Moses Brown Capt of the *Merrimack*, which sum has been paid to you by the Captain in lieu of salvage contrary to an

Act of Congress, passed the 3rd of March 1800 which expressly limits it to one eighth of the value of the vessel & Cargo recaptured If you have not paid to the recaptors in this case the amount of the appraisal received on their account I have to request that you will only pay them one Eighth of the value of the vessel and Cargo, and apply the residue to naval purposes —

I have the honor to be

Yr. Obed Servt

B S

[Ct. of Cl. French Spol. Case No. 2200 & NDA GLB.]

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

[PHILADELPHIA]

Navy Department 29th May 1800

Captain THOMAS TRUXTUN

Norfolk, Virginia

D<sup>r</sup> SIR It was unfortunate, Murray did not wait another day to receive my Instructions A great deal of confusion and some cause of complaint on the part of Capt<sup>n</sup> Talbott who will be kept on his Station longer than his time, would have been prevented — We must make the best of it —

Write by any opportunity that may offer from Norfolk, a Single line to Murray "to proceed to Cape Francois to relieve Talbott"

The Pilot Boat I dispatched on Sunday last no doubt would arrive in time with Barrons orders to proceed to Charleston, to take on board money there from the Branch Bank, to bring as far as New Castle for the Bank of the United States — I will have Instructions & money sent tomorrow to recruit Severs crew — I suppose he will be ready to begin to take a crew by the time the Instructions are received — & that he may quickly after get to Sea — I believe he will be kept sometime on the Coast — but this is at present uncertain —

There being only one Frigate [*Congress*] at Norfolk, I presume you may on receipt of this, & after putting in a proper train for her dispatch, proceed to N York to take the Command of the *President* — It is not at present desirable that more should be done to that Ship than to put her into a perfect state of readiness to receive her crew

The Crew need not yet be recruited — I mean of the *President*. —

I Leave this with my Office the 8<sup>th</sup> June & expect to be at Washington by the 15<sup>th</sup> You will be pleased to direct your letters accordingly — Perhaps you may return by land & that way — I shall be very glad to see you there — but do not wish you to travel by Land, unless that was your intention—

I have the honor to be with great Esteem & Respect —

D<sup>r</sup> Sir

Yr obed Servt

[NDA. OSW, Vol. 4, 1800-1801.]

To Amaziah Jocelin (Captain of Galley), Wilmington, N. C., from Secretary of the Navy

[PHILADELPHIA]

Navy Department, 29<sup>th</sup> May 1800

AMAZIAH JOCELIN Esqre

SIR I have the honor to enclose you a Commission as Captain of a Galley, dated the 23<sup>d</sup> of January last, the day on which Captn Dorsey died, & from which you will draw your pay & emoluments —

I am sensible that this Comm<sup>n</sup> is not equal to your merit — The President however has thought proper to offer it to you & by allowing your pay & Emoluments to commence the earliest day, to compensate you in some measure for public service, hitherto but partially rewarded

It is not expected that you will station yourself on board of the Galley, unless necessity should compel you — but that you will retain the agency of the North Carolina Galley as heretofore —

The oath of allegiance is enclosed which you will be pleased to take & return to this office —

I have the honor to be with great respect

Sir

Yr most obed St

B S

[NDA. OSW, Vol. 4, 1800-1801.]

To Secretary of State from Josef Yznardy, U. S. Consul, Cadiz, Spain

CADIZ 29<sup>th</sup> May 1800.

SIR My last respects to you was under date of the 1<sup>st</sup> Ins<sup>t</sup> inclosing the papers of the American Brig *Harmony* of Charleston John W. Hider Master who went on shore near the Harbour of S<sup>a</sup> Lucar on her passage from Charleston to this Port —

The American Brig *Columbia* Cap<sup>t</sup> Samuel Veacock was Captured last month in the Streights of Gib<sup>t</sup> by the French Privateer *L'Esperance* on her passage from Guernsey & Lisbon to Gibraltar, with the major part of her Cargo ordnance, Balls, & other articles of amunition & some Merchandize, said Vessel was carried into Algeciras & condemned by the french Consul or Commissary of this City against which Sentence I enter'd no appeal by the express orders of said Captain, which he gave me from under his hand —

