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

Volume VII

Naval Operations from December 1800 to December 1801

United States
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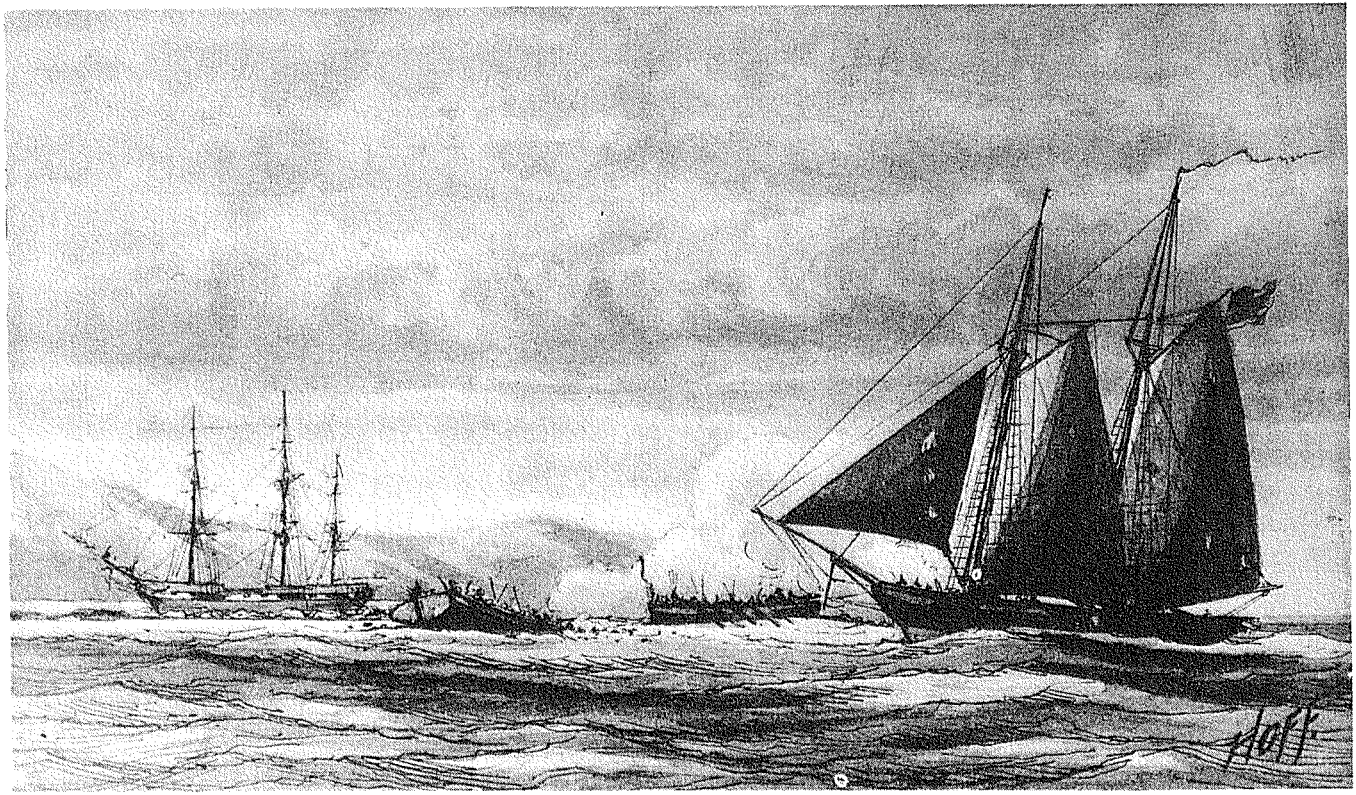
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NAVAL OPERATIONS

FROM DECEMBER 1800 TO DECEMBER 1801

QUASI-WAR WITH FRANCE



U. S. SCHOONER AMPHITHEATER (AMPHITRITE) RECAPTURING THE NYMPH FROM A FRENCH PRIVATEER.

NAVAL DOCUMENTS

RELATED TO THE

QUASI-WAR BETWEEN THE UNITED STATES AND FRANCE

⚓

NAVAL OPERATIONS

FROM DECEMBER 1800 TO DECEMBER 1801

⚓

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 April 27, 1937

UNITED STATES
GOVERNMENT PRINTING OFFICE
WASHINGTON: 1938

PREFACE

This is the seventh volume of a project for publishing documentary material dealing with early American naval history. It covers naval operations from December 1, 1800 to December 31, 1801, inclusive, completing the series of seven volumes on the Quasi-War with France (1798–1801), and contains much hitherto unpublished matter concerning naval activity, together with related political and commercial affairs.

In addition to the material relating to operations this volume contains supplementary data as follows: a register of naval officers serving in the war; a list of United States Ships of War with pertinent data; a list of such armed merchant vessels as have been found in various contemporary sources with data concerning their active part in the war; a list of Navy Agents; and a small Appendix which includes documents received after the publication of preceding volumes.

The documents published in this volume pertain to the period awaiting the final ratification of the treaty, the return of vessels to the United States after the treaty was signed, and the demobilization of the Navy to comply with the Peace Establishment Act. The same chronological arrangement 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 found in the originals or in the copies on file. It should be noted 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.

In addition to the individuals and activities mentioned in previous volumes sincere thanks are due Captain John G. Quinby, U. S. Navy (Ret.), who kindly cooperated in this work.

Following is a brief description of the preceding six 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.

The fifth volume deals with events from January to May (inclusive) in the year 1800 when an active naval campaign was conducted, principally in the Caribbean region. Besides the notable engagement between the *Constellation* and *La Vengeance* there is covered the action between the *Boston* and nine armed barges as well as the capture of many French Privateers or their engagements with American armed merchant vessels.

The sixth volume covers the period from June 1, 1800 to November 30, 1800, inclusive. It continues the active campaign in the Caribbean and covers the capture of the French Sloop of War *Le Berceau* by the *Boston*, a number of hard fought and successful engagements of the *Experiment*, and numerous captures and recaptures by other vessels.

A large part of the preparation of this seventh volume has had the immediate supervision of Lieutenant Commander Frank E. Vensel, Jr., U. S. Navy, who has been assisted by Henry F. Lunenburg, Miss Loretta I. MacCrindle, Mrs. Alma R. Lawrence, Miss Catherine M. MacDonnell, and Mrs. Clara R. Collins.

The publication of these documents was made possible by the Acts of Congress approved March 15, 1934, and April 27, 1937, 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).
>
> "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, $20,000 together with the unexpended balance for this purpose for the fiscal year 1937: *Provided*, That nothing in such Act shall preclude the Public Printer from furnishing one hundred and fifty copies of each volume published to the Library of Congress."

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

ILLUSTRATIONS

Facing page

U. S. Schooner *Amphitheater* (*Amphitrite*) recapturing the *Nymph* from a French privateer. Frontispiece

From original sketch (circa 1874) by Captain William Bainbridge Hoff, U. S. Navy, in the collection of the Navy Department.

U. S. Frigate *United States* 60

From original painting in the possession of Mr. Barry Hepburn. Reproduced by courtesy of Mr. Barry Hepburn, Mr. William Bell Clark, author of the book "Gallant John Barry," and the publisher, The Macmillan Company.

Commission of Lieutenant Charles Stewart, U. S. Navy, dated 1798. 100

Reproduced by courtesy of Mr. Charles H. Burham, Jr., from the original in his possession.

American Ship *Molly* engaging the French privateer La *Belle-Poule* and other French privateers 180

Reproduced from a contemporary print through the courtesy of the present owners, Kennedy and Company, New York, N. Y.

Capture of the French Privateer *Sandwich* in the Harbor of Puerto Plata by a cutting-out expedition from the U. S. Frigate *Constitution* 180

From the original painting owned by Miss Ellen A. Jarvis, now exhibited by Wadsworth Atheneum, Hartford, Conn., in their Avery Memorial. Reproduced by courtesy of the owner.

Lieutenant Richard Somers, U. S. Navy 270

From original painting owned by Mr. Barry Hepburn. Reproduced by courtesy of Mr. Barry Hepburn, Mr. William Bell Clark, author of the book "Gallant John Barry," and the publisher, The Macmillan Company.

The Ship *Paul Sieman* of Baltimore, Md 320

Reproduced by courtesy of the Maryland Historical Society from an original water color in their possession.

The *Betsey* of Philadelphia being attacked by seven French privateers 384

Reproduced by courtesy of the Mariners' Museum, Newport News, Va., from an original painting in their possession.

The Ship *Mississippi* 416

From a contemporary painting on wood, artist unknown, presented to the Navy Department by Mr. Charles H. Taylor, Boston, Massachusetts.

Map of West Indies 462

ABBREVIATIONS INDEX TO SOURCES

A	Area.
Acct	Accountant.
Acct. Of	Office of the Accountant of the Navy Department.
Adv	Advertiser.
Am. State Papers	American State Papers, State Department.
Appts	Appointments.
Bk	Book.
CA	Consular Archives, State Department.
CHR	Custom House Records.
Cl	Claims, or Class.
CL	Consular Letters, State Department.
CMR	Court Martial Records, Navy Department.
Col	Collection.
Cong. LB	Letters to Members of Congress from Navy Department.
Ct. of Cl	Court of Claims.
Dip. Cor	Diplomatic Correspondence, State Department.
Disp	Dispatches, State Department.
Div	Division.
Dom. L	Domestic Letters, State Department.
EPP	Edward Preble Papers, Library of Congress.
For. Aff	Foreign Affairs.
GAO	General Accounting Office.
GLB	General Letter Book, Navy Department Archives.
HS	Historical Society.
HS of Mass	Massachusetts Historical Society, Boston, Mass.
HS of Pa	Historical Society of Pennsylvania, Philadelphia, Pa.
Inst. to Min	Instructions to Ministers, State Department.
Inst	Instructions, or Institute.
Inv	Invalid.
Ja	Jamaica.
JRP	John Rodger's Papers, Library of Congress.
L	Letters.
L&AG	Library and Art Gallery.
LB	Letter Book.
LC	Library of Congress.
LR	Letters received, U. S. Marine Corps.
LS	Letters sent, U. S. Marine Corps.
Mass. HS	Massachusetts Historical Society, Boston, Mass.
MC	Marine Corps.
MCA	United States Marine Corps Archives.
MR	Muster Roll.
MSS Div	Manuscripts Division, Library of Congress.
NA	United States Naval Academy, Annapolis, Md.
Nav. Aff	Naval Affairs.
NDA	Navy Department Archives.
N. E	New England.
Newport HS	Newport, R. I., Historical Society.
NHS	Naval History Section, New York Historical Society.
Nom	Nominations.
NR&L	Naval Records & 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.
PEA	Peace Establishment Act.
RIHS	Rhode Island Historical Society, Providence, R. I.
Req. on US T	Requisitions on United States Treasury.
SC	Spanish Claims, or Spanish Convention of 1819.
SDA	State Department Archives.
Sec	Secretary.
SL	State Library, Richmond, Va.
Spol	Spoliation.
TDA or TD	Treasury Department Archives.
USN	United States Navy.
USS	United States Ship.
VA or Va	Veterans' Administration, or Virginia.
XZ	Navy Department Archives Symbol.

NAVAL OPERATIONS

FROM DECEMBER 1800 TO DECEMBER 1801

QUASI-WAR WITH FRANCE

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FROM DECEMBER 1800 TO DECEMBER 1801

QUASI-WAR WITH FRANCE

To Captain Thomas Tingey, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

UNITED STATES SHIP *President* off the
Island Gaudaloupe 1st December 1800.

DEAR TINGEY Since the fifth of September the day I left the Continent last, and since my arrival on this Station, in the height of the Hurricane season, I have been cruising about in the Neighbourhood of these Islands in every direction, as you will see by the chart, I sent Mr Stoddert by the *John Adams* last week, on which my route & track is marked; But with all this cruising my success has been very limited indeed, for the french have become *scarce*, so much so, that what I formerly found (chasing) an amusement, and pastime, is now insiped, Urksome & tiresome, and the life I lead may be truly called sedentary, which has brought on an obstinate complaint of my bowels, that has debilitated me so much that the pure Nothern air of America, can only restore the usual, and natural action, to my languid and emaciated frame; for such I assure you it has become, by being constantly under the muzzle of the sun for such a length of time, without partaking of the variety of refreshments & the Exercise that the shores of the Island afford.

On the 14 Ultimo I had the Misfortune to lose Edward Biddle, (one of my Young Midshipmen) of a fever, that has been generated on board during the calms and intense warm weather, we have experienced during the Hurricane season. Edward was the son of my particular friend Charles Biddle Esqr of Philadelphia, A young man, who promised to become of real and intrinsic worth, he was without a vice of any kind, or ever a foible that I ever heard of, his disposition was of the most friendly, & benevolent kind, his education, Mental qualifications, studious habits, becoming Pride, discernment and good sense, bid fair to make him a Naval Ornament, and the right kind of Officer in a reasonable time, to be vested with power to command the fleet of the U S. such was the honest character of this much to be lamented youth, who was cut off from us, Just as the bud had begun to Issue forth its bloom, and the stalk to show the weighty and beautiful flower, it was capable of bearing.

The early departure of this Young Gentleman, from scenes which nature had seemed to intend him for, must cause real grief, not only to his affectionate parents, and family connections, but to all others who knew him, and had discovered his genius.

A loss such as this is irreparable to an infant marine, in a country like America, and nothing but time can obliterate it for a moment from the parents mind.

In the present situation of the U S. If we have a Navy Establishment, its Success will depend much on those who are to organize it, I have studied the subject so much, and made so many observations,

on the temper, manner, habits, and disposition of our officers, that I am convinced a board of admirals are indispensibly necessary for this purpose, in order to fix certain rules, & regulations, and then cause them to be carried into prompt effect, at present every Captain of a squadron has his own rules and regulations, he being bound by no other Captains, Consequently every change of a Commander, produces a change of System, except where the Governmental regulations, which are but few, fixes certain Matters permanently.

In the organization of a Marine too, the Commander of the fleet, and the Commanders of squadrons, should not only be men of firmness, but of great temper and consideration, free from that sort of Caprice, that would ever make an improper impression on their minds, so as to cause unjust decisions, as there is a vast difference between a warmth of temper, and a capricious mind, and bad heart, the distinction should be well understood, and while the former character may be forgiven, and his foibles looked over, the latter should be hunted out of the service.

You who know the world and have seen much of uncultivated Seamen of every class, and of other discriptions of persons, who often serve with them, and acquire their habits, Must be Convinced, and consequently must agree in opinion with me, that to organize our navy properly, is a Herculean labour, and that great good sense, Judgment, a knowledge of the Subject, and reflection, are the only ingredients, to effect Completely the object.

Amongst the various characters sent on board our ships, there are men and too many of them, totally unacquainted with Naval affairs, to the extent necessary for officers, and particularly of the rules of discipline and Obedience, Consequently the manners, & habits, common to them before they entered the service often lead them into error, & is the cause of their committing offences, that by the articles of war are highly punishable, this being a fact, a question arises, whether as some have asserted, these men in the present state of the Navy, should be instantly arrested & brought to trial as we find to be the case in the old navies of Europe, or whether the better way will not be in most cases to let them down with a pretty tight reprimand, & thereby correct, & break those habits in men, ortherwise bidding fair to make good officers: and only bring to trial such as are vicious, past all cure, and whose riddance from service is considered, desirable and proper. This appears to me to be the mode we ought to adopt for the present, and for a time, for if in a young Navy, You arrest every officer, You have power and Just right to arrest, or if you flog every seaman &c, You have power and Just right to flog, by the Articles of war, Real acts of Justice, even by these frequent punishments, will at length be considered and beleived as acts of Tyranny which will have an effect on the American Community, ruinous to its Naval Service.

I have had trouble as well as others to introduce proper discipline, but in three years since the commencement of the Navy, I have thus far avoided arresting one single officer, & only flogged one man, except one or two marines, who had behaved in such a manner that it was not to be well avoided.

Your being at the seat of Goverment, where, much will be said at the approaching Session of Congress on this Subject, has induced me to dwell on it, and my opinion you are at Liberty to give, to whom you please. Having strong hopes of being released as soon as the peace

is made with france, (by some summer soldier or sunshine patriot, if no others are at hand) and that I shall see you in Washington in April or May,

I remain Yours truly in haste

PS My respect to Madam and the girls.

Cap^{tn} THOMAS TINGEY.

Washington

[HS of Pa. NDA Truxtun's LB, 1800–1.]

To Thomas Fitzsimons, Philadelphia, Pa., from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept. 1st Dec. 1800.

THOMAS FITZSIMONS Esq^{r}

I am honored with your letters of the 25th & 26 Ult^{o} The *Ganges* & the *Connecticut* both mounting 24 Guns have been ordered to prepare for a voyage to Batavia, with a view of cruising in the Straits of Sunda.

I suppose both will be ready to sail before the end of this month, from New London, whither the *Ganges* is ordered to proceed immediately —

It was intended that these ships should make the best of their way to the place of destination, without waiting to convoy outward bound Vessels — This I beleive will be the best arrangement for general protection —

One of the Frigates, should have gone, but they stow so little provisions, that they are not fit for a long voyage — I hope these two ships, will be quite sufficient — They are superior to any Privateers —

I am &C

B — S —

The *Constellation* has been ordered to cruise in the tract of ships ret^{g} from India — The *Insurgente* has been many weeks on the same service —

[NDA. GLB, Vol. 4, 1800–1801.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship *Ganges*, 1 to 17 December 1800

[In the Delaware.] Arrived the U S. Ship *Petapsico* [*Patapsco*] from a Cruise

Nothing Remarkable — Nailer Jourdon Seaman deserted

[NA.]

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

[WASHINGTON, D. C.]
Navy deptm^{t} 2nd Decem^{r} 1800

Cap^{t} JOHN MULLOWNY

I am honored with your letters of the 27th & 28th of November.

Instead of going to New London to join the *Connecticut* as directed in my letter of the 26th Ult^{o}, you will prepare to proceed at once from the Delaware for Batavia, taking under convoy such Merchant Vessels

as may be ready to proceed with you by the 10th or 12th instant, by which time your sailing orders will be forwarded. — — The complement of men for the *Ganges*, besides the Commissioned Warrant and petty officers and 25 Marines is 60 able Seamen & 57 ordinary Seamen and Boys, making in the whole a crew of 180 men — You may take the Caronades if you can get them without delaying your ship which I doubt.

I have the honor &ᶜ

[NDA. OSW, Vol. 4, 1800–1801.]

Extract from log book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Tuesday, 2 December 1800

* * * * * At 1 prepared for bringing Ship to an anchor. At 2 saw two Ships to windward.

At sunset the S E point of Nevis bore S E by E ½ E. Saba N W.

At 5 Tacked Ship to the Southwᵈ At 7 Tacked Ship & shortened Sail. At 10 P. M. brought up in Bassaterre Roads, Sᵗ Kitts with small Bower in 12 Fathoms water the Town of Bassaterre bearing N. N. W. distant 4 Miles.

Found the U S. Ships *Chesapeak & Merrimack*, and the Schooner *Experiment* Lieuᵗ Stewart, who had injured his Main Mast in an Action which he had had with a British Letter of Marque in the Night.

[J. Sawyer Col., Portsmouth, N. H.]