The American Ship *Dublin Packet* Cap<sup>t</sup> Hen. Greene from New York & bound to Leghorn & Brig *Friendship* Cap<sup>t</sup> Gideon Rea from Norfolk & bound to S<sup>a</sup> Lucar were both Captured on the 18 Ins<sup>t</sup> off Cape S<sup>t</sup> Vincent by the French Privateer *L'Abeille* & brought to this Port which causes are now in the French Commissarys office but as yet nothing decisive has been determin'd regarding said Vessels respecting which business I have wrote various Offices to the Governor of this City & said French Commissary & the results you shall be acquainted with in course —

I thought ere this to have been on my passage to America but have experienced some unexpected disappointments: however I shall em-

brace the first opportunity that offers which I hope at all events will be in the course of Next month —

I remain with usual Sentiments of Respect & Esteem —

Sir

Your Most Ob<sup>d</sup> hum<sup>e</sup> Serv<sup>t</sup>

JOSEF YZNARDY

TIMOTHY PICKERING Esq<sup>r</sup>[\*] *Secret<sup>y</sup> of State Philadelphia* —

P. S In consequence of a decree issued some time since by his Catholic Majesty the french Consuls or Commissarys have no more power than the Consuls of any other Nation, nor will they in future be permitted to give definitive sentences on captured Vessels, on which decree I have founded my defence of the 2 Vessels in question by not acknowledging said Commissarys Authority in this Country, thus all he can now do in cases of neutral Vessels is to send the documents & information relative to the business to the Tribunal of Prizes in Paris where the affair is to be determind

[\*Ceased to execute duties of Secretary of State, 12 May 1800.]

[SDA. Cadiz, CL, Vol. 1, 1791-1805.]

[29 May 1800]

An account of the Plundering of the American Merchant Ship *Minerva*, Captain Pinkham, by the French privateer Schooner *Les Deux Amis*.

CHARLESTON, *June 7. [1800]*

On the 29th ultimo, captain Pinkham, being then in lat. 32, 32, long. 66, fell in with a French privateer schooner of 12 guns and 95 men, belonging to Guadaloupe, which took from him three packages of Irish linens, and robbed his vessel and passengers of their cloathing and several other articles. A steerage passenger on board of capt. Pinkham, having informed the French captain that there were 400 guineas concealed on board, they rummaged every part of the ship, but, not finding any money, they took the linen.

The privateer was called *Les Deux Amis*. The privateer put on board of captain Pinkham's vessel, the mate and three seamen of the schooner *Sea Flower*, of Salem, which they had captured, and sent to Guadaloupe. They also informed captain Pinkham, that they had captured a ship from Cape de Verds, bound to New-York, loaded with salt, which they had burnt, and sent the crew home in a schooner with ballast, which they had also captured.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 19 June 1800.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Thursday, 29 May 1800

Commences with abundance of rain. At 2 pm weigh'd the Kedge Anchor. & hove Short on the Bower, hove up & shifted our birth further out. Let go the Stream Anchor, Pay'd away 40 fathoms of Cable. At 7 pm. squally with rain. Ship drifted. Let go the Bower Anchor, hoisted in Boats. 3 sick men on the list. this Afternoon finish'd filling our Water & have on Board, 26500 Gallons. At

6 am hove up bower Anchor, Cleard it & got the same ready to let go again if necessary —

hove up the Stream Anchor & made sail for Princes Island, & hove too a little while, made Sail & steerd towards Crocatao Isle. Set Stud<sup>d</sup> Sails. At Merid<sup>n</sup> Crocatao bore N b E, 3 leagues.

Latt<sup>d</sup> P<sup>r</sup> Obs<sup>n</sup> 6° . 32' South

[LC, EPP, 1799–1800.]

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Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Thursday, 29 May 1800

The first part of these 24 hours with Moderate and pleasant Weather —

At 3 P M Tack'd Ship to the North'd

At 4 Exercised the Men at the Guns and small Arms

At 7 P M Tack'd Ship to the South'd —

At 8 Capt<sup>n</sup> Morris returned on Board —

At 11 P M Set the Main Sail —

Midnight pleas<sup>t</sup> Breezes

At 3 A M Braild the Mizen up

At 5 Set top Gal Sails

At 8 Shook one reef out of the Top Sails and Saw the Land Gaudaloupe bear<sup>e</sup> East

At ½ past 11 Tack'd to the South'd and East'd

Meridian pleast

Latt Obs<sup>d</sup> 16.00 N.

[NDA, original.]