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

BASSATEER Sᵗ KITTS *3ʳᵈ December 1800*

DEAR SIR I had the Honor Yesterday Morning to receive by the hand of Mᵗ Gaunt, your much Esteemed & much wished for letter of the fourth of October last. I suppose from the account from Europe Peace with France is certain, but untill I receive your final instructions, I cannot nor shall not vary my conduct, towards that nation except in showing them by Mildness, and Kindness, the good disposition we wish to observe when peace is concluded, as the first step to this Effect and to lessen the expence the very heavy Expence attending the support of prisoners here, I have this day ordered the Jails cleared, & every man sent up to Gaudaloupe, to which place they will depart to morrow, I shall expect from General Paris in return every American in that Island, and shall write him to that effect.

General Rigaud is with him on parole as I wrote you before, This first act here preparatory to a General pacification, & intercourse; with france & her windward Colonies, will no doubt be well received by one National party & viewed with Jealousy by another, but it can in no event do harm, but may cause some good, at any rate it seems to me most proper to consider our own National interest & consequence, regardless of the applause, & disapprobation of Either England or France.

Mᵗ Gaunt appears to be a mild well behaved Young man, I have introduced him to the first houses here, and shall take him with me to the Governor General's on sunday, where I dine & make him thus Known at head quarters.

This goes by the prize Brig *Brilliant* (late a french privateer taken by the *Merrimack* captain Brown) bound to Norfolk.

I have the Honor to be Sir, with
Great Respect & Esteem your very
humble Servant.

Hon^{ble} BENJAMIN STODDERT Esq
Secr^{y} of the Navy
Washington.

[HS of Pa. NDA, Truxtun's LB, 1800–1.]

[3 December 1800]

To Captain Moses Brown, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

Captain BROWN

DEAR SIR Such officers of Capability as can be best spared from the *Merrimack* under your Command, to carry home the prize Brig *Brilliant*, you will put on board that vessel, without loss of time, Capt^{n} Barron of the *Chesapeake* has about forty men who's times have expired, those will compose the crew of that vessel, but the officers you put on board must have knowledge of Marine business, & Sobriety, as I send the Brig with dispaches to the Chesapeake.

I have the Honor to be your very
Obed^{t} humble Serv^{t}

S^{t} CHRISTOPHERS *3^{d} December, 1800.*

PS. proceed as per last instructions untill the first of Jan^{y} next, You will then call at Martinico, this place, and S^{t} Thomas, and take such American vessels as are ready, & bound home under your convoy & see them to the Northward of Bermuda.

[HS of Pa. NDA, Truxtun's LB, 1800–1.]

To Captain Samuel Barron, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

S^{t} CHRISTOPHERS *3rd December 1800*

Capt^{n} SAMUEL BARRON
U S Ship *Chesapeake*

DEAR SIR You will take the Prize Brig *Brilliant* Captured by the *Merrimack*, under your Escort as far as latitude 27° N & long^{t} 68° W from London first calling at S^{t} Bartholomews & S^{t} Thomas's, for such American vessels as may be ready to return to the U S. At S^{t} Bartholomews and S^{t} Thomas, you will no doubt fill up your men. after you have escorted the American trade as far as the above Latitude &c, you will return & go off Porto rico, where you will cruise one month, unless you have further orders to the Contrary, at the end of which time, Call at this Island for furthur orders, you may send your prizes according to circumstances, & where you make them, wishing you success. I have the Honor to be
dear Sir With much esteem your
very Obd^{t} Serv^{t}

PS M^{r} Gaunt will give you a Cr on S^{t} Bartholomews & S^{t} Thomas, to ship the men wanted for the *Chesapeake*.

[HS of Pa. NDA, Truxtun's LB, 1800–1.]

To Simeon Baldwin, Clerk District Court, Connecticut, from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t 3^rd Dec^r 1800

SIMON BALDWIN Esq^r
Clk Dist^t C^t Conn^t

I am honored with your Letter of the 20^th November — Herewith I transmit you a list of the Crew of the Ship of War *Trumbull*, at the time of the capture of the French [private] armed Schooner the *Vengance*, & *Le Coulie* [or *Cullie* or *Tulle*] — I will refer that part of your Letter which relates to the sales of the *Vengance* to the Secretary of the Treasury, who will give directions for the payment of the proportion of money accruing therefrom to the United States, into the Treasury from whence it will be drawn into operation by the Commissioners of the fund for Navy Pensions and half pay.

In cases where no prize Agents have been appointed for the Captains & crews of our Vessels, of War, making captures, it has been customary to give directions from this department to the Navy Agents, at the ports to which Prizes have been sent, to assume the Agency — Mess^rs Howland & Allyn have had general instructions to this effect in respect to prizes sent into New London.

The practice that generally obtains in the appointment of Prize Agents for the Officers & Crews of our Ships of War, is for the Captain with the approbation of their Officers to make the appointments — I know of no instance of more than one Agent being authorized to act at the same time for any one Vessel —

I am Sir

B, S,

[NDA. GLB, Vol. 4, 1800–1801.]

To Mr. Sloan, Philadelphia, Pa., from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept — 3^d Dec^r 1800.

M^r SLOAN —

SIR Enclosed you have the Copy of Capt^n Preeble's instructions to Jacobus Theodorus Reynst — an officer of the Government at Batavia — also the copy of my letter to him of this day, respecting the Provisions now sending to Batavia, for the Ships of War, *Connecticut* and *Ganges* —

In the event of these ships, not arriving at Batavia by the first of July next, I wish you to receive all the Public property, whether provisions or Money, from M^r Reynst, and invest the same in good Bills on the United States on the best terms in your Power. to be remitted to me.

I have also enclosed an order on M^r Reynst to make the delivery over to you. M^r Waln informs me you will undertake to transact this business —

[NDA. GLB, Vol. 4, 1800–1801.]

To Jacobus Theodorus Reynst, Batavia, from Secretary of the Navy

United States.
Navy Dep^{t} 3^{d} Dec. 1800.

JACOBUS THEODORUS REYNST Esq^{r}

SIR There was a quantity of Provisions lodged in your hands by order of Captain Preeble of the *Essex* Frigate, to be delivered to Captain Sever of The Frigate *Congress;* or to be sold and the remittance to be made to me of the proceeds, provided that Vessel did not arrive at Batavia, by the 15th day of July last.

As she did not arrive, I hope you have had the goodness to dispose of the articles, and to remit as requested the proceeds to me.

Two other "Vessels" ("Ships") belonging to the United States, the *Connecticut* Capt. Derby, and the *Ganges* Capt^{n} Mullowny are now ordered to Batavia — and arrangements have been made thro' the medium of private ships, to lodge a farther quantity of Provisions in your hands, for the use of the two Public ships, the *Connecticut* and the *Ganges* — These ships it is presumed will be at Batavia in the course of four months — but should they not arrive in six, it may be concluded they will not arrive at all — and in that case I have the honor to request that you will be pleased to have the provisions sold, and the proceeds remitted to me, in good Bills, on Merchants of the United States of America — unless M^{r} Sloan supercargo of a ship from Philadelphia should be at Batavia in June next and in that event, I wish you to place the whole provisions, or money arising from their sales, in his hands, in preference to any other arrangement.

You will be pleased to understand that the provisions are to be kept until the 1st July next, for the arrival of the ships, immediately after which, if they have not arrived — the sales or the delivery over to M^{r} Sloan may be made.

I am &C

B — S —

[NDA. GLB, Vol. 4, 1800–1801.]

To Lieutenant Thomas Calvert, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]
Nav Dep 3rd Dec^{r} 1800

L^{t} THO^{s} CALVERT

SIR, You must, at all events, be ready to sail in 5 days after you receive this as the brig cannot safely remain longer in the Delaware. You may expect your Sailing orders in that time.

I am &^{c}

[NDA. OSW, Vol. 4, 1800–1801.]

Extract from log book of the U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, Wednesday, 3 December 1800

[Boston, Mass.] Westerly winds & pleasant Weather all hands Employ'd watering the Ship & other ship Duty — this Day Departed this Life — Michell M^{c}Carty a Seaman and at 3 pm sent the Body of the Deceased to Fort Independence where it was Interr'd with Usual Ceremonies 2 carpenters to work on board Ends cloudy

[H. E. Huntington L&AG.]

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, 3 December 1800

First part pleas^{t} Weather At 2 P M Wore Ship to the S^{d} & E^{d} Shifted the Main Sail and Set the Mizen At 6 P M the South end of Dominico bore S W the N^{o} end W ½ N the North end of Martinico S S W & the East end of Mary galant E B N Distance 7 Leagues

At Midnight Wore Ship to the N^{d} & E^{d} At ½ past 1 A M Saw a S^{l} to the N^{d} & W^{d} made Sail and gave Chace —

At ½ past 4 A M Captured the French Privateer *Leveret* [*La Levrette*] of Bas terre Gaudaloupe Armed with 6 Guns and small Arms and Manned with 51 Men sent Lieu^{t} M^{c}Cutchon, M^{r} Moore & Biddle Midshipmen with 11 Men to take Charge of her — At 8 A M the N E point of Mary galant, bore N W dist 5 or 6 Leagues North point of Dominico W B S ½ S 7 or 8 Leagues & Martinico South Distance 10 Leagues —

At 9 Wore Ship to the S^{d} & East'd

At Meridian Moderate Breezes —

[NDA, original.]

To Thomas T. Gantt, U. S. Agent, St. Christopher (St. Kitts), from Captain Thomas Truxtun, U. S. Navy

S^{t} CHRISTOPHER *4th December 1800*

THOMAS T GANTT Esquire
agent for the U S at this
Island &c &c &c

SIR I have perused the letter you handed me from the Secretary of the Navy, under date of the 4th October last, & I have only to observe that every friendly office in my power, you will please to command from time to time while I am on the station.

In the course of the day I will introduce to such Gentlemen, as are most capable of giving you disinterested advice in such matters as you may stand in need of, And I advice you to be very cautious of all others, untill you become well acquainted in the Island, & with mens characters and circumstances here.

It will be proper for you to keep a register, of every Capture & recapture, made by the different vessels of the U S, as well as of the prisoners brought or sent in by each vessel, and for the supplies issued to each ship, the Captain & Pursers receipt, with that of the officers at the head of each department, will be an indispensible voucher, for the settlement of your accounts in America.

No large supply of any article must be granted, *without my orders* to any vessel, as some are not as considerate when they make indents in this expensive Country as they ought to be, all prizes taken must be sent to America for Condemnation, on recaptures, the Salvage in most cases may be settled here to the satisfaction of all parties concerned. The Exchange has been a subject of complaint, as well as the charge of Maintaining the prisoners &c &c, all of which you will no doubt guard against, you ask me whether the U S allow storage for its provisions &c landed here, I reply undoubtedly, these articles when put on shore must be housed & safely Kept, Your

house hire & maintenance will no doubt be a charge against your Commissions & Monthly salary.

The expence of house keeping in this Country is very great, would it not be, prudent for you to board out, in some decent family or Join with several Gentlemen in a mess, I only suggest the Idea to you.

I have the Honor to be Sir with
Great Respect your very Obd^{t} Serv^{t}

[HS of Pa. NDA, Truxtun's LB, 1800–1.]

[4 December 1800]

To General Paris, or the Governor General of Guadeloupe, or to the Agents of the Consuls, from Captain Thomas Truxtun, U. S. Navy

To General PARIS, or to the Governor General of the French Colony of Gaudaloupe &c &c &c. or to the Agents of the consuls, whom it may concern.

SIR I have directed the Jails cleared here, and every Frenchman to be sent to you at Gaudaloupe, which has been held as a prisoner of war by order of my nation. On your part I shall expect every American detained at Gaudaloupe and its dependencies, sent hither in like manner, and thus Sir, let us lessen as early as possible, the Calamities incident to war, or to an unhappy Misunderstanding between our Nations, which it is to be hoped will be speedily settled.

I have the Honor to be Sir with
great respect your very Obd^{t} Servant &c

[THOMAS TRUXTUN]
Commander of a squadron
of ships in the Navy
of United States.

UNITED STATES SHIP *President*
Bassateer Road S^{t} Christ^{r}
4th December 1800

[HS of Pa. NDA, Truxtun's LB, 1800–1.]

To Lieutenant Andrew Sterett, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

S^{t} CHRISTOPHERS *4th of December 1800*

SIR You will proceed from hence without delay to windward of S^{t} Bartholomew's, & cruize there and thereabouts, against the french, Untill the 1st of January next when you will return to this road for further instructions, Unless you are met previously, and receive other legal instructions, all prizes you make are to be sent here, M^{r} Gantt is the agent appointed by Government.

I have the honor to be Sir your
Obedient humble Servant.

Lieutenant STERETT
Enterprize

[HS of Pa. NDA Truxtun's LB, 1800–1.]

[4 December 1800]

To Lieutenant Charles Stewart, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

SIR The store Ship from New York has a number of Articles on board for Captain Decature of the U S Ship *Philadelphia*, which you will receive, & proceed in search of him to windward of Marygalante &c, and on your meeting deliver the same, as also any letters there may be, with Mr Clarkson, or Mr Gantt, directed for him or his officers, afterwards cruize to windward until the first of January, on which day you will call at Martinico, Join Captain Brown of the *Merrimack*, & proceed with him and the convoy agreeable to the directions, I have given Captain Brown, and when he leaves the convoy and proceeds to the Northward, You will make the best of your way to Norfolk, and as soon as you arrive, report yourself to the Secry of the Navy and wait his orders, as to your furthur proceedings. Should you make any captures, or recaptures, Carry them either to St Pierr's Martinico, or bring them to this place, Recaptures may be settled in the West Indies, to the satisfaction of all concerned, but Captures must be sent to the United States, Consequently if you make any of the latter description, take them with you, when you proceed as commanding officer, You will cause Charles Biddle Esquire, to be paid my one twentieth of all Captures & recaptures, you have made, or may make, since I took command of the Squadron, the 23rd of September last. I wish you success, while on the station, and safe home after you proceed.

&c.

BASSATEER St KITTS *4th December 1800.*

Lt STEWART, Commanding
the U S Schooner *Experiment.*

[HS of Pa. NDA, Truxtun's LB, 1800–1.]

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

[WASHINGTON, D. C.]
*Dec*r *4. 1800*

Capt RICHARD DERBY

Instead of the arrangement first contemplated for the *Connecticut* & *Ganges* to proceed in company to Batavia, it has been determined that the latter shall proceed immediately from the Delaware with such vessels under her convoy, as may be ready to proceed with her & that the *Connecticut* shall proceed in like manner from New London, taking under her protection such Merchant Vessels as m[a]y be ready & can join her from thence, New York, Boston or Newport, of which the Merchants of those places are advised — When you have ascertained to a day the time when you will be ready to sail, you will please inform the Navy Agents at those ports, & assign a place for such Vessels to join you, but you must not be delayed at the place of rendezvous on any account. —

With respect to your provisions Water &c you are the most proper judge of what is necessary for the voyage contemplated, you will be pleased therefore to take in accordingly.

I have &c —

[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, Thursday, 4 December 1800

First part Moderate At 1 P M Saw a Sl to Windward At 2 Exchanged Signals Saw another Sl to the Sq made Sl in Chace, At 6 P M the South end of Dominico W ½ N the North end of Martinico S W ½ W and the Carrival S ½ W At 7 P M Tk'd to the Nq & Eq — At ½ past 7 Thos Kent Seaman fell Overboard and was Drowned —

At 2 A M Saw a Sl on our Lee Bow hauld the Main Sl up & Exchanged Signals At 3 Set the Main Sl At 4 A M Squally At 6 Saw a Sl off our Wr Quarter Tkd Ship & gave Chace —

At 7 A M Squally took in & made Sail Occasionally —

At Meridian the South end of Dominico bore West fresh Breezes and Squally Weather —

Latt'd Obs'd 15.14 N.

[NDA, original.]

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

St Christophers *5th December 1800*

Dear Sir After referring you to my letter of Yesterday, I have only to inform you that in a few days more than ten weeks, since, I last took command of the squadron employed on this station, I have dispatched three Convoys (under the *Baltimore*, *Patapsco* and *John Adams*,) for the U S consisting of a number of American vessels, and Captain Samuel Barron leaves this to morrow with another Convoy, & is to Call at the Islands to Leeward, & will proceed from St Thomas's finally, with the vessels that he finds bound home & ready for sea. Captn Barron I have directed to go as far as Latitude 27° N, & Longtde 68 W, from London, and then to cruise one month off Porto rico, Where I find another nest of French Pirates are collecting, after the expiration of a month, cruizing in that quarter, he is to return for furthur orders, the rest of the Squadron have all directions to cruise until the first of January next, & then to come in for further instructions, except Captains Morris & Jewett, who I have not yet seen, In fact Morris is not arrived, tho two or three of his convoy have been in upwards of a week. In my last dispatch, I enclosed you a Copy of part of Captain Geddes's Journal handed me, & his letter, You have now enclosed a Compleat copy of all I received from him, which you will find much more full than the Newspaper Account also enclosed. The observation of oznabrigs, suitable for Negro cloathing only was made verbal, I also enclose you copy of Mr George Lawson's letter to me from Curracoa, Lawson was a clerk of mine many years, and Supercargo of a vessel belonging to Mr Patterson of Baltimore when seized by Captain Watkins at Curracoa.

I must again repeat Sir, that I have been much mortified at the Management of the Curracoa business, & hurt at the Sneers and horse laughs of some [space] here, at our Giving an Island to a nation, whoe's Officers instantly set traps to get hold of all our property, that came into its Ports: that Protection might have been given our citizens without suffering a change of Government at Curracoa, no one in my opinion acquainted with the circumstances can doubt.

I shall now anxiously wait to hear from you, & if we have peace with France shall be obliged by your order to return to U S, as my

health is much impaired and I have not been a single week at home, with my family at one time since the *Constellation* first went to Sea, which will be three years in the Spring, besides I should be glad to be at Washington before Congress rise, and if there is peace, I can no longer be of Service here would therefore wish for to make way for some other officer, if a squadron is to be kept up in this quarter, which I suppose will be necessary for a time, my health, & Constitution calls aloud for the pure Nothern air of America.

I have the Honor to be Dear Sir with
Great Esteem & respect, your
Obedient humble Servant.

PS Captain Geddes pointedly Condemned Captain Watkins's Conduct here, and Justly too in my opinion, he should not shrink in doing it Elsewhere if necessary.

Hon^{ble} BENJAMIN STODDERT Esq^{r}
Secr^{y} of Navy.

[HS of Pa. NDA, Truxtun's LB, 1800–1.]

To Captain Samuel Barron, U. S. Navy from Captain Thomas Truxtun, U. S. Navy

S^{t} CHRISTOPHERS *5th December 1800*

DEAR SIR In consequence of the Scoundrels that appear to be in your ship: You will be pleased after your cruise off Porto rica, to return to S^{t} Bartholomew's instead of this Island: when you have entered all the men, you can get at S^{t} Thomas and before you sail, seize James Black & John Davis up to the Gang way, and Give them each thirty nine lashes, and cause them to be drum'd on shore with disgrace.

In every other respect, except returning here, you will be pleased to attend to my instructions of the 3rd instant. The cause of returning to S^{t} Bartholomew's keep to yourself, but you may give out, that you are to return home from thence, with a Convoy the 1st of Feb^{y} which will be as soon as the winter is broke, & I will order American homeward bound vessels to be collected accordingly.