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To Hon. Charles Pinckney, Senator from South Carolina, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 30<sup>th</sup> April [May] 1800

HONBLE CHARLES PINCKNEY  
Senator from the State of  
South Carolina

SIR I am honored with your letter of the 28th Inst —

I take the liberty to enclose an answer I had written to the second letter you addressed to me in Philad<sup>a</sup> — I sent the answer [25 May 1800] to your lodgings in an hour after I received yours — but it was returned to me with the information that you had been gone several hours. To the letter now before me of the 28th Inst, permit me to reply — That I consider it to be my duty to afford all the protection in my power to the persons & property of all the Citizens of the United States, without distinction — and without enquiring whether the persons wanting the aid of the Navy are private Citizens, or Gentlemen high in Official Dignity & importance

Since I had the pleasure of seeing you I have received official information that the *Constellation* had sailed from Norfolk, & had gone southward and that the *Chesapeake* had not sailed and would not sail until my orders by the Pilot Boat arrived, which directed her to proceed to Charleston — Other Public Vessels are also on the



Southern Coast — but I beleive no French privateers or Ships of War — so that if you have proceeded with the *Ganges* or if you still proceed with that Ship to Chesapeake, you will in all probability have convoy all the way to Charleston

I have the honor to be with great consideration

Sir

Yr most obed Servt

B S

[NDA. GLB, Vol. 3, 1799-1800.]

To Israel Whelen, Purveyor, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department, 30<sup>th</sup> May 1800 —*

ISRAEL WHEELEN Esq<sup>r</sup>

*Purveyor. —*

SIR The War, & Navy Offices will be kept open here until Saturday the 7<sup>th</sup> June — They will then be removed to the City of Washington. —

I request the favor of you to provide Vessels, to begin to take in about Wednesday or thursday next, — the Furniture of both Offices — and of the Officers attached to them. — I cannot judge of the tonage necessary — perhaps you can. — Several Waggon's will also be wanted, to load on Saturday — and monday week — I suppose four or five may be sufficient. —

I am &c &c

Perhaps Vessels carrying 150 Tons, may be enough

[NDA. GLB, Vol. 3, 1799-1800.]

To Secretary of the Treasury from Secretary of the Navy

[PHILADELPHIA]

*Navy Department May 30<sup>th</sup> 1800*

THE SECRETARY OF THE TREASURY

SIR It may be of use to your arrangements to be informed that money will be necessary for the Navy Department between this time, and the day when the Treasury Department will be in operation at Washington — which I suppose will not be sooner than July. —

It is difficult for me to form any thing like an accurate estimate — orders are presented on me without previous notice, from the West Indies — and from some of the distant ports of the United States — Vessels sometimes arrive a month or two before their time, and it is economy to discharge them. — At this time I have to remit to Mess<sup>rs</sup> J. & E. Watson 30,000 Dollars — M<sup>r</sup> Sheaff at Portsmouth, 10000 Dollars — to Baltimore 10000, and a like sum to Norfolk — I know not of any necessity for immediate remittance to any other place — Sixty thousand Dollars then, to be placed in the hands of M<sup>r</sup> Meredith, for the remittances to these places, & twenty thousand for demands here, will I presume be sufficient for Navy purposes while I remain at Philadelphia which will be till the 9<sup>th</sup> June —

If then you will be pleased to place in M<sup>r</sup> Meredith's hands Eighty thousand Dollars, out of the appropriation for the maintainance of the Navy for 1800 — and make arrangements for subjecting to my warrants forty thousand Dollars, after I get to Washington, the 15. June, — I should hope, this provision for the Navy, would be sufficient until your arrival at Washington. —

I have the honor &c —

[NDA. Req. on US T, 1798–1803.]

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Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Friday, 30 May 1800

Moderate breezes & fine weather, All Sail set Steer the Ship towards Crocatao Island. At 4 pm passed the Island, haul'd round the NNE part of the Isle & came to Anchor at  $\frac{1}{2}$  6 pm — the Peak bearing SSW. Ship 2 miles off Shore Southern Point bore S b E  $\frac{1}{2}$  E D 2  $\frac{1}{2}$  miles. North Point bore W. D 5 miles Tamarind Island bore NNE. 2 leagues. 30 fathoms water, Soft ground. At 6 am hove up & made Sail towards Tamarind Island. At 7 Am hauld to the wind, made 2 tacks to windward. Strong current Sitting to Westward, & wind from S. E Came to Anchor at 9 am in 19 fathoms water muddy Ground. the peak on Crocatao bear<sup>t</sup> S  $\frac{1}{2}$  W, 5 miles Distance. North point bore W. B. S. 3 miles d<sup>t</sup> — Tamarind Island the peak bore NE  $\frac{1}{2}$  N 4 miles Distance 3 sick men on Board. People employd in cleaning the Ship.