I have the Honor to be Dear Sir
your very Obd^{t} Serv^{t}

Capt^{n} SAMUEL BARRON
of the U S Ship *Chesapeake*

[HS of Pa. NDA, Truxtun's LB, 1800–1.]

To John Gay, U. S. Agent, Martinique, from Captain Thomas Truxtun, U. S. Navy

S^{t} CHRISTOPHERS *5th December 1800*

DEAR GAY I received your favour by Lieutenant Sterett of the U S Schooner *Enterprize*, his stay at Martinico was too long, but it cannot now be helped,

My 1/20 of all prizes sent to your Island by the squadron under my Command, you will be pleased to hold, Subject to my order. Captain Morris of the *New York* is not here, nor have I heard of him, two of his convoy have arrived. My Health is still impaired, but tho I feel something better, than when I saw you last.

Be pleased to inform Captⁿ Decature, that some articles having arrived for him at this Island, I have directed Lieutenant Stewart of the *Experiment* to receive them, & proceed in search of him, to windward of Marygalante &c &c &c.

I am always with real friendship
& Esteem yours.

JOHN GAY, Esqʳ
Martinico

[HS of Pa. NDA, Truxtun's LB, 1800–1.]

To Captain Henry Geddes, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]
December 5th 1800

Capᵗ HENRY GEDDES

I have received your Letter of the 1st instant. — The Act for the better government of the Navy, passed the 23rd of April 1800 designates the proportion of prize money to accrue to the United States, on captures made by public Vessels

The 20 Cents pʳ month Hospital money, must be deducted from every description of persons serving on board our ships of war, from the 1st of September 1799.

Officers & Men going home in prizes, or otherwise detached from a Vessel, & not joining again previous to her return from a cruize to be paid off, are to be paid by the Purser of such Vessel, for the time they served on board only — They are however continued in pay until regularly discharged, and they are entitled to their share of all prizes taken by the Vessel to which they belong, if they are detached on the duties of such Vessel, until the date of such discharge — But in case of their being transferred to another Vessel they are entitled to share only to the date of such transfer —

There is no regulation authorizing the payment of the expenses of Officers sent on shore wounded, in such cases however, the Officers should forward their accounts to the accountant of this department when it will be judged whether the claims are proper, & they will be passed upon accordingly.

The Pursers of our Ships of War are not entitled to any advance on the Slops &ᶜ furnished by the public.

The necessary expenses of Officers sent on shore on public service in foreign ports ought generally to be allowed, but as in the case of wounded Officers, it is at this Office that the propriety of the claims are to be judged, a copy of the orders under which they acted should therefore accompany their accounts. —

The pay of all Warrant Officers continues as long as they continue to do duty as such.

I observe by your instructions from Capᵗ Truxton that you were to have gone to Norfolk, & there you certainly ought to have gone, but since you are at Philadelphia, it is too late to move the Ship, I therefore request that you will immediately have the crew paid off & discharged & the Ship prepared for another cruize — George Harrison Esquire will furnish the necessary monies & Mʳ Humphreys will take the direction of the ship's repairs — The Accountant will send a Gentleman, Mʳ Garretson, Purser, late of the *Constellation*, to assist

in paying off your ship's crew, & preparing your accounts for settlement He will set out on Sunday morning.

I have the honor &c

[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, Friday, 5 December 1800

First part Squally attended with heavy rain —

At 2 P M bore away for St Pierrs At 6 Saw a Frigate abreast of the Town Exchanged Signals — At 7 P M Spoke the U. S. Frigate *New York* [Richard V.] Morris Esqr Commander —

At 8 St Pierres bore East

At 10 P M sent the Schooner to St Pierr's and Captn McKnight with Dispatchs

At Midnight more Moderate Weather

At 6 A M Dc Weather abreast of St Pierr's Laying off & on —

At Meridian pleast Weather Laying off and on waiting for the Schooner —

[NDA, original.]

To Captain John Barry, U. S. Navy, from Secretary of the Navy

[Washington, D. C.]
Navy Dep 6 Decr 1800

John Barry Esqr
of the *United States*,

Sir! As soon as the Frigate *United States* is ready, you will please to proceed to St Kitts, & assume the command of our Squadron, on the Guadaloupe Station — taking under your Convoy any Merchant Vessels, ready to proceed for the Windward Islands.

In the present state of uncertainty with respect to our situation with France, when unofficial accounts say a Treaty has been made, & no official accounts recd on the subject, it is difficult to prescribe the conduct to be pursued towards French National ships. The President deems it most proper, that you should not until otherwise advised, seek Encounters with Ships of this Description, unless you have reason to beleive they still capture American Vessels — in this case, you will do all in your power to capture or destroy them and in no state of things, until you receive further instructions, will it be right for you to avoid encounters with them, should they be sought on their part.

As to Privateers, you must treat them as heretofore, until you receive positive orders to the contrary — unless peace should be proclaimed between the United States & France at Guadaloupe & other Dependencies of France — & unless you have reason to beleive after such proclamation, that the French Privateers respect our commerce. On being ascertained of these two Facts, it will be proper for you to consider French armed Vessels & the Persons on board of them — as the property & Citizens of a Nation in amity with the United States.

You will of course direct all the Vessels under your command, to pursue the line of conduct, you observe yourself.

You have at foot a List of the Vessels which I expect you will find at St Kitts.

The time of service of the Crews of two or three of the Vessels is nearly out: yet, it is so dangerous to come on our Coast in the Winter, that I hope there will be no difficulty in prevailing on the men to remain, so as to arrive in the United States, about April. If they will not however, willingly remain, we must keep our faith with them, & send them in earlier.

The brig *Eagle* will quickly join you — the *Augusta* just arrived, will be sent to S^{t} Kitts as early as possible. You have to protect our Commerce to all the Windward Islands & to guard our Merchant Vessels against Depredations from Porto Rico, as well as from Guadaloupe & other Dependencies of France — and you must so dispose of your force, as to effect this in the best manner possible.

I wish Cap^{t} Truxtun, with one of the Frigates, or a smaller Vessel to cruise where he shall judge most advantageous for the protection of our Commerce, & to return to the United States, early in April.

With respect to French Prisoners, it is the direction of the President that none be suffered to remain at S^{t} Kitts at the expence of the U S. a moment longer than can't be avoided — and that every public ship returning from thence to the U S. be made to bring away as many Prisoners, as each can take, without too much incommoding the crew. But in the mean time, every possible step must be taken to effect their Exchange for American Citizens.

Complaints have been made with respect to our treatment of Danish Vessels. You will cause the utmost respect to be paid the Danish, as well as every other Neutral Flag.

M^{r} Clarkson is no longer Navy Agent at S^{t} Kitts — M^{r} T. T. Gantt has been appointed in his place

I am &^{c}

[NDA. OSW, Vol. 4, 1800–1801.]

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

[Washington, D. C.]
Nav Dep 6 Dec^{r} 1800

Edw^{d} Prebble Esq^{r}

Sir, I am honored with your's of the 29th ult, & offer you, your Officers & Crew, my congratulations upon your safe arrival.

Your Crew must be immediately paid off & discharged & the ship refitted for another Cruise.

The Mess^{rs} Watsons will supply the necessary monies upon your Requisitions.

I am &^{c}

[NDA. OSW, Vol. 4, 1800–1801.]

[6 December 1800]

Extract from a letter from an Officer on board the U. S. Schooner *Enterprize*, to a friend in Providence, R. I.

St. Kitts, *Jan. 2.* [*1801*]

"On the 6th of Dec. St. Bartholomews bearing west, distance one league, we fell in with a french privateer lugger of 12 guns and 150

men, which we engaged for 4 glasses within pistol shot. It being dark and close in with the rocks off the east end of St. Bartholomews, we had to bear off, and leave her, by not being acquainted with that Island. She arrived the next day at St. Martins', with 20 of her men killed and 30 wounded; and lost her mizen mast, bowsprit and topmast. We was very fortunate, we lost no men, and only one wounded.

On the 24th of December we captured and brought into St. Kitts the fast sailing schooner privateer *L'Amour de la Patrie* of six guns and ninety men. We are just weighing anchor for a cruise of twenty days; then we shall proceed for the United States as soon as possible.

[LC, "The Mercury & N. E. Palladium" (Newport, R. I.), 13 February 1801.]

[6 December 1800]

Extract of a letter from an officer on board U. S. Frigate *President*

"ST. KITTS, *Jan. 2, 1801.*

"The U. S. sch. *Enterprize*, Lieut. Stewart [Sterett], arrived here yesterday. She has had an action of one hour and a half with a French lugger, but owing to the darkness of the night the lugger escaped. Lieut. S. had only two wounded; Mr. Angus, midshipman, who was shot thro' the arm, and a marine."

[LC, "Poulson's Am. Daily Advertiser" (Phila.), 10 February 1801.]

To Lieutenant Archibald McElroy, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t 6^th Dec^r 1800

L^t ARCH^d M^cELROY of the *Augusta*
Norfolk, Virg^a

I have received your Letter of the 20^th Ultimo The Crew of the *Augusta* must be immediately paid off & Discharged, and the Brig prepared for another cruize with the utmost dispatch, M^r Pennock N. Agent will furnish the Necessary Monies to your purser, and will have all the repairs completed, and furnish the supplies for a new cruize on your requisitions —

As soon as the Crew is paid off your purser must make up his accounts for settlement and come on to this office for that purpose, and if you have any accounts unconnected with the Purser's you must have them settled also, it being indispensable, that the accounts of every vessel be settled at the end of every Cruize

I am sir

B. S.

The accountant will instruct your purser in respect to his accounts &^c

[NDA. OSW, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]
Navy Dep^{t} 6th Dec^{r} 1800 —

WILLIAM PENNOCK Esq^{r}

The Crew of the *Augusta* must be immediately paid off and discharged, and the Brig prepared for another cruise with the utmost dispatch.

A remittance of 20000$ is directed to be made you, out of which you will be pleased to pay over to the Purser of the *Augusta*, the sum necessary to pay the crew —

I am &C

B. S.

[NDA. GLB, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]
Navy Dep^{t} 6th Dec^{r} 1800

Mess^{rs} JA^{s} & EBENZ^{r} WATSON

The Crew of the *Essex* must be immediately paid off and discharged and the ship refitted for another cruise — with all possible dispatch.

I have directed a remittance of 30,000 doll^{s} to be made to you this day.

I am &C

[NDA. GLB, Vol. 4, 1800–1801.]

B — S —

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, 6 December 1800

First part Moderate Weather — Laying of[f] & on abreast of S^{t} Pierrs

At 3 P M the Schooner returned from S^{t} Pierres, Brought on Board M^{r} Decatur & M^{r} Carrall with the People sent in the retaken Vessels lately sent into Martinico —

At 6 P M Dan^{l} Ellison fell from the Mizen top and broke his Thigh —

At Midnight Moderate wa[i]ting for a fleet going to S^{t} Kitts —

At Meridian pleas^{t} Weather Laying off & on of S^{t} Pierres waiting for a Fleet going to S^{t} Kitts —

[NDA, original.]

Extract from log book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Saturday, 6 December 1800

[Basseterre, St. Kitts] * * * * * Arrived here the U. S. Frigate *New York*, Cap^{t} R. V. Morris. * * * *

[J. Sawyer Col., Portsmouth, N. H.]

To Master Commandant David Jewett, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

S^{t} CHRISTOPHERS 7th *December 1800*

SIR On receipt of this you will receive from M^{r} Gantt such provisions &c, as the *Trumbull* is in want of, and proceed without loss of time & Cruize of[f] Porto rico, & keep that station untill the Fifteenth of February, When you will call here for to take Charge of a Convoy for the U S and return home with your ship, as the times for which the crew were entered will then be nearly expired. Being to Leeward It will be inconvenient to order your prizes (If you are fortunate enough to make Captures) so far to windward as this Port, You will therefore send them to the U S, except in Cases of recaptures where you can settle the salvage with the Captains or Agents of each Vessel recaptured, by going into Tortola or S^{t} Thomas's (which Islands are not far from your intended Cruising ground,) and this mode will Convenience all Parties & give no cause of Murmer or Complaint to any.

I am your very Obedient Humble Serv^{t}

Captain JEWETT
U S Ship *Trumbull.*

[HS of Pa. NDA, Truxtun's LB, 1800–1.]

To Captain Richard Valentine Morris, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

S^{t} CHRISTOPHERS 7th *December 1800.*

DEAR SIR You will be pleased to proceed with the U S Frigate *New York* under your Command as soon as you are ready for Sea, to windward of Desseada, such distance as you Judge best, after you have gained that station (not exceeding twenty leagues) their cruize, stretching to the Northward and Southward of that Island, and the Islands in its Neighbourhood & calling at S^{t} Pierr's Martinico every fifteen days or thereabouts for furthur instructions; which advices from America may make necessary to Issue.

Should you be fortunate enough to Capture any French vessels, they may go to the U S, under convoys fixt to sail from hence, the first of January & first of February next (there to be condemn'd) but all recaptures you make, Settle with the Captains or Supercargoes, or other legal representatives, of the owners or underwriters, either at Martinico or here as the vessels may arrive.

M^{r} Gantt being the agent at this Island for the U S, and M^{r} Gay at S^{t} Pierr's, these Gentlemen will I am sure, give you every aid in their power, in causing a fair valuation of Recaptures &c, Commissioners ought to be appointed by both parties; for that mode is not only the best on account of expedition, but it must be most agreeable in General to all concerned.

The General instructions from Government respecting Captures & Recaptures are so full, that it is Unnecessary for me to say any thing on the Subject.

I have the Honor to be Sir
your very Obd^{t} humble
Servant.

RICHARD V MORRIS Esq

N B Decem^{br} 31st Directed Cap^{tn} Morris of the *New York* to return immediately to his Station as above & in case of need to go in to S^{t} Pierrs Martinico to land his sick &c &c.

[HS of Pa. NDA, Truxtun's LB, 1800–1.]

To David M. Clarkson, U. S. Agent, St. Christopher (St. Kitts), from Captain Thomas Truxtun, U. S. Navy

S^{t} CHRISTOPHERS 7th *December 1800.*

DEAR SIR On your first appointment by me to Act as the Publick agent in this Island, for our Ships of War, Your Commissions was Stipulated, at two & one half pr C^{t}, on Settling all salvages on recaptures, and an addition of Five pr C^{t} (making Seven & one half pr C^{t}) on prizes sold, whoe's cargoes were landed, which addition of five pr C^{t} was to be in lieu of all Storage & and other charges.

I am sorry Sir to repeat, that this Stipulation being unattended to, Complaints have been loud against you in America, as well as on account of the expence of maintaining the prisoners here, together with the Exchange at which you have settled with several of the pursers, for the Supplies furnished to the ships of the Squadron, kept up in this quarter: add to all this I saw a letter from you when last in Martinico, to a Merchant there, in which you say that seven & a half pr C^{t} is what you Charge on all Salvage & that you can often make more than double that sum &c &c &c. these things are particularly painful to me who caused your appointment, but let it Sir be a warning to you in future, and on account of your amiable family, make all the reparation in your power, by shewing every service and friendly Act in your power, to M^{r} Gantt your Successor to the agency.

I am Sir in Great haste
your very Ob^{t} Servant

DAVID M CLARKSON Esquire
S^{t} Christophers

[HS of Pa. NDA, Truxtun's LB, 1800–1.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Sunday, 7 December 1800

First part Moderate Breezes At ½ past Meridian sent an Officer on Board the Vessells under Convoy with their Instructions — At 1 P M Bore away 5 Sail in Co,

At Midnight Moderate

At ½ past 1 A M finding the Fleet Drop a Stern hauld the Fore Sail up —

At ½ past 2 Layd the Main top Sail to the Mast waiting for the Fleet At 3 A M filled away again — At 8 A M Monserrat bore N N E At 10 Exchanged Sails with a British Ship of War —

At Meridian the North end of Monserrat bore N E Distance 8 Leagues —

Lattd Obs'd 16.28 N.

[NDA, original.]

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

[WASHINGTON, D. C.]
Nav Dep 8th Decr 1800.

THOMAS TRUXTUN Esqr

SIR, Captain Barry now goes out to assume the command of the American Vessels on the Guadaloupe Station. His Seniority entitles him to this command, & it could not be denied to him. I need not say more.

I enclose an Extract from his Instructions which relates to you. [See letter to Captain John Barry, U. S. Navy dated 6 December 1800.]

There will be little more to be done in the West Indies, I beleive — for I have no doubt we have made a Treaty with France, & I think it not improbable, that our Vessels will all be called in in the course of a few weeks — tho as yet we have no Official accounts of a Treaty. Upon the whole, I think it best, that you should remain after Barry's arrival, two or three weeks, not only to give him all the aid & information in your power, but to wait for events, for if we have Peace with France, we should at once shew that we do not regret it, & that we will not violate it.

If, however, you should not in two or three weeks after Barry's arrival hear from me — or from authentic sources that there is Peace between America & France, it will then be proper for you, taking one other Vessel with you, to set out on such a cruise, about the Islands & Spanish Main, as you shall judge most advantageous to the protection of our Trade — & return to New York, in April.

I have the honor &c

[NDA. OSW, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]
Navy Dept 8th Dec. 1800.

Messrs JAMES & EBENZr WATSON

I am informed that the articles of Provisions shipped from New York for Batavia under my orders to you of the 6th & 7th Dec. 1799, proved generally deficient in quality the bread in particular being totally unfit for use, and the beans & peas much damaged in consequence of not being put in full bound casks — I pray you to take effectual Measures to prevent a similar evil in the event of your making the shipment of provisions under my order of the 3d inst — The bread, Beans & Peas must be sent in well bound casks, having at least four Iron Hoops each, and the Beef and Pork so secured in full hooped barrels, as to ensure the Pickle being retained —

I am &C

B. S.

[NDA. GLB, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]
Navy Dep^t 8^th Dec. 1800.

GEORGE HARRISON Esq^r

I have this day in consequence of your letter, ordered Lieut^t Bunbury, from Baltimore — to take the Command of the *Eagle* —

I much fear that Vessels will be shut up by the Ice at Phil^a this must not be if it be possible to prevent it. The *Patapsco* may remain, and be repaired by the breaking up of the Frost. She could not well get out sooner from any other Port. Communicate this to the respective Commanders.

A Lieut^t has been ordered from the *Constellation* on board the *Eagle*, Baily — a Midshipman, to act as acting Lieut^t

I am &C

B. S.

[NDA. GLB, 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, Monday, 8 December 1800

First part fresh Breezes and pleas^t Weather the North point of Monserrat N E B E ½ E Dist 6 or 7 Leagues Ro Dundo N E ½ N Dist 5 Leagues East point of Nevis N B E Dist 7 Leagues and the East point of S^t Christophers N B W Distance 8 Leagues still in C^o with the Convoy —

At 6 P M the East point of Nevis bore N E B N and the West point of S^t Kitts N N W —

At 9 P M Wore Ship to the S^d & East'd

At Midnight the S E point of Nevis bore N E Distance about 4 or 5 Leagues At 2 A M Tk'd to the N^d & East'd set Main Sail & Jib —

At 4 hauld the Main Sail up — At 6 A M Set Main S^l Jib & Mizen —

At 10 A M came to Anchor in Bas'teerre roads in 10 Fathoms Water the Town bearing N W B N about 2 Miles Dist the Westermost part of S^t Kitts W B N and the Westermost part of Nevis S E B S Employed Painting Sides and Sundry Jobs about the rigging —

[NDA, original]

Extract from log book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Monday, 8 December 1800

* * * * * Came to an Anchor the U. S. Frigate *Philadelphia* Cap^t Decatur.

Also arrived his Brittanic Majestys Ships *Southampton* and *Hornet*. Handed all Sails.

Arrived here also a Schooner Privateer of 6 Guns Prize to the *Phila^a*

Sent two Cartels to Guadaloupe with all the French Prisoners that we had in S^t Kitts.

[J. Sawyer Col., Portsmouth, N. H.]

To Lieutenant M. Simmones Bunbury, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]
Nav Dep 9 Decr 1800

Lt BUNBURY
Baltc

SIR, You will immediately proceed to Phila^{a} & assume the command of the Brig *Eagle*, now nearly ready for sea —
Let me hear from you, on your receiving this —
I have the honor &c

[NDA. OSW, Vol. 4, 1800–1801.]

To Lieutenant M. Simmones Bunbury, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]
Nav Dep 9 Decr 1800

Lt BUNBURY
Baltc

SIR, That you may not be at a loss for want of information relative to the measures which have been taken for the re-equipment of the *Eagle*, I have the honor to inform you that, with respect to Officers, Capt Murray has been requested to send a Lieutt from the *Constellation* to join her, & it is intended that Mr Louis C. Bayly, Midsn, now on board, shall act as acting Lieutenant — a Sailing Master Surgeon & Midshipmen have been ordered & I presume are now on board — & the Purser, Mr Darby, will join you on Saturday next. — Lt Calvert was directed to take a Boatswain & Gunner from Baltc to join the *Eagle*, & I presume has done so; if, however, he should not have done so, you will appoint them yourself, or either that he may not have taken — Recruiting Instructions were sent to Lt Calvert the 3d ins — I hope before you arrive in Phila^{a}, this business will be completed; if however, it should not, Lt Calvert had better finish it, unless he should not have commenced on your arrival there: in which case, you will receive the Recruiting Instructions directed to him & consider them as your own & govern yourself accordingly.

Lt Calvert will deliver over to you the Signals & Circular Instructions & Laws, which he has received from this office, which you will also consider as directed to you.

Lt Calvert will inform you of the Steps which have been taken on the subject of Provisions &c Mr G. Harrison is the Agent at Phila^{a} He will give you every assistance, to promote the dispatch of the Brig, & I confidently rely on your exertions to accomplish it, before the ice sets in, which may be daily expected. —

I have the honor &c &c

[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, Tuesday, 9 December 1800

[In Basseterre Roads] First part pleas[t] Weather Employed takeing on Board Provisions and Sundry Stores At 3 P M the U S Frigate *President* Com[o] Truxton got underway —
At Midnight Moderate Weather —
At Meridian D[o] Weather —

[NDA, original.]

Extract from log book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Tuesday, 9 December 1800

At 1 P M: Sent the Cutter on shore for Commodore. Hove up & keep off and on, waiting for the Commodore.

At 2 P. M. the Commodore came on board. He brought John Van Ort who had entered as Seaman, received two Months pay advance & then deserted at N York. He then shipped on board the Frigate *New York*, by which he was found out. He was put in Irons. Hoisted up Cutter; Tacked Ship and Made Sail.

At sunset Nevis N. N. E. Rodondo E ½ S. S. part Montserrat S E B E ½ E. * * * * *

[J. Sawyer Col., Portsmouth, N. H.]

To Captain John Barry, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]
Nav Dep 10 Dec[r] 1800

Cap[t] JOHN BARRY

SIR, I am honored with your favor of the 8[th] & am greatly obliged for your attention to my son; but I pray you not to be too indulgent to him. He has had enough of that at home.

I ask your pardon for not paying more attention to the two young men recomm[d] by you to be Mids[n] The variety of business generally on my hand often drives out of my Recollection, those things which I wish not to forget. I now enclose Appointments for these young men. We have no Warrants just [now] — but these will answer every purpose.

Your sailing orders were sent a few days ago — the weather continuing mild, I hope you will meet with no accident in getting out.

The enclosed letter is for M[r] Gantt — who acts as Navy Agent at S[t] Kitts.

Wishing you a Recovery of health, an agreable cruise, & if honor is to be acquired, great Glory, I remain &[c] &[c] &[c]

[NDA. OSW, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]
Navy Dep^t 10^th Dec^r 1800

Cap^t JOHN MULLOWNY
Phila^a

On the 26^th Ult^o I wrote you that the *Connecticut* and the *Ganges* were destined to proceed to the Straits of Sunda for the protection of our commerce, and on the 2nd instant that you should prepare to sail at once from the Delaware, taking under convoy such Merchant Vessels as might be ready to join you for Batavia, Besides the provisions directed to be shipped from Philadelphia I have ordered an equal quantity from New York for your use at Batavia and on your return — Melasses and Rice are not among the articles sent, they can be had cheap at Batavia — In lieu of Spirits, Wine and Porter are substituted, and you may obtain arrack at Batavia, of this article however you must be very cautious that your People make not too free use, it is said to be very prejudicial to the health of American Seamen if used freely — Potatoes and Fish being perishable articles none are sent, sour Krout is an excellent substitute for the first and you may no doubt procure vegetables on the Island and at other places where you may call for water — There is an ample supply of Beef and Pork to suffice for the want of Fish — Butter and Cheese are not in the list, being liable to become very soon unfit for use, Probably there may be a greater quantity of some, & less of others of the articles enumerated in the list, in which case Cap^t Derby and yourself may make the division according to the respective numbers of your crews,

M^r Harrison will inform you on board of what Merchant Vessels the articles ordered from Philadelphia are shipped and Cap^t Derby will be furnished with the amount of the shipment ordered from New York —

Three thousand Dollars in specie will be paid into your hands by M^r Harrison, for the use of the *Ganges* at Batavia or wherever else on voyage you may want it. —

Having thus taken care of every thing depending on me, which I consider necessary to make your Cruize comfortable, I have now to add the Presidents direction that you proceed with the *Ganges* from the Delaware as soon as you are prepared to Batavia taking under convoy such Merchant Vessels as may have joined you — A very large amount of American property is gone or going to Batavia, and the principal object of your voyage is to protect it against French depredations where there is most danger in the vicinity of Batavia, particularly in the straits of Sunda and for the Security of the property already gone it is highly desireable that you should arrive at your destination as early as possible, and although you must attend to such vessels as place themselves under your convoy, and if practicable without defeating the principal object see them safe at Batavia, yet the Merchants must understand that you are not to be unreasonably delayed for the sake of any dull sailing Vessels, should any such be with you, and that if you find they retard you considerably you must leave them, for infinitely more than the value of one or two vessels may be lost by your being long delayed on the Voyage —

I have already said that the principal object of your cruise, is to protect the american Trade against French Depredations, in the

vicinity of Batavia — particularly in the Straights of Sunda — But in the present state of uncertainty as to our real situation with France, and when accounts from Europe, tho' unofficial, leave little room to doubt, that there has been a Treaty of amity concluded between the United States and France — it is difficult to prescribe the conduct you are to pursue towards French armed Vessels of every discription. The President however deems it most proper that your conduct towards such Vessels should be governed by that which you find they pursue towards our Merchant Vessels. If they cease to molest our Trade, you will on your part, cease to annoy them. If they continue to capture our Vessels, you will use your best efforts to capture, or destroy them. In those Seas, it is hardly to be hoped, even if, a Treaty has been made with France, that her cruisers will soon receive orders by which their depredations on our commerce will be restrained — tho it will be a very agreeable, as well as a fortunate circumstance, if they should; and in this case, you will at once assume a Friendly conduct towards them all, and return to the United States as soon thereafter as you can. On the other hand, if the depredations on our Commerce continue, you will remain two or three months, cruising in the Straits of Sunda, and return at that period when the greatest number of Merchant Vessels are to be collected, to take the benefit of your convoy back to the United States — this will probably be about May — perhaps June next.

The Provisions sent to Batavia are to be delivered over to Jacobus Theodorus Reynst, an officer of the Dutch Government, if they should arrive, before either the *Connecticut* or the *Ganges* — If the quantity sent should be greater than necessary, you will take measures to have the surplus sold, and remittance made to the Secretary of the Navy, in good bills for the same —

The water at Batavia is very bad and will occasion Sickness among your Crew, if it be used — You must guard against this, and take every other precaution to preserve health on board of your ship — above all things, avoid remaining inactive at Batavia which would be certain distruction to your men. Cap^{t} Preeble Just returned from that quarter, by his great attention, has brought back the whole crew he carried out with him except a very few — and in perfect health.

Should you capture French armed Vessels you must do the best you can to get them to the United States — but with no more Prisoners on board than can be brought with convenience — the rest discharge — two or three belonging to each vessel however must be sent, without which the Vessel cannot be condemned, get a rec^{t} from the French officers for such Prisoners as you discharge; if you can.

When you meet with Cap^{t} Derby, he being your Senior officer, will assume the command. but I have been so particular to you, that you may be at no loss how to act, if any accident should prevent his arrival at Batavia.

The President desires me to express his high confidence in your zeal and Talents — and that the service upon which you are now ordered will be performed with credit to yourself Officers and Crew.

I have the honor &^{c}

[Similar letter sent to Capt. Richard Derby, U. S. Navy, commanding the U. S. S. *Connecticut*, at New London, Conn., dated 11 December 1800.]

[NDA. OSW, Vol. 4, 1800–1801.]

Extract from log book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Wednesday, 10 December 1800

Pleasant Weather.

At 1 P M. made Sail in chase to a vessel right ahead. — Gave over the chase.

At sunset the South part of Guadaloupe bore N. N. E. the Great Saint N. N E ¾ E. the North part of Dominique E. S. E.

At Daylight two Sails in sight. Gave chase to the One to Leeward & set Studden Sails.

At ½ past 7. hoisted the private Signals of the Day, which was answered. Took in Sail; the Chase proved to be the U. S. Ship *Trumbull* Capt Jewitt. Sent our Boat on board & soon after made Sail in chase. Martinique Roads bearing E ½ S. At 9 A M. South point Dominique N. E. By E.

Latitude Observed 14°37′N.

[J. Sawyer Col., Portsmouth, N. H.]

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

[U. S. Frigate] *Constellation*,
OFF NEW CASTLE *Dec*^{r} *11*th *1800* —

BENJ^{a} STODDART Esq^{r}

SIR I expect to take my departure from this to Day & hope to be at sandy hook by the 14th Ins^{t} unless some unfourseen Events take place —

Neither my Doctor, or Marine officer have yet made their appearance, & unfortunately I am oblig'd to leave one of my Doctors mates behind me very ill. those gentlemen must Follow me to New York. — I have been obliged to discharge my sailing master to day, & have wrote on to new york for one to join me their, he has never been worth his Salt, & has kept such a bad account of the receipts of stores and provissions taken on board that I cannot bear with [him] any longer —

My Purser is yet much behind hand with his accounts, he has been obliged to attend to the Rendezvous, but I have him now hard at work, & such as I can't send on from hence shall be forwarded from new york Previous to our sailing from the Hook —

I am sorry for this seaming irregularity but the fast approach of Winter, hath obleiged me to turn my attention entirely towards our speedy Equipment, & I am well convinced their is no ship in the navy, hath had so much work done in so short a time. —

I am
with the greatest respect
Your most Obe^{t} —

A MURRAY

[NDA. A. Murray's LB, 1799–1805.]

Extract from log book of the U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, Thursday, 11 December 1800

[Boston, Mass.] S East winds and Moderate Breezes sent Twenty men on board the *Berceau* to take her up to town and at 3 pm the prize had got up to town to anchor rec^{d} on board 52 cask water Ends cloudy

[H. E. Huntington L&AG.]

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, 11 December 1800

First part pleas^{t} Weather Employed getting Provisions on Board &c
At 5 P M Weighd and got underway — At 6 the South point of Nevis bore E B S Distance 4 Leagues —
At 8 P M Squally took in top Gallant Sails and Spanker —
At 3 A M Set for & Main top Gal Sails — At 6 Saw a Sail to Leward made Sail & gave Chace —
At 7 A M Boarded the Schooner *Pat* [or *Nat*] formerly the *Sea Flower* a Prize to his Britannick Majesties Ship *Hornett* from Monserrat to Martinico —
At Meridian Light Winds & pleasant the North point of Dominico E B S dist 8 Leagues and the Saints E N E —
Latt'd Obs'd 15.39 N.

[NDA, original.]

To Captain Daniel McNeill, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]
Nav Dep 12 Dec^{r} 1800

Cap^{t} DAN^{l} M^{c}NIELL
Norfolk [of U. S. S. *Portsmouth*.]

SIR, I offer you, your Officers & crew, my congratulations on your safe arrival.

Reserving thirty or forty seamen to take care of the ship, & to be employed in her re-equipment, the rest of your crew must be immediately paid off & discharged, and as they were, by contract, to have been discharged at New York, you will pay ten dollars to each able & ordinary Seaman, to enable them to go to their respective homes.

It would not be proper to send the ship to the Eastward this winter: nor is it yet determined that she shall be sent on a cruise — She must, however, be prepared to sail, should it be necessary to send her on a cruise.

As soon as the men are paid off, that are to be immediately discharged: you will be pleased to direct your Purser to come on, with his Accounts & Vouchers for settlement.

If you can leave the Vessel in the care of a Trusty intelligent officer, you may visit your family, after effecting the immediate object of these Instructions, & putting the ship in a way to be refitted without your being present. You had better call here, on your way, & settle any accounts, that you may have unadjusted.

You will make your Requisitions for money & every [thing] else necessary, on W^{m} Pennock Esq^{r}

I am &^{c}

[NDA. OSW, Vol. 4, 1800–1801.]

To John Nevison, from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t 12^th Dec^r 1800

JOHN NEVISON Esquire

M^r John F. Mercer of Fredericks burgh, has charged Cap^t W^m Cowper, with having captured [on 20 December 1799.] an unarmed French Vessel called the *Esperance*, & says that previously to the Prize Master's going on board the captured Vessel, Cap^t Cowper sent arms on board that the Prise Master might swear, that he found arms on board, when he took possession of her — M^r Mercer has requested that L^t Thomas M^cKenzie, now at the Eagle Tavern in Norfolk, be summoned to substantiate the charge — whose indisposition, however, as I learn prevents his attendance. —

I have therefore the honor to request that you will be pleased to take M^r M^cKenzies deposition with respect to his knowledge of these circumstances alledged against Cap^t Cowper, in as formal a manner as possible; & transmit a copy of such oath, under your Seal to me.

The expences which may be incurred in this business, will be paid by W^m Pennock Esquire, upon this letter being shewn to him.

I am Sir

B, S,

[NDA. GLB, Vol. 4, 1800–1801.]

Extract from letter of Lieutenant John Shaw, U. S. Navy, commanding U. S. Schooner *Enterprize*, to a friend in Baltimore, Md.

PHILADELPHIA, *Dec. 12, [1800]*

"I am happy to inform you of my good success in the West Indies. I have in may last cruise taken 13 sail of vessels, made 300 French prisoners, killed and wounded 61 men, taken 42 pieces of artillery, and 180 men stand of musquetry — which is really more than I could have contemplated."

[LC, "The Salem Gazette" (Salem, Mass.) 30 December 1800.]

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

[WASHINGTON, D. C.]
Navy Dep^t 12^th Dec^r 1800

JOHN SHAW
Phila^a

I have received your Letter of the 4^th instant I regret that your state of health rendered it necessary that you should be relieved from your command of the *Enterprize*, in which your services have been so useful to our Country & reputable to yourself —

Your bill in favor of D. M Clarkson Esquire for 9177 2/100 Dollars has been presented for payment — But the accounts on which it was founded have not come to hand, which should always be the case, previous to payment of bills of this nature especially when to such large amount —

Be pleased to forward them, also the accounts of Prizes &^c which were not received with your Letter of the 4th as therein mentioned

I am sir

B. S.

[NDA. OSW, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]
Navy Dep^t 12^th Dec^r 1800

GEO HARISON Esq^r

As the *Patapsco* must undergo considerable repairs, to make her a good cruising ship — and as she is already fit for a Merchantman — I have thoughts of selling her. Will you endeavour to ascertain what she would bring, without her military equipments

I am Sir

B, S,

[NDA. GLB, Vol. 4, 1800–1801.]

To Accountant of the War Department, from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t 12^th December 1800

W^m SIMMONDS Esq^r *Account^t of the War Dep^t*

I agreed with the Secretary of war to pay 500$ for the House rented for the war office on the water side for the use of that house for the marine Corps, until the end of the year for which it was rented

I have this day paid to Col. F. Deakins this 500 D^rs all the rent to grow due from the 1^st Inst is to be paid by the War Department — except 50 D^rs now overpaid M^r Deakins for the last quarter. — I give you this information to prevent confusion in the accounts — and double payments.

I am Sir

B, S,

[NDA. GLB, 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, Friday, 12 December 1800

First part fresh Breezes and pleasant At 2 P M took in Royals At 7 took in Stay Sails &c —

At 1 A M fresh Breezes and pleasant took in top Gallant Sails — At 2 took in main Sail & Spanker

At ½ past 10 A M came to anchor in S^t Pierres Road in 25 fathoms Water and got the Boats out —

At Meridian pleasant Weather Employed getting ready to receive Water

[NDA, original.]

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

[WASHINGTON, D. C.]
Navy Dep^t 13^th Dec^r 1800

Mess^rs S, HIGGINSON & C^o

M^r Davie has arrived with a Treaty — please to let the public Vessels remain at Boston in their present State — except that repairs may go on. Recruiting must cease — and also taking in Stores.

I am Sir

B. S.

If Messrs Wattsons forwarded you a Letter from me, to Ship Provisions to Batavia, please to Stop the shipment and take out any you may have Shipped.

[NDA. GLB, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]
Nav Dep 13 Decr 1800

Capt MULLOWNY

SIR, Instead of proceeding as instructed to Batavia, you will proceed to New York, & there remain for further orders.

I have the honor to be &c

[NDA. OSW, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]
Nav Dep 13th Decr 1800

Capt ALEX MURRAY
care of Messrs J & E W[ATSON] *N York*

SIR, If this should find you at New York, you will please to remain there, until you receive further orders.

I am &c

[NDA. OSW, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]
Nav Dep 13th Decr 1800

Capt RICHd DERBY
N London

SIR, You will please to cease taking in Stores, & recruiting men, until you hear from me again.

I have the honor &c

[NDA. OSW, Vol. 4, 1800–1801.]

To Archibald Campbell, Navy Agent, Baltimore, Md., from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 13th Decr 1800

ARCHIBALD CAMPBELL Esqr

The Repairs of the *Maryland* may go on but Recruiting must instantly cease — as well as all Purchases of Provisions

Govr Davie has arrived and brings a Treaty

[NDA. GLB, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]
Navy Dep^t 13^th Dec^r 1800

GEORGE HARRISON Esq^r

The *Patapsco* may be sold exclusive of her mil^ry equipments if you can get her value — which I suppose is more than 30,000 D^rs —

I wish you would consult M^r Fitzsimons all efforts to get out the *Eagle* may cease also Recruiting men and sending Provisions on board. Let her remain in a place of safety.

I am Sir

B, S,

M^r Davie has got here with a Treaty. — not yet laid before the Senate.