[LC, EPP, 1799–1800.]

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Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Friday, 30 May 1800

The first part of these 24 hours Moderate and Cloudy Weather At 5 P M took in Top Gal Sails At  $\frac{1}{2}$  past 5 Tack'd Ship to the North'd for the Land —

At 7 P M took in 3<sup>rd</sup> Reef in the top Sails

At  $\frac{1}{2}$  past 10 Wore Ship to the S E —

At 5 A M let 2 Reefs out of the top Sails & Set top Gal Sails Saw the Land Gaudaloupe East end bearing E  $\frac{1}{2}$  S At  $\frac{1}{2}$  past 9 gave Chace to Leward after a Schooner at 10 hauld up for a Sail to Windw'd and left the other for the *Adams*

At  $\frac{1}{2}$  past 10 Spoke the Schooner Privateer *Lydia* of Antigua with a small Schooner Prize took in top Gal Sails & Wore Ship for the *Adams* turned all hands to Setting up the Main Rigging and clear the Birth Deck Wash & Scrub

Meridian fresh Breezes and Cloudy Laying by for the *Adams* Gaudaloupe bearing East'd 5 Leags

Latt Obs<sup>d</sup> 15.55 N

[NDA, original.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Friday, 30 May 1800

the first part Moderate Breezes and pleasant  
 at 4 P M saw a sail to the Westward  
 at 6 Boarded the Schooner *Sea Horse* from Porto Bello Bound to New York 17 days out W<sup>m</sup> Lambert Master  
 at 7 Left the fleet they fired A salute We Answered with one Gun  
 Took in sail Occasionally  
 at 12 Midnight under Double Reefd T sails only  
 Middle Very squally with plenty of Rain Made sail as Occasions Required  
 at 6 several sail in sight  
 at 9 A M saw A sail bearing S W  
 Latter part pleasant Breezes  
 Latitude Observed. 24° 03' North  
 [HS of Old Newbury, Mass. NDA photostat.]

To Captain Silas Talbot, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]  
 Navy Department 31 May 1800

SILAS TALBOT Esquire  
 of the *Constitution* Cape Francois

SIR I have only to observe by this opportunity, that if Captain Sever arrives in the West Indies before Captain Murray, you may relinquish to him the command on the S<sup>t</sup> Domingo Station, & return by way of Havana to Boston — shewing yourself if convenient at Charleston — I have referred Capt Sever entirely to you for Instructions, as you will perceive by my letter to him of this date which he will shew you —

I have the honor to be  
 Yr obed St

[NDA. OSW, Vol. 4, 1800-1801.]

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

[PHILADELPHIA]  
 Navy Department 31 May 1800

SIR, As heretofore the *Congress* is allowed, besides Officers and Marines,

One hundred able Seamen and  
 One hundred & forty five ordinary Seamen & Boys — but as you will have so many Midshipmen,  
 137 Ordinary Seamen & Boys will be sufficient —

As you have not transmitted a list of the Men turned over to the *Chesapeake*, I can not name the number of Men now to be recruited; but you will enter as many as will complete the Complement allowed you, unless indeed you think a smaller number would be sufficient — You will open rendezvous & observe the same rules, as were pointed out to you, in your former recruiting instructions of the 7th Aug last.

Enclosed you will receive a complete sett of recruiting papers — I also enclose the "Act for the better government of the Navy" & a new "Act further to suspend the commercial intercourse &c"

You will make your requisitions for money on M<sup>r</sup> Pennock; & prior to your Departure, transmit your accounts & vouchers to M<sup>r</sup> Turner for settlement. — directed to the city of Washington.

I have the honor to be

Sir,

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

BEN STODDERT

Capt<sup>t</sup> JAMES SEVER

You may recruit the men to serve either twelve months, from the ships first weighing anchor on a cruise, or until the times of the rest of your crew expire.

[LC, J. Sever Papers. NDA photostat.]