[NDA. GLB, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]
Navy Dep^t 13^th Dec^r 1800

Mess^rs GIBBS & CHANNING.

The *Gen^l Greens* repairs may be finished but she must not take in Provisions — nor had any men be recruited: M^r Davie has arrived with a Treaty — not yet laid before the Senate.

I am Gent^n

B, S,

[NDA. GLB, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]
Navy Dep^t 13^th Dec^r 1800

JAMES & EBENZ^r WATSON

I have to request that you will stop the shipment of the articles directed to be sent to Batavia — & if already shipped in Vessels which have not sailed, have them taken out again — If you forwarded that order to Mess^rs S. Higgonson & C^o — please to forward to them this letter.

I am Gent^n

B, S,

If Cap^t Murray is at New York, request him to remain for further orders from me.

[NDA. GLB, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]
Navy Dep^t^ 13^th^ Dec^r^ 1800

JOHN SHAW
*Phila^a^*

I understand from your representation that there is money in your hands arising from the sales of French armed Vessels Captured by our Vessels of War & sold in the West Indies, because they were not in a condition to proceed to the United States for regular trial and condemnation

You will be pleased to pay over to the Treasure[r] of the United States such portion of the prize money as would have belonged to the United States had the Vessels been regularly condemned, and distribute the residue as the Law directs in cases of regular trial and condemnation, for doing which this Letter shall be your authority — You will transmit to the Accountant of the Navy department, an account of the sales of the Vessels &^c^ in this predicament.

I am sir

B. S.

[NDA. OSW, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]
Navy Dep^t^ 13^th^ Dec^r^ 1800

WILLIAM MARBURY Esq^r^

It was originally intended to procure Frames for Nine 74 Gun Ships — six were contracted for in Georgia, which will be compleated — two in South Carolina, where only about two thirds of one Frame will be furnished — and for the other, I requested in my correspondenc with you of some months past, that you would endeavour to contract; stipulating that the material pieces should be got of locust — wild cherry or Black Walnut —

I now enclose a second estimate of the timber wanted for the Frame of a 74 Gun Ship — and an estimate of those pieces wanted to complete the Frame, partly obtained in South Carolina — The estimate for the whole frame differs from the one you formerly rec^d^ — and admits of a greater proportion of the timber, being of white Oak — I request you will enter into contracts if in your power, not only for the whole frame, agreeably to the present estimate — but also for the pieces necessary to complete the frame, part of which has been obtained in South Carolina.

The pieces you will observe are to be cut to the moulds, by the Contractor — and the Public is to pay for the number of cubic feet contained in each piece, when reduced. From the best information I can get on the subject, you may go as far as one Dollar p^r^ foot for the white Oak timber, and one Dollar and a half for the Locust, Cherry or Walnut

You may be liberal in your advances to enable the contractor to begin the contract with every advantage — taking care to obtain good personal or real Security not only for the money advanced — but for the performance of the contract, in as short a time as practicable.

the timber to be delᵈ at the Navy Yard in the City of Washington at the expence of the contractor.

I am to report in a few Days the measures taken to procure timber, to a Committee of the House of Repᵗᵃ — and wish to be able to inform them, that measures have been taken, to secure eight frames for 74 Gun Ships —

I am Sir

B, S,

[NDA. GLB, Vol. 4, 1800–1801.]

To the United States Senate from President John Adams

UNITED STATES, *December 15, 1800.*

Gentlemen of the Senate:

I transmit to the Senate, for their consideration and decision, a convention both in English and French, between the United States of America and the French republic, signed at Paris on the 13th [See 30 September 1800] day of September last, by the respective plenipotentiaries of the two Powers. I also transmit to the Senate, three manuscript volumes containing the journal of our envoys.

JOHN ADAMS

[NOTE.—All pertinent documents concerning the diplomatic negotiations are printed in "American State Papers, Foreign Relations" volume 2, pp. 295 to 345.

The United States Senate agreed to ratify the treaty on 3 February, 1801, provided that the 2nd Article was expunged and a substitution added.

On 2 March, 1801 John Adams turned over all papers regarding the unratified treaty to President Thomas Jefferson, and negotiations were continued until 19 December, 1801 when the Treaty was ratified between the United States of America and the French republic.

The following message of the President and resolution of the United States Senate terminated the proceedings upon the convention: —

DECEMBER 11, 1801.

Gentlemen of the Senate:

Early in the last month I received the ratification, by the First Consul of France, of the convention between the United States and that nation. His ratification not being pure and simple, in the ordinary form, I have thought it my duty, in order to avoid all misconception, to ask a second advice and consent of the Senate before I give it the last sanction, by proclaiming it to be a law of the land.

TH: JEFFERSON.

IN SENATE OF THE U. S. *December 19, 1801.*

Resolved, That the Senate (two-thirds of the members present concurring therein) consider the convention between the United States and the French republic as fully ratified.]

[Details concerning the carrying out of the terms of the Treaty, and the various negotiations which continued for many years, are contained in American State Papers, Foreign Affairs, volume 2.]

[Am. State Papers, Vol. 2]

To Secretary of State from William Kirkpatrick, U. S. Consul, Malaga

Copy

MALAGA *15 Decʳ 1800*

SIR About the time that I wrote to you last 30 Octʳ strict orders were received from Madrid, by the Capt. General as president of the Board of Health not to admit to an Entry, any vessells whatever from

the United States, those that had been visited by English Cruizers, or had touched at Gibraltar, untill they had performed a rigorous quarantine. Several Americans have been obliged to lay it out, without even having Permission granted to land any kind of Goods, this order, which I understand has been General to all the Ports in Spain, proves a great obstruction to our Trade. However I confide that the remonstrances of Colonel Humphreys at Madrid, and the sickness at Cadiz & Seville having entirely subsided, may soon cause it to be mitigated.

The Fevers that had begun to break out in this Place, as mentioned in my said last, continued without extending much (nor more than 15 or 20 dying of a day) till within these five days past a copious fall of Rain having taken place, every symptom of the sickness, I am happy to say, has disappeared. —

Notwithstanding the Treaty concluded with France, an American vessel, the *Mary* Capt Borrowdale I am informed has been Condemned, & Capt Nicholas Le Pelley of the Ship *Flora* of Petersburg, who I formerly advised to have been captured, & brought in to this Port by two french Privateers, having given faculty to his Agent at Paris to compromise with the Owners of the Privateer, If he judged it for the Interest of the concerned in his Ship and Cargo, he writes, to have made an agreement with them to pay $2500 for the Papers to be returned, rather than stand the chance of Trial.

I inclose you Copy of a Letter just received from Consul OBrien, of Algiers dated 25 Nov^{r} with a State of our affairs in that quarter, the Danish Government has now in these Seas a Ship of the Line four Frigate & a Brig of War and the Swedish one Frigate now gone on to Tripoly to endeavor to make up matters with that Regency.

I have the Honor to be
Sir
Your most obed &
very humble Serv^{t}

WILL^{m} KIRKPATRICK

The Secretary of State [John Marshall]
for the United States of America

[SDA. CL, Malaga, Vol. 1, 1793–1814.]

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

UNITED STATES SHIP *President* on the
Windward Station at Sea, *15th December 1800.*

SIR My extreme bad state of health and total loss of appetite, to receive any sort of nourishment, which my weak and Debilitated stomach rejects every kind of, Owing to the severe Bilious attacks I have had since my arrival on this station; Compels me to request in the most earnest manner, permission to return to the U S as soon as possible. The bad weather I experienced after leaving Sandy hook and the severe cold I got, added to my arrival at the moment almost of the Autumnal equinox, When the weather was warm beyond human remembrance, *as the Islanders all say*, and the frequent calms that accompanied the burning Sun, has caused in my frame a revolution that the Nothern air of America can only correct.

If we had an active war, or any particular services of mine could be useful; While I could crawl about, I should ask no indulgence, but as this is not the case, I request you will order me home and without a leeward route, as that would perhaps in my present state be more, than I should ever get over.

My Surgeon has advised my going into the Country at S^{t} Christophers, or at Martinico, for a change of air, but the object of health, has been only a secondary consideration with me, while I had a Squadron to Command, and the Publick good required constant attention to it.

I have the honor to be Sir with
great respect your very Obed^{t}
humble Serv^{t}

Honorable Benj^{n} Stoddert Esq^{r}
Secr^{y} of the Navy.

[HS of Pa. NDA, Truxtun's LB, 1800–1.]

To the Midshipmen of the U. S. Frigate *Constellation*, from Captain Alexander Murray, U. S. Navy

U S Frigate *Constellation Decb^{r} 15th 1800*

Gentemen Tis with real concern that I observe a backwardness and inattention to fulfill the stations, you are appointed to with that becomeing propriety that every young man ought to be Actuated by —

The life you now pursue, is that of your own Choice, and it is dishonourable in you to suppose that you are to enjoy the pay, and Subsistance of the Publick without a claim of mint & ambition to make yourselves usefull members of Society —

Let me once more injoin you to pay a little more attention to your duty, and not oblige me, and the other Commissioned Officers of the Ship, to be driving you about, like the common men of the Crew; exert yourselves to acquire all the knowledge you can, — that you may merit promotion, and do not set bad examples to those under you —

As your Commanding Officer it is my Duty to observe with close attention, every part of your respective Conduct, and to report the result to the Secretary of the Navy, which I shall most assuredly attend to, without any partiallity, in order that he may be enabled to pick out the most meritorious for promotion, and happy should I be if you would put it in my power to give him the most favourable accounts of you all, you have no right to expect to arise to post of dignity, and honour, without close attention to all rotation of Duty required of you

Wishing to see a favorable amendment, among many of you —
I am with real regard —
Your freind

A Murray

To the Midshipmen
of the *Constellation*

[NDA. A. Murray's LB, 1799–1805.]

[About 15 December 1800]

General Orders to Commissioned and Warrant Officers of U. S. Frigate *Constellation*, from Captain Alexander Murray, U. S. Navy

General Orders to be strictly attended to by the Commissioned & Warrant officers of the United States Frigate *Constellation* —

The Commissioned Officers are required to regulate their time of Messing as follows, (Unless particular circumstances render it otherwise)

To Breakfast at 8 OClock
To Dine at 2 OClock
To Sup at 8 OClock

The Quarter Deck never to be left without a Commissioned Officer, if it can be avoided all other regulations laid down for the Government of the Navy to be observed as usual —

The Warrant Officers, to Breakfast at 8 OClock
To Dine at Meredian
To Sup at 6 OClock

They are never to be below in their respective watches without a sufficient excuse, and when all hands are called to duty they are to attend with others

[NDA. A. Murray's LB, 1799–1805.]

To Thomas Dobbin, Editor of the "Telegraph", from Captain Thomas Truxtun, U. S. Navy

UNITED STATES SHIP *President* on the
Gaudaloupe Station *16th December 1800.*

SIR In your paper of the 17th of October last, which I received a few days ago at St Kitts, with a number of others: I observed an affidavit of one Thomas Coates (a marine) setting forth, that I had sent several men therein named, on board his Britannick Majesty's Ship *York* Captn Farrier, which were impressed Americans, and had swam from the *York* to the *Constellation*. As the Accusation is *false, Malicious, Vindictive* and *barefaced,* I shall take it kind in you, to give publicity to this note, the Note of my Officers Accompanying it, who were with me in the *Constellation*, and at the same time to republish Coates's affidavit, when an upright community I doubt not, will form a Just opinion of the circumstance in question.

Since I have served my Country in the Navy, it has ever been my earnest desire to do my duty, to the best of my abilities, to give satisfaction to the Government, and at the same time to my fellow Citizens &c, and I have hitherto indulged the pleasing hope, that my studied Conduct, to act in all cases with propriety, would have at least preserved me from Censure of every sort.

I am Sir with great respect
your very Obt humble Servt

To Mr THOMAS DOBBIN,
Editor of the Telegraph.

[HS of Pa. NDA, Truxtun's LB, 1800–1.]

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

[WASHINGTON, D. C.]
Navy Dep^t 16^th Dec^r 1800

JOSHUA HUMPHREYS Esq^r

I am honored with your Letter of the 12^th instant, and have directed you a remittance of twelve thousand Dollars

You will have the Titles to the grounds purchased for a Navy yard made to the United States — Consult M^r Ingursall —

I am Sir

B, S,

[NDA. GLB, Vol. 4, 1800–1801.]

To the Collector of Customs, Providence, R. I. from Secretary of State

DEPARTMENT OF STATE: —
Washington, 17 Dec^r 1800

SIR I have received a copy of a protest made at Leghorn by Moses Adams, master of the armed ship *Providence*, belonging to your port, in which he states that the men, whose names are annexed, were, in February last, impressed, at Leghorn, from on board the said ship, and not returned, by the British Ship of war *Minotaur*. To enable me to put in operation the measures necessary to produce their liberation, I request that you will be pleased to intimate to their friends, if you can discover them, that I shall be ready to receive proof of the men's being citizens, for the purpose abovementioned.

I am, Sir, very respectfully
Your most obed. Serv^t

J MARSHALL

The Collector of the Customs
Providence
Rhode Island

NAMES OF THE IMPRESSED MEN

W^m Hilton, 4 Lieut. John Powers, Daniel ONeale, Dennis Lyon, John Nicholas, Lewis Goodwin (Cooper) Edward Jones, Robert Anderson, John Wright, W^m Riley, Thomas Roberts, and John Hennicie.

[R. I. HS.]

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

[WASHINGTON, D. C.]
Nav Dep 17 Dec^r 1800

RICH^d DERBY Esq^r

SIR Although my letter of the 13^th ins directed that you should cease taking in stores & recruiting men: still it is necessary that the Repairs of the Ship, should go on, & that she should be refitted in all other Respects.

I am &^c &^c

[NDA. OSW, Vol. 4, 1800–1801.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship *Ganges*, Thursday, 17 December 1800

At 3.P M hove up and got under way, at 5 came too with the small Bower opposite Hamburg

[NA.]

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, 17 December 1800

First part light Breezes and pleas[t] Weather all Sail Set in Chace — At ½ past 2 P M beat to Quarters At 3 Exchanged Signals with the U S Frigate *President* Commodore Truxton

At 6 P M clewed up the Topsails & Stopt them with rope yarns —

At Midnight pleasant Weather

At 9 A M made Sail

At Meridian pleasant Weather Employed Mending Sails &c

Lattd Obs'd 14.11 N.

[NDA, original.]

Extract from log book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Wednesday, 17 December 1800

* * * * * At ½ past 1 P M. saw a Sail on Weather Bow. Made Sail.

At ½ past 2 Made Signals to the Chase & hoisted American Colours. The chase answered our Signals, and proved to be the U. S. Ship *Philadelphia*. * * * * *

Latitude Observed 15° 00′ N.

[J. Sawyer Col., Portsmouth, N. H.]

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

[Washington, D. C.]
Nav Dep 18 Dec[r] 1800

Cap[t] Ja[s] Sever,

Sir, M[r] W[m] Duncanson one of your Mids[n] being too young to take care of himself, I have the honor to request that you will be pleased to see him provided with comfortable cloathing — for which an adequate proportion of his pay, must be appropriated — He has been in service since the 23rd Feb[y] 1800

His friends also request that you will not suffer him to draw his proportion of Rum — as youth's of his age may acquire bad habits, without being sensible of their impropriety.

I have the honor &[c]

[NDA. OSW, Vol. 4, 1800–1801.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship *Ganges*, Friday, 18 December 1800

At ½ past 3 got under way and dropt down, to the lower end of Reedy Island and came too with the best bower —

[NA.]

Extract from log book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Thursday, 18 December 1800

* * * * * At 4. PM. discovered that the Fore top mast was sprung in the Cap: immediately took in Top Gall^{t} Sail, Royal, & 3 Reefs in Fore top Sail, Reefed the Top Mast about four feet, fleeted & set up the rigging, having secured the topmast by passing a lashing through the Fid hole round the Trussel trees & fishing & woulding it.

At sunset Dominico bore N W By W. Martinico S W By S. S^{t} Lucia S ½ E. At ½ past 11. P M. John Riley Ord^{y} Seaman, supposed to have been a sleep in the Main Chains fell over board Lowered down the Cutter and went in search of him. The boat being out of sight, at 12 hoisted two Lights. The boat returned but could not find him. * * * * *

Latitude Observed 15° 40′ N.

[J. Sawyer Col. Portsmouth, N. H.]

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

[Washington, D. C.]
Navy Dep^{t} 19th Dec^{r} 1800

Mess^{rs} S Higginson & C^{o}
Boston

I have the honor to request that you will cause the French Ship *Le Berceau* to be purchased for the United States — and afterwards, have her placed where she will be secure, with Just as many men on board, as will be necessary to take care of her — make no repairs —

The British Gov^{t} Generally buy the National Ships captured by their own — but at very low prices — Be pleased so to conduct the purchase now directed as to prevent its being known, that it is on acco^{t} of Government. — Then Gentlemen who might feel delicacy in interfering with the views of Government, will not be restrained from bidding — nor will others bid merely to swell the price, for the benefit of the captors.

I am Gentlemen,

B, S,

[GLB, Vol. 4, 1800–1801.]

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

[Washington, D. C.]
Navy Dep^{t} 19th Dec^{r} 1800

Mess^{rs} J & E, Watson
N York

I am honored with your letter of the 10th Ins^{t}

I wish you had given me your opinion of the probable price of the 30A^{s} of Ground to be sold on the 26th Ins^{t} If the title is perfectly clear — and if you are certain it will answer well for a Ship Yard, to build and launch Ships of the largest size — you will please to purchase it provided the price does not exceed your Ideas of its value — and provided too, that you do not give more than 20,000 Dollars —

Ten acres of Ground would be enough for a Building Yard — but 30 Acres would probably be better.

I am Gent^{n}

B, S,

[NDA. GLB, 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, Friday, 19 December 1800

First part Moderate Breezes and pleas^{t} At ½ past Meridian Saw a Sail bearing N^{q} of us Set the Stay Sails & flying Jib — At 2 P M Tk'd and took in Stay Sails At 3 Boarded the Brig *Martha & Mary* of and from Baltimore to Barbadoes 18 days out ——— Smith Master — At 4 P M made Sail & Tk'd to the N^{q} & W^{q}

At 6 A M Saw a Sail to Leward gave Chace — At 9 A M Spoke the Schooner *Highlander* of Antigua to Barbadoes Saw another Sail to Leward — At ½ past 9 Wore Ship & gave Chace

At Meridian pleas^{t} Weather in Chace the Southermost part of Martinico S W B S and the Northermost part bore West

Lattd Obs'd 14.53 N.

[NDA, original.]