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

[PHILADELPHIA]

Navy Department 31 May 1800

Captain JAMES SEVER  
of the Frigate *Congress*

SIR From Captain Truxtuns letters, I judge you will be ready for sea by the 15<sup>th</sup> June, provided you get men. — He informs me, he had ordered Lieut Watson on board of the *Congress* — you will find him an excellent Officer, & a man of sense, who will aid you in preserving harmony on board of your Ship. —

I know not from Captain Truxtuns letters, whether you have yet commenced recruiting your crew — You have now enclosed Instructions for that purpose. Begin when you are ready to receive them, & when your Repairs are so nearly compleated, as certainly to be finished as soon as you can get your men—but not before —

I fear there must have arisen great confusion in the Accounts of the men &c turned over to the *Chesapeake* — This could only be avoided by very great attention. — If you are ready for sea before you hear from me again, you will proceed with as much Expedition as possible to Cape Francois, see Capt Talbott of the *Constitution*, the time of whose crews is nearly out, shew him this letter, & receive from him all his Instructions for his Government on that station, which you will consider yours & assume upon his leaving the station which I presume will be imm<sup>d</sup> after your arrival, the command of all the Vessels remain<sup>d</sup> & employ them, as he has done for the security of our Trade —

Captain Talbott will be able from his experience to give you a great deal of information, respecting the employment of the vessels left under your command, to which you will pay due regard The *Boston*, Captain Little will I presume return as soon as Captain Talbott — Both these ships, and indeed all others returning to the United States, should bring with them no more provisions than necessary to last to the United States — the surplus should be delivered to the remaining Vessels — or to the Navy Agent M<sup>r</sup> Levy. — No prize vessels should be sent to the United States without some of the persons captured in them on board — Without this they will not be condemned — No men

should be sent from any Ship to return to the United States without an Acco<sup>t</sup> from the Purser of the money due them, on the day of leaving their Ship. — These things are mentioned in the Instructions to Capt<sup>n</sup> Talbott, to be delivered over to you — but they cannot be too often repeated. — One thing more — Our Laws Justify the capture of Armed Vessels only — A French Vessel without arms cannot be condemned, & ought not to be taken You will pay all necessary attention to the preservation of harmony between the Officers & Crews of our vessels — and General Touissaint & the people of the Island of St Domingo under his controul —

It is probable I shall send you from hence before my removal to Washington which will be in a week such Instructions, as will supercede the necessity of your receiving those Captain Talbot has but do not wait for them if you can get ready it being very desirable that Capt Talbot should be Relieved. — & if possible before the 1<sup>st</sup> July. — Direct any letters for me after the receipt of this, to Washington where I shall commence my official duties on the 16<sup>th</sup> June —

I have the honor to be

Sir

Yr obed St

B S

[NDA. OSW, Vol. 4, 1800-1801.]

To Lieutenant James P. Watson, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 31st May 1800*

Lieut J P WATSON

*Norfolk —*

SIR Captain Truxton informs me that he had instructed you to enter on board of the *Congress*. — I am pleased with this arrangement, & have no doubt Capt Sever will have reason to be highly satisfied — I hope the situation will be agreeable to yourself

Captain Sever is a man of sense, & with your aid will be able to preserve more harmony in the Ship than has heretofore been the case

I have the honor &c &c

B S

[NDA. OSW, Vol. 4, 1800-1801.]

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

*NEWPORT May 31. 1800*

A Schooner arrived here yesterday which brings advice, that there are several French Privateers cruising in latitudes northward of where our Cruisers leave the Vessels they convoy — we had a conversation with the Captain of an English Brig, who was taken by one of those privateers, and sent in this Schooner, the information he gives, appears so important that we have taken a memorandum from him relative to the Privateers & there cruising lattitudes, which we now have the honor to inclose —

We have the pleasure to inform you, that a requisite number of hands are engaged for 12<sup>mo</sup> to navigate the *Geo. Washington*, she has [on] board all her stores & provisions, and will take her guns & powder in the beginning of the week — Lieu<sup>t</sup> Jacobs writes us from Providence, that he shall come to the Ship, and will sail with all possible dispatch agreeable to your orders. We received a letter from Cap. Perry dated "Cape Francois April," in which he says that he expects to be in Newport in the course of 8 or 9 weeks he has inclosed to us Indent of sundry articles that will be wanted for the *General Greene*, which we shall have ready against her arrival —

Hon BENJAMIN STODDERT Esq —

[Newport HS. Gibbs & Channing LB.]

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To Accountant of the Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 31 May 1800

THOMAS TURNER Esq

Acco<sup>t</sup> of the Navy

SIR Mess<sup>rs</sup> Riddle & Bird were by my directions authorized to provide for the sick & wounded seamen & Marines of the *Patapsco* & *Enterprize*, left in the Hospital at New Castle by Cap<sup>t</sup> Geddes of the *Patapsco*, & Lieu<sup>t</sup> Shaw of the *Enterprize* —

B S —

[NDA. GLB, Vol. 3, 1799-1800.]