To Captain James Sever, U. S. Navy, from Captain Thomas Robinson, U. S. Navy

U. S. Ship *Adams*
at sea Dec^{r} 20th 1800

Sir I am honor'd with your note of this date, enclosing instruction's for my government on a Cruize, to Windward of Turks Island, (which I think judicially arrang'd) and be assur'd Sir, I will do what lyes in my power, for the protection of our Trade and the anoyance of French Cruizers. — within the limits prescribed by You

I have the honor to remain
Sir
Your most Obed^{t} Serv^{t}

Tho^{s} Robinson

James Sever Esq^{r}

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

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, 20 December 1800

First part Moderate & pleas^{t} Weather — At 2 P M Boarded the Danish Ship *Three Brothers* from S^{t} Thomas's to Martinico 14 Days out John Andrews Master a Prize to the *La Buege* Corvette of Caynne Sold at S^{t} Thomas —

At 3 made Sail and hauld by the Wind to the North'd —

At ½ past 5 the North part of Martinico bore S W ½ W Distance 4 Leagues South part of Dominico bore W B N ½ N North part N W

B N Distance 8 Leagues — At 10 P M Squally took in & made Sail Occasionally —

At 2 A M Tk'd to the N^{q} & Eastd — At 6 Squally took in & made S^{l} Occasionally At 10 Tkd Ship —

At Meridian the North end of Dominico bore W N W about 9 or 10 Leagues the South end W B S ½ S Clewed up the topsails & furled them Squally rainy Weather —

[NDA, original.]

Extract from log book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Saturday, 20 December 1800

* * * * * At 2 PM. Backed Main top Sail; a sail in sight bearing down, proving by Signals the U. S. Ship *Merrimack*. Sent our boat on board. At sunset the *Merrimack* bore W By N. At 2 AM. squally At 6 saw a Sail off the Lee Bow standing to the Northward. At ½ past 10. saw Deseada bearing W B N.

At 11. saw a sail to Leeward. Made Sail.

At Meridian spoke the Schooner *Experiment*. Lieut. Stewart, who informed us she had recaptured an American Brig from Baltimore loaded with Flour & sent her into Martinico.

The Commodore ordered Lieu^{t} Stewart to run down & get sight of Petit Teirre, and then stretch to Windward of Deseada and Marigalante.

Latitude Observed 16° 20′ N.

[J. Sawyer Col., Portsmouth, N. H.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship *Ganges*, Monday, 21 December 1800

At 7. AM. Got under way and proceeded down the river [from Reedy Island]

[NA.]

Extract from log book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Sunday, 21 December 1800

At Meridian took One Reef in Main top sail.

At sunset Deseada bore W S W. 5 Leagues. At 6 A. M. saw a sail to Leeward: bore away & gave chase. At 7 spoke her. she proved to be his Majestys Schooner *Gipsey* on a cruize.

At ½ past 7 hauled our wind & gave chase to a Sail to Windward. — All sail set — At ½ past 8 made Signals of the Day which were answered by the chase.

Bore away to give chase to a Sail to Leeward. At ½ past 9 gave the chase a gun and at 10 gave her another. At 11 came up with her and sent our boat on board her. She proved to be a Danish Ship from Wilmington (N. C.) bound to S^{t} Croix out 30 days. No news Filled away Main Top Sail and ordered her to proceed.

Latitude Observed 16°41′ N.

[J. Sawyer Col., Portsmouth, N. H.]

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

[Washington, D. C.]
Navy Dep^t 22^nd Dec^r 1800

Captain Moses Tryon
New London,

I am honored with your Letter of the 8^th instant — It is to be regretted on account of the captors that the *Italic Conquest* [*Italie Conquise*, captured 29 December 1799 by U. S. S. *Connecticut*] did not sell for a better price, but as she was sold agreeably to Law, there is no remedy —

It was always illegal to sell prizes to our Ships of War in the West Indies —

I am sir

B. S.

[NDA. OSW, Vol. 4, 1800–1801.]

[22 December 1800]

Protest of James Fanning, Master of the *Hibernia*, captured by French privateer *Young Creole* (*La Jeune Creole*), which was captured by U. S. Frigate *Chesapeake*, 1 January 1801

By this Publick Instrument of Protest be it made known that on this Eighteenth day of February Eighteen hundred & one, Before me Henry Hammond Consul of the United States of America at Cape Francois personally came and appeared James Fanning, late Master of the Ship *Hibernia*, who on his solemn Oath did depose and say, that he sailed from Damascatty River on the seventh day of December in said Ship bound for Jamaica, that nothing material occurred to him until the twenty second day of the same Month when he was in the Lattitude of 22 North and in the Longitude of 69 West he fell in with and was captured by the French Privateer *Young Creole* commanded by one Barron, The Ship was sent for Porto Rico, from whence the Privateer had sailed, that he was taken and detained on board the Privateer until the first day of January ultimo when they were captured by the United States Frigate *Chesapeake* from which Ship he was landed in the Island of S^t Bartholomews from whence he proceeded to S^t Thomas and from thence to Porto Rico, on his arrival at S^t Johns in that Island, he found that his Ship had arrived at Laguadella a Port to Leeward whither he went and that the Vessell had been sold at Public auction, was stripped of every thing, and her Cargo taken out, except a small quantity of Lumber, and he saw no probability of any part of the property being recovered, he left Porto Rico, in Order to return to America, and now desires to Protest, requiring of me the said Henry Hammond an Act to avail him when and where it may be needful & necessary.

Signed — James Fanning

Whereupon I the said Henry Hammond at the request aforesaid have protested and by these Presents do protest against the Capture of the Ship *Hibernia* and Cargo by the beforementioned French Privateer *Young Creole* and for the damages thereby occasioned that all the Losses, Costs, Charges and damages suffered, or to be suffered

and sustained thereby may be submitted unto & borne by those to whom of right it shall or may belong. —

In testimony whereof I have hereunto set my hand & SEAL affixed my Seal of Office at Cape Francois the Year, Month & day first above written — to all which I attest.

Signed HENRY HAMMOND

[SDA. Spol. Cl. SC, 1819, Vol. 42.]

Extract from letter from Captain Hays of the schooner *Two Brothers* concerning ill treatment by Captain Milne of H. B. M. S. *Seine*

BARBADOES, *December 22, 1800.*

"I could make you laugh with a variety of anecdotes; but will commence with one of a more serious nature, the particulars of which would be too lengthy for the present. Suffice it to tell you I have been dragged out of my own boat with one of my people, by captain Milne, of the *Seine* sloop of war, who told me he would cool me with two dozen; for no other reason than my trying to prevent his people from taking the man out of my boat, however after beating me, whilst two of his men held me, and his bowman struck me several times with his boat hook, the *noble* captain ordered me to be lashed to the schooner's bowsprit where they left me lashed on my back, and carried off Thomas Moody, a citizen of the United States who at the same time had his Certificate in his pocket."

[LC, "Conn. Courant" (Hartford, Conn.), 2 February 1801.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship *Ganges*, Tuesday, 22 December 1800

At 7. PM the Light House bore W ½ S distance 2 Leagues. At 8 the Light house bore W b S ½ S distance 4 Leagues. All sail Set — Little Egg harbour bore W N W distance 3 Leagues.

[NA.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Monday, 22 December 1800

First part Moderate and pleasant Weather At 5 P M the North part of Dominico bore West the South end S W B W ½ W and the North end of Martinico S W ½ S — At 6 Tkd to the N^{d} & West'd —

At 3 A M Tk'd Ship — At 6 Deserada bore N N W ½ W the N E point of Marigalante W ½ N North point Dominico S W B W ½ W Saw a Sail in the N E and two Ships and a Schooner under the Land made Sail in Chace —

At 10 A M Exchanged Signals with the U S. Schooner *Experiment* At 11 the *Experiment* brought too & Boarded the Schooner —

At ½ past 11 Capt^{n} Stewart came on Board

At Meridian Light Airs the South end of Marigalante bore West 8 Leagues Distance and the North end of Dominico W S W —

Lattd Obsd 15.50 N.

[NDA, original.]

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

[WASHINGTON, D. C.]
Navy Dep^t 23^rd Dec^r 1800

GEORGE HARRISON Esq^r

You will be pleased to decline taking any further steps respecting the sale of the *Patapsco* until further orders — Let her be taken care of at the least practicable expense —

I am Sir

B, S,

[NDA. GLB, Vol. 4, 1800–1801.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship *Ganges*, Wednesday, 23 December 1800

Fresh breezes and pleasant — At 2 P M saw the Highlands of Neversink, bearing N by W ½ W distance 6 Leagues

At ½ past 7 P M came to abreast the Highlands of Neversink in 4¼ fathom Water — the Light House on Sandy Hook bearing N ¾ W distant about 7 Miles

At ½ past 9 got a Pilot onboard, hove up and stood for the Hook —

[NA.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Tuesday, 23 December 1800

First part Light Winds and Variable At 1 P M Exchanged Signals with 2 British Ships of War — At ½ past 2 Lieu^t Stewart left us made Sail to the South'd & West'd

At 5 P M hove too the Captains of the *Daphne* and *Syan* [*Cyane*, Captain Matson] two British Ships of War came on Board South point of Dominico S W B S North point W B S Marigalante W N W Deserada N B W Distance 8 Leagues At 9 P M made S^t At ½ past 10 Tk'd Ship to the Eastd and Clewed down the Topsails Marigalante bearing N N W Distance 4 Miles —

At 4 A M Set the topsails and Spoke the *Syann* At 6 Deserada bore N B E ½ E North point of Marigalante N B W ½ W Saints W N W and the North point of Dominico W ½ S — At ½ past 8 Exchanged Signals with a strange Ship —

At Meridian Light Winds & pleasant Weather Marigalant bore N W 8 or 9 Leagues the North end of Dominico W B N the South end S W ½ W and the North end of Martinico S S W ½ W

Latt'd Obs'd 15.34 N.

[NDA, original.]

Extract from log book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Tuesday, 23 December 1800

* * * * * At 6 AM. saw a Sail to the Eastward. — Made Sail and gave chase. At 8 gave the chase a Shot & afterwards several more. At 9 the chase bore down for us. Backed Main top Sail and

spoke her an English Privateer Sloop *Dildo* out 2 Months from Fort Royal Martinico, had taken but one Danish Schooner had seen no American Cruizers.

At 11. saw a Sail ahead Made Sail in chase.

Latitude Observed 16° 39′ N.

[J. Sawyer Col., Portsmouth, N. H.]

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

Copy

ALGIERS *24 December 1800* —

SIR I wrote by sundry conveyances, & is fearful that you have not received the Letters I forwarded you — the U. S. Ship [*George*] *Washington*, Sailed the 19 of October for Constantinople with the Dey's Ambassador, & presents, this was a forced business, there was no Alternative, but for said Ship to proceed, or War would be the result, of a positive refusal. —

Only one Cargo of our Stipulations to Tunis is forwarded, my last letter from Consul Eaton at Tunis was dated the 23 of November, at that time the *Anna Maria* was not arrived there. —

At Tripoly we are threatened with war, if the Bashaw does not receive an extraordinary present from the United States. —

At Algiers we are two years in arrears in the Annuities, & has no funds, & not ashure credit, we should make good our Stipulations, & annuities, Tripoly should have money, or balls, & we should immediately have a fleet of Corsairs in this Sea, to keep the evil minded in awe, & to make us Something respected, if not we shall share the fate of the Deans at Tunis, of the Swedes at Tripolia, & of many at Algiers, war will be the result of detention & neglect, I shall thank you for some American news, My last from the Secretary of State was the 29 July, — copy of this letter please to forward to the Department of State — & to John Leamy Esq^{r} Philadelphia It again looks Squally on British affairs I positively expect to See Lord Keith &^{c} &^{c} Shortly in the Bay of Algiers —

Sir

Your most obt Serv^{t}

Signed RICHARD OBRIEN

W^{m} KIRKPATRICK Esq^{r}
Consul of the United States of America
Malaga

A true Copy
WILL^{m} KIRKPATRICK

[SDA. CL, Malaga, Vol. I, 1793–1814.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship *Ganges*, Thursday, 24 December 1800

Moderate Breezes and pleasant. At 3 PM. hove up and stood in for the Hook, At ½ past came to in 6 fathom Water, the U S Frigate *Constellation* Laying within the Hook — — —

[NA.]

Extract from log book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Wednesday, 24 December 1800

Pleasant Weather. Still in chase.

At 2 PM. set Top Gall[t] Studden Sails and found we gained on the chase very fast. At 3. she answered our Signals. took in Sail & gave over the chase. At sunset Antigua bore N E ½ N. Rodondo N W By N. At 9 PM. saw a Sail on our Starboard Bow. At 10 she past us astern being the Ship we exchanged Signals with this day.

At 6 AM saw two Sails on our Weather Bow Made Sail and gave chase. At 7 saw another Sail on the Lee Bow. At ½ past 7. gave the Chase a Gun & at 8. another when she bore down for us. At 9 Backed Main top Sail & spoke her, proving to be a Brig from New Haven bound to S[t] Kitts with Cattle out 29 days informed that she had laid 2 Weeks on the rocks of Burmuda, and had landed ten Horses there. At 10 saw another Sail off Weather Bow. Gave Chase in company with the *Southampton*.

[J. Sawyer Col., Portsmouth, N. H.]

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

NEW YORK, *Dec. 25, 1800.*

SIR: — I have the honor to inform you I returned here from the city of Washington the 20th inst., since which I have been confined to my room on shore with a violent cold attended with some fever.

I am sorry to say the officers and crew of the *Essex* are not paid off, in consequence of the confused state of the Purser's accounts with them, and his not being ready with the pay roll. Mr. Mumford's want of the necessary qualifications for a Purser has already been attended with more expense to the government than ten times the amount of his pay and rations.

The crew were discharged the 23d, and would have been immediately after the receipt of your orders, had the Purser been ready. They are still victualled on board, as the payment of their wages will not commence until to-morrow.

The *Essex* is moored in the Wallabout Bay on the Long Island side, opposite the eastern part of this city. I consider her perfectly safe from storms and sea, and there is room for many more to lie in safety. The present state of my health will not admit of my attending to the proper survey of the Bay. The caulkers have nearly completed their business. Carpenters are making some necessary repairs. The damaged mainmast is taken out, and a new one will be ready in about ten days. It has been found necessary to have a new gang of main shrouds made, as the old ones have been condemned. What new sails were wanted were all cut out and nearly finished before I arrived home. Our stock of water is completed, and the new boats building for the ship are in such a state of forwardness that they must go on. I have given leave to two of the Lieutenants, the Gunner, and all the Midshipmen except four, to go home for a few weeks unless called for. The Sailing Master, never having had a warrant, I have discharged. I shall immediately ship about thirty-five sailors for three months, unless sooner discharged by your orders; that number, independent of the marines, will be wanted to make the ship safe at her anchors,

and they will be constantly employed in refitting the ship in such a manner that she can be got ready for sea at the shortest notice. I hope this arrangement will meet your approbation, and have to request you will honor me with your permission to go to Portland for a few weeks to attend to my private concerns. I shall be punctual in returning to the ship any day you may think proper to appoint. If I have your permission, Mr. Phipps and Mr. Lee will be the commissioned officers in charge of the ship, to be relieved by Mr. Beale and Mr. Tew, a few weeks hence.

I shall send you my letter and order books as soon as I can have them copied. I shall forward my account books completely settled, to the accountant of the Navy, Thomas Turner, Esq.

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

Your most obedient, humble servant,

EDWARD PREBLE, *Capt. U. S. N.*

To the Hon. SECRETARY OF THE NAVY.

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

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, 25 December 1800

First part Light Airs all Sail Set in Chace by the Wind At 2 P M Tk'd to the North'd At 6 P M the North part of Dominico bore W B N and the South part S W B W — Martinico bore S W B S —

At ½ past 4 A M Wore Ship to the S^{d} & East'd and settled down the topsails — At ½ past 7 A M Saw a Brig and Schooner under Dominico made Sail and gave Chace At 9 got the Barge out Manned her and sent her in Chace of the Schooner gave her a Gun and brought her too continued our Chace after the Brig —

At 11 A M after Fireing sev^{l} times, close in under the Fire of three Forts on Marigalante sev^{l} Shots flew over us rounded too and gave her a Broadside killed sev^{l} head of Horses which we Saw fall —

At Meridian Spoke the Schooner *Peggy* of Hartford M^{r} Decatur on Board as Prize Master —

[NDA, original.]

To Lieutenant Charles Stewart, U. S. Navy, from Captain Stephen Decatur (Senior), U. S. Navy

On board the FRIGATE *Philadelphia*
December — 26th 1800

Cap^{t} STUART.

SIR, However anxious we may both be to serve our Country, yet in the present experiment It would be prudent not to expose yourself too much in going too near the reef — If you should find that the Ship lies without, intirely clear, I think you may venture along side. At any rate should the attempt be made I beg you will not leave the boats —

This is by no means to be considered as Instructions, but my recommendation, as you will have a better opportunity of Judging of the

measures most proper to be pursued, according as Circumstances may appear when you reconnoiter her situation — You will then be able to Judge whether the boats can with propriety be sent along side, at all — as she may have troops on board to protect her.

I am Sir

Y^{r} most Ob^{t} Serv^{t}

Cap^{t} STEWART. STEPHEN DECATUR

[NA.]

To Lieutenant James Burns, U. S. Navy, from Captain James Sever, U. S. Navy

U, S, FRIGATE *Congress*
December 26th 1800

Lieu^{t} JAMES BURNS

SIR You are to consider yourself as in arrest, upon the following charges, which will be exhibeted against you, when ever a Court Martial, shall be summon'd to attend to your trial. —

1st

For having upon the 7th day of Aug^{t} 1800, taken in, or caus'd to be taken in, the Fore, & Mizen Top sails, and for close reefing the Main Topsail; without my knowledge or consent: — being in Violation, of an order, which I had sometime previous to that period, communicated to you, in the words following. Viz^{t} — 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 previously 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, which may occur, during his watch: as the unexpected making of the land, any strange Sail, or Sails; or other uncommon appearances. —

2nd

For having address'd to me, as the Commander of the U. S. Frigate *Congress*, on the 8th day of August 1800, a letter dictated in language highly Indecorous & Improper, from an Inferior to a Superior Officer, which conduct tends to the subversion of all order, and discipline; and is in direct Violation of an order of the President of the U. S. communicated to me, by the Secretary, of the Navy, bearing date 29th July, 1799; which enjoins upon the Officers an Example of Obedience, and Subordination, to the orders of their superiors; and attention to every point of duty. — which order had been communicated to you, by me, soon after you had Join'd the *Congress*. —

3rd

For having repeatedly declar'd subsequent to the 7th of Aug^{t} 1800, that you would not do any duty; but such, as should be especially enjoin'd upon you, by particular order; which conduct is highly unofficer like, and improper; and tends from the example it holds forth:— to the subversion of all order, Subordination, and discipline; and to the great injury of the Naval service. —

4th

For Inattention, & Neglect of duty, and a disobedience of my orders, on the evening of the 26th day of Decr 1800, in not sending down, or causing to be sent down; the Fore and Mizen Top Gallant Yards; at Sun setting, agreeably to an established custom, on board Ships of War; when in Harbour. — You having received from myself personally on the 25th of Decemr an order for unbending the Top Gallant Sails, for the express purpose, of sending up, and down, those Yards; as had been practis'd when the ship had been in port, on former Occasions. —

JAMES SEVER *Capt. Navy.*

[NOTE.—The Court were of the opinion that Lieutenant Burns was not guilty of the 3rd and 4th charges; was guilty in a small degree of 1st charge, and guilty of the 2nd. Because of his general good character and attention to duty, and because of his long confinement, it was considered he had been sufficiently punished, and therefore no sentence was passed upon him. He was discharged from his arrest on 27 June 1801.

The paper is included herein more for the general comments on discipline, than for the Court Martial of Lieutenant Burns.]

[NDA, CMR, Vol. 1, 1799–1805 and J. C. Sever Papers in LC.]