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To John Steele, Comptroller of the Treasury, from Secretary of the Navy

[PHILADELPHIA]

Navy Department. 31 May 1800.

SIR The Subscribers to the Frigate at Phil<sup>a</sup> p<sup>d</sup> their money at different periods — perhaps at one hundred different times. It is impossi[ble] to fix upon any time for Interest to commence, to do Justice to all. Interest has been calculated on the different pages up to the 1<sup>st</sup> Ap<sup>l</sup> 1800 — & amounts to 6.611 9/100 D<sup>r</sup> — Can not I give a Warrant for that sum to be charged to the Frigate *Philadelphia* & a certificate that the Subscribers are entitled to Cert<sup>s</sup> bearing In<sup>t</sup> from the 1<sup>st</sup> April.

I have the honor to be with

great respect, Y<sup>r</sup> Most

Obe<sup>d</sup> Ser<sup>v</sup>

BEN STODDERT.

[F. D. Roosevelt Collection.]

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Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Saturday, 31 May 1800

Moderate and clear, At 1 Made sail and stood in towards the land Amphitheatre in company

Employd Washing between decks and Mustering the ships companys cloathing

Punish'd Thomas Smith seaman with 12 lashes for disobedience of orders and drunkenness, old Cape francois West 4 leagues & Samana SW by S 6 or 7 leagues

Continued standing to the Eastw<sup>d</sup> all night under an easy sail wind continually veering with Squalls of Rain

At Daylight saw the land S by S E 6 or 7 leagues

At 9 Wore ship In for the land, Employd cleansing ship &°

At 12 Fresh breezes old cape francois W  $\frac{1}{4}$  S ten leagues *Amphitheatre* in Company

Latitude Observed 19° 49' North

[NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Saturday, 31 May 1800

Commences light airs of wind & Variable. Scal'd some of the Quarter Deck Guns. Unbent New Mainsail & bent old one in its Place — People employd at Sundries of Ship's duty — At 3 pm. weigh'd Anchor & made sail, made several tacks to the Eastward. At 6 pm. Thwart the way Island bore ESE. 6 Leagues — At  $\frac{1}{4}$  8 pm. Tamarind Island bore NW B N. D 2 leagues. Crocatore Isle the peak bore SW. D<sup>e</sup>s 3 Leagues — took in Royals, Staysails & Spanker. Continue our Course Eastward in the fair way. At 9 Am Spoke a Danish Ship from Batavia bound to Sea. Sent the Jolly Boat with an Officer on board her — Boat return'd — made sail. Set Stud<sup>s</sup> Sails & royals. Wind almost calm & very hot sun 4 sick men on Board. At  $\frac{1}{2}$  11 Am. M<sup>r</sup> W<sup>m</sup> H. Williams, Midshipmen Died — At Meridian South Point of Thwart Island bore NE. 5 leagues. Anger Point on Java E B S. 4 leagues —

Latt<sup>d</sup> obs<sup>d</sup> 6 . 7 S —

[LC, EPP, 1799-1800.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Saturday, 31 May 1800

First part of these 24 hours Moderate & Cloudy Weather Chaceing in every direction At 4 P M spoke the Schooner and Board'd her, the *Eliz<sup>th</sup> Anne* of S<sup>t</sup> Thomas's Clearance for Surinam Lamberton Tacks Master a very Suspicious Vessell let her pass —

At 6 P M the Body of the Island bore ESE ab<sup>t</sup> 4 Leags At 7 Board'd the Schooner — Cartelle from Gaudaloupe bound to Tortola 15 Prisoners on Board was informed that the Cartelle Sail'd for S<sup>t</sup> Kitts, Midnight fresh Breezes At 1 A M Set the Main Sail & Brail'd the Mizen up At 6 A M the North end of Dominico bore N E by E dist 4 Leag's the S end S E  $\frac{1}{2}$  E dist 6 Leag's the Saint bore N N E  $\frac{1}{4}$  E Dist 7 Leag's Set the Spanker light Breezes Set top Gal Sails At 8 the South end bore E  $\frac{1}{2}$  S & the North end N N E Prince Ruperts head N E  $\frac{1}{2}$  N dist 4 Leag's — Meridian pleas<sup>t</sup> Tackd Ship to the South'd the East end of Dominico bear<sup>t</sup> E  $\frac{1}{2}$  S Dist 4 Leags

Latt Obs<sup>d</sup> 15.11 N.

[NDA, original.]





# I N D E X



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