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, 26 December 1800

First part Moderate Breezes and pleasant Wr At 6 P M the South end of Dominico bore S B W about 3 Leagues sent Mr Jas Aiken and four hands on Board the Prize Schooner for Martinico

At 10 Captain Stewart left us

At Midnight fresh Breezes — At 1 A M Saw a Sail on our Weather Bow gave Chace —

At 4 Boarded the Brig *Dove* Ruben Romley Master of New London Prize to the French Privateer Schooner *Patriot* sent, Mr Moore and 2 Men and 4 from the *Experiment* for Martinico At 6 Saw a Sloop to Windward gave Chace At 8 Tk'd to the Nd At 10 A M Tk'd to the Sd and Boarded the Sloop *Lucy* of New London Captn Morgan Prize to the French Privateer Schooner *Patriot* sent Mr Glover Midshipman & 4 Men from the *Experiment* Ordered her for Martinico At ½ past 11 made Sail —

At Meridian the East part of Marigalante bore N B W North point of Dominico W ½ N South point S B W ½ W

[NDA, original.]

Extract from log book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Friday, 26 December 1800

* * * * * At 2 PM saw a Sail to Windward. Made Sail. At ½ past 2 gave her a Gun when she bore down for us. At 3. spoke her a Sweedish Sloop from Anguilla to Tobago.

At sunset St Bartholomews bore N W. Eustatia S W b W. At 5 AM. saw two Sails to windward. gave chase At 6 gave them two shot, when they bore down for us. At 7 sent our boat on board a Sweedish Schooner from Guadaloupe out 2 days. informed that there was a French Sloop of War at Point Petre nearly ready for Sea. At ½ past 7. boarded the other a Sweedish Schooner from Fort De Hay bound to St Bartholomews. Informs that a French letter of Marque

was chased into De Hay by an English Frigate. The latter Schooner run foul of our Spanker boom, and carried away her Main Mast.
* * * * *

Latitude Observed 17° 13′ N.

[J. Sawyer Col., Portsmouth, N. H.]

Extract from a letter from an officer on board the U. S. Frigate *Philadelphia*, concerning captures

"Off GUADALOUPE, *Dec. 27.* [1800]

"On Christmas day, we recaptured the schr. *Peggy*, of Hartford, from New London; cargo, 50 fine horses, &c. On the 26th, in company with the schr; *Experiment*, we recaptured the brig *Dove* captain Romley, from New London; cargo, 40 horses, and 450 bbls flour, beef, &c. The same day recaptured the sloop *Jane*, [or *Lucy*] of and from N. London; cargo, beef, rye meal, Indian, and 31 oxen: and this moment have recaptured the schr. *Ann and Susan*, of New York, from N. York; cargo, flour, and 40 fine oxen. During our cruize, we have taken and retaken ten vessels."

[LC, "Poulson's Am. Daily Advertiser" (Phila.), 12 February 1801.]

[27 December 1800]

Receipt of Surgeon Samuel R. Marshall, U. S. Navy, for Provisions for Hospital Department, U. S. Frigate *Congress*

Received from Henry Hammond Esq^{r} Navy Agent at Cape Francois, One hundred Seventy one & half pounds, white Sugar Twenty pounds raisins, Twelve pounds Chocolate, Twelve pounds Sage — Two hundred forty Nine pounds brown Sugar. Six dozen phials — four & half dozen fowls — one barrel limes — and 3 Bags — For the use of the Hospital department on Board the U. S. Frigate *Congress* —

SAM^{l} R. MARSHALL
Surgeon.

DECEMBER 27th 1800

Duplicate

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

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, 27 December 1800

First part fresh Breezes & Cloudy — At 3 P M took in top Gal Sails At 4 Tk'd to the North'd At 6 the South part of Dominico bore S W ½ W Distance 4 Leagues and the North point N W B W ½ W Distance 6 Leagues At ½ past 8 P M hauld the Courses up — At ½ past 12 A M Saw a Ship bearing down upon us Beat to Quarters At 2 A M Spoke his Britannick Majesties Frigate *Thamer* [HBMS *Tamar*] wth the French Privateer Schooner *Vine* a Prize to the *Thamer* At ½ past 7 Saw a Sail to Windward made Sail & gave Chace the *Tamer* in Co, At 9 A M the *Tamer* bro^{t} her too Saw another Sail on our W^{t} Bow gave Chace At ½ past 9 Tk'd to the N^{d} & East'd —

At ½ past 11 A M Boarded the Schooner *Ann and Susan* of New York Henry Riplan Master from New London Prize to the French Privateer *Flambeau*, received on Board a Prize Master & five Men —

At Meridian the N E point of Marigalante bore N W B N the North point of Dominico W ½ N and the South point S W ½ W — Latt'd Obs'd 15.34 N.

[NDA, original.]

To Lieutenant Colonel Commandant William W. Burrows, U. S. Marine Corps, from Second Lieutenant Samuel Llewellin, U. S. Marine Corps

FRIGATE *Congress* CAPE FRANCOIS
Dec^r 28^th^ 1800

Col^o^ W. W. BURROWS

SIR I have only time to inform you that necessity has obliged me to Draw on you for Fifty Dollars, in favour Lieut. John W. Whedbee who this moment advanced me the money. The Vessel he takes his passage in is now along Side the *Congress* on her way to America whare he has got permission to return for the benefit of his health. We fel in with the U. S. Frigate *Adams* Captain Robinson a few days ago who furnished Captain Sever with a Surgeon & Lieut. We came into Port on the 24th inst for a Supply of provisions & Expect to put to Sea Tomorrow morning — I am sorry to inform you that discontent still pervades our Ship, a few months ago Lieut. Watson was suspended & permitted to return to America. in whom we lost a *good officer* The Evening before last Lieut. Burns was arrested, in whom we lose the *compleat Officer* the *Gentleman* & the *Friend to Mankind* Lieut. Whedbee as above mentioned has in consequence of a long Illness got permission to Return home to Norfolk. & we have now but two Lieut^s^ in the ship one of which is generally incapable of duty in bad weather, tho. a good Officer when well. the other is a M^r^ Seton who came out in the *Adams* has only been a few days on board & I make no doubt but he may prove to be a verry good officer also. Whether Mr. Burns will be detained on board till the Ship Returns I cant tell tho. I should hardly suppose he would as Captain Sever dont contemplate Returning before Some time in the Spring. Under those circumstances with a number of others that I am not at liberty to mention, you may reasonably Suppose that our situation is Irksome — as respects my Department I have little or nothing to complain of, Captain Sever Still continues to Treat me with Every mark of Respect, but God only knows how long it may continue for Every day seams to produce a fresh Evil.

I have the honour to be
With great Respect
Sir
Your Obed^t^ Humble Serv^t^

SAM^l^ LLEWELLIN
[*Lt. of Marines*]

Lieut. COL^o^ W. W. BURROWS

P. S. It wont be amiss to observe that these observations are only to yourself.

[MCA, LR, 1800.]

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

NEW YORK *28th Decr 1800*

BENJ STODDERT Esqr

SIR Upon my arrival here I did not expect to have been detained longer than two Days, but from present appearances it is very uncertain how long I am to remain I have therefore determined to move my Ship up to the Watering place, as well as the *Ganges* where we shall be more convenient to receive your Instructions & equally so to proceed to Sea at a moments notice —

If any unexpected event shoud take place to occasion a long detention here, you will infinitely oblige me in granting me a few Days leave of absence to go to Phia — Mrs Murrays particular situation, makes this an anxious moment for me, but I do not ask the favor but upon the supposition of a long delay —

Doctr Howell has joind the *Constellation*, but I must beg leave to notice to you the readiness & activity of Doctr Harris, (late of the Schooner *Enterprize*) in coming on to offer his services from Phia in case of a disappointment in the other gentleman —

I have likewise engaged Mr Barthow Collins as a Sailing Master in the place of Mr Elddridge who was good for nothing & had no Warrant —

Yours & & c —

[NDA. A. Murray's LB, 1799–1805.]

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

DECr *28th 1800*

Lieut Js P WATSON

SIR In my absence from the Ship the Command will of course devolve on you, till my return which will be in the course of a few Days.

It is unnecessary for me to point out to you all the routine of duty required to be attended too, in your official capacity, the confidence I place in you, induces me to think that you will do every thing in your power, to put the ship in the best order and that you will endeavour to preserve a peacable & well regulated disapline during my absence, & conform yourself in all respects agreeably to the ordinances of the Navy —

Your Most Obt —

[NDA. A. Murray's LB, 1799–1805.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Sunday, 28 December 1800

First part fresh Breezes and hazy Weather — At 1 P M sent Mr Carroll Prize Master and 3 Men from the *Experiment* on Board the Schooner and sent her into Martinico At 2 P M made Sail At 4 P M took 2 reefs in the Topsails and Tk'd to the North'd —

At 6 the South end of Dominico bore S W B S the North end West 10 or 11 Leagues Distance Marigalante bore N W At 7 haul'd the

fore Sail up and Main Sail Braild up the Mizen and Mizen Stay Sail and bore away N W At 8 P, M, close reeft the Fore and Main top Sails and handed the Mizen top Sail and Wore Ship to the South'd and East'd —

At 2 A M Tacked Ship and Set the Fore S^{l} At 3 Tk'd to the S^{d} At 6 Set Main Sail Mizen and Mizen top Sail At 9 A M Saw a Frigate in Chace of two Brigs to the South'd of us made Sail and gave Chace — At ½ past 9 Saw her bring them too — At 10 handed the Mizen top Sail — At ½ past 10 Exchanged Signals with the Ship to Leward At 11 A M more Moderate Set the Main Sail and Mizen top Sail and Shook one reef out of the Fore and Main top top Sails —

Latt'd Obs'd 15.17 N

[NDA, original.]

Extract from log book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Sunday, 28 December 1800

At Meridian Pleasant Weather. All Sail set in Chase. At 5. P M spoke the Chase, an English Schooner from S^{t} Vinceents to S^{t} Kitts, had lost her rudder two days ago. Offered them assistance, sent our boat on board, took out two Gentlemen their Servant & one American Seaman * * * * *

Latitude Observed 16° 41′ N.

[J. Sawyer Col., Portsmouth, N. H.]

To Nicholas Ridgely, Dover, Delaware, from Secretary of the Navy

[Washington, D. C.]
Navy Dep^{t} 29th Dec^{r} 1800

Nicholas Ridgely
Dover, Del.

I am honoured with your letter of the 22^{d} Ins^{t} altho I have received no intelligence from the *Insurgent*, I am under no apprehensions for her Safety. She was ordered on a Cruise to return to the United States in the Spring — and is not expected before that time

I am Sir

B, S,

[NDA. GLB, Vol. 4, 1800–1801.]

[29 December 1800]

Extract from a letter written on board the U. S. Frigate *Constitution*

Off Cape Francois, *Jan. 2. [1801]*

We arrived here Dec. 29. Our passage was lengthened by running to the eastward as far as long [MS. mutilated]. We parted with the Beverly schooner, we had under convoy, the 3d day after we sailed Dec. 17, we lost Wm. Gray, an Englishman, overboard, the best efforts to save him were ineffectual. We just hear that the *Trumbull* has had an engagement with a privateer of equal force. — The latter escaped. We hear also, that the sch. *Experiment* of 12 guns, has had

a smart action with a privateer of 16 — the latter finally running away with damage. The *Scammel* was in a sever gale on the coast in coming out — cut away her anchors and threw two guns overboard. We fear the *Insurgent* and *Pickering* suffered in the gale. The former was spoken in lat. 32. There are now on the St. Domingo station, the *Constitution, Congress, Adams, Augusta, Richmond* and *Trumbull.*

[LC, "Mercury & N. E. Palladium" (Newport, R. I.), 6 February 1801.]

To Secretary of State from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t 29^th Dec^r 1800

SECRETARY OF STATE

D^r SIR There were 78 French Prisoners sent from Boston the 14 Inst, to New York, to be delivered there, to the order of M^r Letombe — with 22 who were before at New York,

There still remains at Boston about 150 Prisoners, besides the the Crew of the *Sandwich* lately liberated — but it will not be proper during the Winter Season to remove them to any other Port for embarkation and should it be determined to release them, which I presume cannot yet be done, the Senate not having yet determined to advise the Ratification of the Treaty —

I am Sir

B[ENJAMIN] S[TODDERT].

[NDA. Sec. State LB, 1798–1824.]

Extract from letter to Joseph H. Nicholson from Captain Samuel Nicholson, U. S. Navy

BOSTON *Dec^r 29. 1800*

"from the enclosed Copy you will see that I applied to the Secretary of the Navy last Summer to be called into Service again expressing a wish that I might be ordered to the *Constitution*, to which ship I was regularly appointed and commissioned. No Notice has been taken of my Application to this moment. Some time after I waited on the President and shewed him what I had written to the Secretary; after reading the Letter, he told me "he would not remove Captain Talbot from the *Constitution* for any man, not even Truxtun or Barry" — I leave you to judge how I felt on receiving such an answer" —

J. H. NICHOLSON

(Copy)

[NDA, A. 7.]

Extract from log book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Monday, 29 December 1800

First part fresh Gales and rough Sea — At ½ past Meridian Saw a Sail to Wind^d Tk'd Ship to the South'd in Chace At ½ past 1 P M Tkd to the South'd in Chace At 2 P M the *Experiment* fired a Gun

and bore away At ½ past 5 North point of Martinico W B S 12 or 13 leagues At ½ past 5 Boarded the Schooner *Fox* David Darcy Master Bound for Grenada from Boston —

At Midnight took in the Courses and hauld by the Wind to the N^{q} Marigalante bearing N W B N 4 Leagues At 2 A M wore Ship to the South'd At 5 Saw a Sail to Wind^{q} running down made Sail and gave Chace

At 6 A M Boarded the Brig *Sir John Wentworth* Capt^{n} Peoples of Halifax Prize to the French Privateer Schooner *Patriot* sent M^{r} Glover Sailing Master, Prize Master and Six men for Martinico received on Board a Prize Master and Six men At 10 A M Saw a S^{l} on our W^{r} Bow made Sail and gave Chace At 11 Squally Tk'd to the N^{q} At Meridian the S E end of Dominico bore S W ½ W & N E part N W B W

[NDA, original.]

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

[WASHINGTON, D. C.]
Navy Dep^{t} 30th Dec^{r} 1800

THOMAS TRUXTUN Esq^{r}

Referring you to my letter of the 8th Inst — I have only now to enclose a Copy of my letter of this date to Cap^{t} Barry — and to request that you govern yourself accordingly, towards the armed Vessels of France.

Instead of the cruise as mentioned in my letter of the 8th — it will be best for you to cruise merely to convoy our Trade for four or five or six Weeks, and then call again at St Kitts, for further Instructions —

I am sir

B. S.

[NDA. OSW Vol. 4, 1800–1801.]

[Enclosure]

To Captain John Barry, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^{t} 30th Dec^{r} 1800

Commodore BARRY, or the officer commanding the American Squadron at S^{t} Kitts.

A Treaty has been negotiated between the United States & the French Republic, which is now before the Senate. Whether it will, or will not be ratified, I cannot determine. One article of the Treaty is that captures on either side, made after the 1st of October last, shall be restored —

In the present state of things, it will be proper that you treate the armed vessels of France (Public and Private) exactly as you find they treat our Trading vessels — if they continue their depredations, you will continue to capture them — if they cease to molest our Trade, you will so conduct yourself, as to convince them that we can return to a

State of amity with the French Nation, not only without reluctance — but with pleasure.

The French Prisoners at S^{t} Kitts are maintained at an expence to the United States, beyond all reason — I have urged their being sent to the United States, until I am tired of repeating instructions, too much disregarded. I request that you will immediately cause all that may remain when you receive this, to be sent to Guadaloupe, and procure rec^{ts} for the delivery of all those, for whom they cannot give up American Prisoners in exchange.

If Gen^{l} Rigaud is still a Prisoner, suffer him to be released to go where he pleases, on parole.

You will of course direct all the vessels under your command to govern themselves by the rule you prescribe for your own conduct — Untill further advice from me, it will be best, for you to employ them almost intirely in convoying our Trade where ever necessary about the Islands — unless indeed you clearly asertain, that the French vessels continue to capture ours. In that case you will employ the vessels under your command in cruising after them.

I am sir

B. S.

[NDA. OSW, Vol. 4, 1800–1801.]

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

[Washington, D. C.]
Navy Dep^{t} 30th Dec^{r} 1800

Cap^{t} Alex^{r} Murray

The Treaty negotiated by our Ministers with France, is still before the senate where it seems probable it may remain sometime. It stipulates, that captures made after the 1st of October. last, shall be restored on both sides. I do not think it proper that you should be detained longer in port, waiting the result of the deliberations of the senate, when our Commerce may want protection. You will please therefore proceed to S^{t} Kitts, taking under your convoy any vessels bound for the windward Islands, and cause the letters herewith to be delivered to Capt^{s} Barry and Truxton — after which, you will employ the *Constellation* in convoying the american Trade to and about the Islands, so as to make her as useful as possible for the protection of our Commerce for the space of two months — at the end of which time, you will return to S^{t} Kitts where, if you do not find orders lodged for you, in the hands of the Navy Agent, you will place yourself under the Command of the Commanding Officer, on that Station.

In the present state of things, and until further orders, you must treat the Public & private Armed Vessels of France exactly as you find they treat American, Trading Vessels — if they still continue to capture, you will capture in your turn — but if they cease to molest our Vessels, you will at once adopt such a line of conduct towards them, as to shew that we can return to a state of amity with the French Nation not only without reluctance, but with Pleasure.

I am sir

B. S.

[NDA. OSW, Vol. 4, 1800–1801.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship *Ganges*, Tuesday, 30 December 1800

Light airs from S E. At 2 P M hove up and stood up the Bay
At 6 P M came to in 12 fathom water, abreast the hospital on Staten Island —

[NA.]

To John Gay, U. S. Agent, Martinique, from Captain Thomas Truxtun, U. S. Navy

U S SHIP *President* BASSATEER ROAD
S^t Christophers 31^st Decem^br 1800

MY DEAR GAY I passed your Island the 10^th instant & went between it & S^t Lucea, and stood to windward about fifty leagues; run down again, made Martinico then stretched to the Northward, near to Dominico, Marygalante, Pette terre, Deseada, under Antigua, & between that and Montserrat, from thence again off S^t Bartholomews & S^t Martins, where I learnt from a swede that a French Corvette was at Point Petre Gaudaloupe, ready to sail, I then bent my course immediately off the Saints & to windward of them, but alas no Corvette was to be seen, for your old friend, nor any thing except his own Squadron, British Ships of war & some Danes & Swedes. This sort of cruising may suit an inactive mind, but as mine is not yet so, I must confess I am heartily tired, especially as I fear no Frenchman of my force will appear in this quarter again, untill we have peace with them, which I suppose is at hand. My health is better, I hope you enjoy yours, it will not be long I hope ere we meet, mear time every blessing attend you is the

Sincere wish of &c.

[HS of Pa. NDA, Truxtun's LB, 1800–1.]

To Captain James Barron, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

U S SHIP *President* 31^st Decem^br 1800

Captain JAMES BARRON
U S Ship *Warren*

SIR You will be pleased to proceed with the *Warren* under your command & cruize to windward, to Leeward, to the Northward and Southward of S^t Bartholomews and S^t Martins, such distance as you may Judge best, not exceeding twenty leagues from those Islands, unless carried a greater distance in chase, in which case you will return to the limits of your Station again as soon as possible.

This ground you will keep untill the 1^st of Feb^y and then return here for further orders, and any prizes or recaptures you may make, send to this road (Bassateer S^t Christophers) for further instructions, all captures must be sent from hence to the U S for Condemnation; recaptures may be Settled here to the satisfaction of all parties, You will probably have an opportunity of seeing your brother in the course of the cruise, or on your return of it.

I wish you great Success and have the honor
to be with great respect your very Obt:
humble Ser^t &c.

PS If you meet the *Enterprize* desire Lt Sterett to follow the orders he received last from me, Untill the first of Febr and then to repair to this road for further orders.

[HS of Pa. NDA, Truxtun's LB, 1800–1.]

To Captain George Cross, U. S. Navy, from Secretary of the Navy

[Washington, D. C.]
Navy Dept 31st Decr 1800

Capt Geo. Cross

I am honored with your letter of the 18th instant As soon as the crew of the *John Addams* is paid off & her accounts made up, You will be pleased to place her in the Charge of a Vigilent officer to superintend her repairs &c — you may then consider yourself on furlough until further orders —

Be pleased to let me know as soon as may be for what time you wish this leave of absence to continue

I am sir

B. S.

[NDA. OSW, Vol. 4, 1800–1801.]

To Lieutenant M. Simmones Bunbury, U. S. Navy, from Secretary of the Navy

[Washington, D. C.]
Navy Dept 31 Decr 1800

Lt M. S. Bunbury

Presuming that the *Eagle* will be ready for sea by the time you receive this and that Capt Calvert has delivered over to you all the Circular Instructions Laws, and private Signals, which he has been furnished with from this office, I have now only to direct, that taking under convoy all the Murchant Vessels, that may be ready to sail with you, bound to windward: you proceed to St Kitts, and place yourself under the command of the officer commanding the American Squadron on that station.

In the present state of things, & until further orders, you must treat the Public and Private armed vessels of France, exactly as you find they treat American Trading vessels. If they still continue to capture, you must capture in your turn; but if they cease to molest our vessels, you will so conduct yourself, as to evince the sincerity of our pacific dispositions towards them.

I am sir

B. S.

[NDA. OSW, Vol. 4, 1800–1801.]

Extract from log book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Wednesday, 31 December 1800 to 7 January 1801

At ½ past 1. P M. Brought up with the Starboard Anchor in 10 Fathom Water, the town Bassaterre bearing N. N. W. Found lying there the *New York* Capt Morris, and the Sloop of War *Warren* Capt

J Barron. The *New York* sent a number of her Crew on shore, to the Hospital, they being sick of the Fever. The two Gentlemen and their Servant, whom we had taken on board the 28 Ins[t] went on Shore at Bassaterre.

Prepared to strike the Fore top Mast & get a new one up. Carried away our Jib boom.

Arrived here from Guadaloupe a French Cartell with American & English Prisoners. Sent down Fore top Mast & all the Rigging on deck to be overhauled. Sent on board the *New York* John Van Ort a Deserter from the *President*. Got up a new Fore top Mast & Rigged it.

Went out on a Cruize the *New York & Warren*. Arrived here from Martinico An American Fleet under convoy of the *Merrimack* bound home, His Brittanic Majesty's Ship *Southampton* from a Cruize, & a French Cartell from Guadaloupe with English Prisoners. The Convoy being joined by all the Vessels here ready for Sea, and bound to America, proceeded to Sea. * * * * * The Convoy being dispatched at ½ past 10 A M. of the 7[th] of January got under way and proceeded to Sea under easy Sail. * * * * *

[J. Sawyer Col., Portsmouth, N.H.]

[1800]

List of Prizes and recaptures made by the United States Ships of War on the Windward Island Station under Command of Captain Stephen Decatur (Senior), U. S. Navy, U. S. Frigate *Philadelphia*

Philadelphia	Schooner *Betsey* & Cargo	American, recaptured
Connecticut	Schooner *Pagie* [*Le Piege*]	French Privateer ×
ditto ×	Schooner *L'Unity*	ditto ditto ×
Ditto	Brig *Martha & Mary* & Cargo	American recaptured
Baltimore	Schooner *Jolly Robin* & d[o]	ditto ditto
Eagle	Schooner *Magdaleine* & d[o]	ditto ditto
Connecticut	Schooner *Betsey* & d[o]	ditto ditto
Enterprize ×	Schooner *Cigne*	French Privateer
Merrimack	Brig *Ceres* and Cargo	American recaptured ×
ditto	Schooner *Godfry* & d[o]	English ditto
John Adams ×	Schooner *Decade*	French Privateer
Eagle ×	Schooner *Dolphin*	French Merchtm[n]
Enterprize ×	Schooner *Le Eagle* [*L'Aigle*]	French Privateer ×
Baltimore	Schooner *Sea Flower* & Cargo	American recaptured
Enterprize	Schooner *La Flambeau* [×]	French Privateer
Philadelphia and *Connecticut*	× Ketch *Chouchou*	French L of Marque ×
Adams	Schooner *Grendin*	English recaptured
Baltimore	Ship & Cargo	American recaptured ×
Philadelphia	Brig *Diligente* & Cargo	ditto ditto
John Adams	Brig *Olive* & Cargo	ditto ditto
Petapsco	Schooner *Dorade* & Cargo	French L. of Marque
Merrimack ×	Sloop *Phénix*	French Privateer
Enterprize	Schooner *Pauline*	ditto ditto

Note, the 6 Vessels marked thus × sent to the U States.

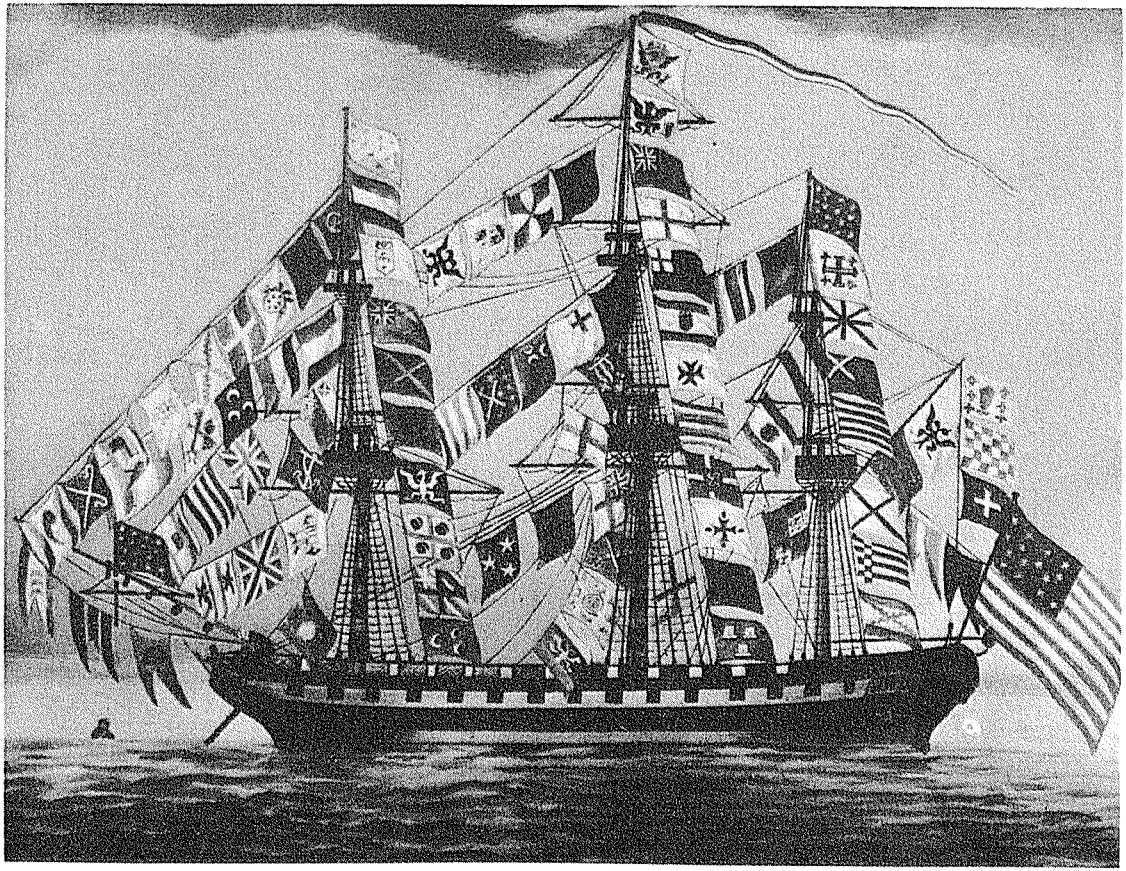
[The significance of the crosses in the 3rd column is not known.]
[NDA.]

Cases of Roderick Morley, aboard U. S. Ship *Boston*, in 1800

To the Honorable the Secretary of the Navy of the United States. the Petition of Roderick Morley of West Springfield [?] Massachusetts * * * * I enlisted as a Sergeant of Marines in September [1798] & I think it must have been in the year seventeen hundred & ninety-eight. I enlisted at Springfield [?] * * * * * * under Lieut. Jona: Church * * * we went on board the ship *Boston* * * * * This cruise lasted one year without any very remarkable exploits except my own misfortune. I am not sure however but it was during this time that we took the French letter of Marque called by us the *"two Angels"* [*Deux Anges*] Again in the summer or autumn of 1800 * * * I again sailed from the Port of Boston in * * * *Boston,* Captain Little Commander for another cruise to the West Indies, soon after we sailed we fell in with the French Ship *Berseau* * * * * captured her and brought her into Boston Harbour in a severe storm. During the first [?] year above mentioned I went out from said ship *Boston* on a scout with a boat's crew — on the coast of the West India islands — this was at least three or four months after we went on board the ship * * * * while on this scout a french boat with a party of the enemy on board came along aside of us & commenced an attack with swivels & other weapons which we parried off with swords & cutlasses with which we were armed, in this encounter I received one wound in my wrist from a sword cut which has deprived me of the use of two of my fingers on my left hand. I also received a wound in my right hand by clinching a sword of the assailant to ward it off * * * nearly cut off some of the fingers the joints of one of them was destroyed — several muskets were fired by the enemy a ball from one of which entered the rear part of my left leg just above the ancle by which I was long confined at the time & have suffered much from that time to the present day. * * * * I have made diligent enquiry & can not find a * * * person who was with me at the time I was wounded is now living except a Mr. Church son of Lieut Church who inlisted me.

Roderick Morley

[Sworn to before Justin Welland Justice of the Peace February 27, 1837]
[VA. Old Act Navy Invalid Rejected 685 Roderick Morley.]



U. S. FRIGATE UNITED STATES.

[1800–1801]

Pay Roll of U. S. Frigate *United States*, Captain John Barry, U. S. Navy, commanding

No.	Name	Rank	Date
1	John Barry	Captain	31 Dec 1800
8	Edward Meade	Lieutenant	31 Dec 1800
9	Charles Wadsworth	Purser	17 Mar. 1801
12	Richard Somers	Lieutenant	31 Dec 1800
17	Charles Ludlow	Midshipman	31 Dec 1800–30 April 1801
19	William Ingraham	"	31 Jan. 1801
20	George Mitchell	"	31 Dec 1800–30 April 1801
22	John Harrold	Captain's Clerk	31 Dec 1800
26	James Morris	Carpenter	31 Jany 1801–31 March 1801
37	William Nichols	Carpenter's Mate	31 Dec 1800–30 April 1801
125	Joseph Head	Seaman	31 Dec 1800
177	John St. John	Carpenter's Mate	31 Dec 1800–30 April 1801
208	John Wolcott	Seaman	31 Dec 1800–31 March 1801
388	John Galvin	Lieutenant	31 Dec 1800–31 March 1801
399	James Dick	Master's Mate	
418	Edward Cutbush	Surgeon	31 Dec 1800–30 April 1801
447	Henry Barnes	Seaman	31 Dec 1800
493	Edward May	Ordinary Seaman	31 Dec 1800–30 April 1801
506	James Barnet	Gunner	31 Dec 1800–30 April 1801
515	William Whitehead	Boatswain	31 Dec 1800–30 April 1801
549	Michael Rice	Cooper	31 Dec 1800–30 April 1801
565	William Crane	Midshipman	31 Dec 1800–28 Febr 1801
575	Daniel C. Heith	"	31 Dec 1800–28 Febr 1801
584	Cato Williams	Ordinary Seaman	31 Dec 1800
585	William Bron [or Brow]	Master's Mate	
593	John Andrews	Midshipman	31 Dec 1800
654	Thomas D. Price	Surgeon's Mate	31 Dec 1800–17 March 1801
658	Cyrus Talbot	Master & Commander	31 Dec 1800–30 April 1801
660	John Davis	Gunner's Mate	31 Dec 1800–30 April 1801
665	William Jones	Quarter Master	31 Dec 1800–31 March 1801
668	Hans Anderson	Seaman	31 Dec 1800–30 April 1801
667	Aaron Williams	Quarter Master	31 Dec 1800–30 April 1801
669	William Ager	Gunner's Mate	31 Dec 1800
673	James McGill	Boy	31 Dec 1800
675	William Phelin	Seaman	31 Dec 1800–17 Mar. 1801
676	John Thompson	Quarter Master	31 Dec 1800–31 March 1801
677	Bartholomew Wynder	Sailmaker's Mate	31 Dec 1800–30 April 1801
679	John Conden	Seaman	31 Dec 1800–30 April 1801
686	James Martin	Seaman	31 Dec 1800–31 March 1801
687	Andrew Madding	Boatswain's Mate	31 Dec 1800
688	John Mason	Seaman	31 Dec 1800–30 April 1801
689	John Smith	"	31 Dec 1800–30 April 1801
691	John Thompson	"	31 Dec 1800–28 Febr 1801
692	Thomas Taylor	"	31 Dec 1800–31 March 1801
693	James Yeoman	"	
694	James Gallagher	Ordinary Seaman	31 Dec 1800–30 April 1801
698	Andrew Mackay	Quarter Master	31 Dec 1800–28 Febr 1801
699	John Morgan	Seaman	31 Dec 1800–28 Febr 1801
700	John Waters	Ordinary Seaman	31 Dec 1800–30 April 1801
702	Henry Burton	" "	31 Dec 1800–31 March 1801
706	Thomas Lovell	Seaman	31 Dec 1800–30 April 1801
711	Andrew Collins	Ordinary Seaman	31 Dec 1800–30 April 1801
715	John Felt	Seaman	31 Dec 1800–31 March 1801
717	Joseph Otbankson	Armourer	31 Dec 1800–30 April 1801
721	William McClane	Cook	31 Dec 1800–30 April 1801
722	William Smith	Quarter Master	31 Dec 1800–30 April 1801
725	Thomas Davis	Seaman	31 Dec 1800–28 Febr 1801
729	William W. Thomas	Gunner's Yeoman	31 Dec 1800–31 March 1801
732	Robert Duplex	Quarter Master	31 Dec 1800–30 April 1801
734	Peter Robinson	Seaman	31 Dec 1800–30 April 1801
735	James Stewart	Quarter Gunner	31 Dec 1800–30 April 1801
736	John O Nelll	Boatswain's Yeoman	31 Dec 1800–31 March 1801
738	James Biggs	Midshipman	31 Dec 1800–30 April 1801
739	Thomas Dixon	Master's Mate	31 Dec 1800–31 March 1801
740	Noble Glenn	Acting Midshipman	31 Dec 1800–30 April 1801
741	Nicholas Harper	Steward	31 Dec 1800–28 Febr 1801
742	Thomas Gordon	Midshipman	31 Dec 1800–28 Febr 1801
743	Andrew C. Clyde	Seaman	31 Dec 1800–31 March 1801
744	Joseph Harden	"	31 Dec 1800–30 April 1801
745	Timothy Horgan	"	31 Dec 1800–28 Febr 1801
746	Evan Lewis	"	31 Dec 1800–31 Jany 1801
747	James Martin	"	31 Dec 1800–30 April 1801
748	John Mullin	"	
749	John Sweney	"	31 Dec 1800–30 April 1801
750	Robert Stewart	"	31 Dec 1800–30 April 1801
751	Christopher Tillinghust	"	31 Dec 1800–30 April 1801
752	John Williams	"	31 Dec 1800
753	John Wilson	"	31 Dec 1800–30 April 1801
754	William West	"	31 Dec 1800–30 April 1801
755	Joseph Williams	"	31 Dec 1800–30 April 1801

Pay Roll of U. S. Frigate *United States*, Captain John Barry, U. S. Navy, commanding—Continued

No.	Name	Rank	Date
756	James Coghlin	Ordinary Seaman	31 Dec 1800–31 March 1801
757	William Delacour	" "	31 Dec 1800–30 April 1801
758	Peter Leonard	Seaman	31 Dec 1800–30 April 1801
759	William Wilcocks	Seaman	31 Dec 1800–30 April 1801
760	Joseph Watson	"	31 Dec 1800–30 April 1801
761	Jacob Miller	Sailmaker	31 Dec 1800
762	Nicholas Hybert	Seaman	31 Dec 1800–31 Mar 1801
763	Henry Neilson	"	31 Dec 1800–30 April 1801
764	Thomas Thompson	"	31 Dec 1800–30 April 1801
765	John Barryman	"	31 Dec 1800–30 April 1801
766	Benjamin Chamberlain	"	31 Dec 1800–30 April 1801
767	William Hill	"	31 Dec 1800–30 April 1801
768	William Lindsay	"	31 Dec 1800–30 April 1801
769	John McShannock	"	31 Dec 1800–31 March 1801
770	John Tharp	"	31 Dec 1800–31 March 1801
771	John Rollins		31 Dec 1800–30 April 1801
772	William Campbell	Landsman	31 Dec 1800–30 April 1801
773	Samuel Dickinson	Seaman	31 Dec 1800
774	John Edgar	Ordinary Seaman	31 Dec 1800–30 April 1801
775	Edward Lynch	" "	31 Dec 1800–30 April 1801
776	Israel Matthews	Seaman	31 Dec 1800–30 April 1801
777	Philip Tarney	"	31 Dec 1800
778	Joseph Otis	"	31 Dec 1800–31 March 1801
779	John Gowdy	"	31 Dec 1800–30 April 1801
780	Archibald McConico	"	31 Dec 1800–31 Jany 1801
781	Peter Munster	"	31 Dec 1800–30 April 1801
782	Robert Steus	"	31 Dec 1800–31 Jany 1801
783	William Martin	"	31 Dec 1800–17 March 1801
784	Etienne Burgoin	Landsman	31 Dec 1800–31 March 1801
785	Robert Taylor	Seaman	31 Dec 1800–31 March 1801
786	William Smith	Landsman	31 Dec 1800–30 April 1801
787	John Arnold	Seaman	31 Dec 1800–28 Febr 1801
788	Joseph Casthill	Ordinary Seaman	31 Dec 1800–31 March 1801
789	James Frazer	" "	31 Dec 1800–31 March 1801
790	Archelaus Gardner	Seaman	31 Dec 1800–30 April 1801
791	Thomas Hanson	"	31 Dec 1800–31 March 1801
792	Peter Johnson	"	31 Dec 1800–30 April 1801
793	Bristo Mayo	"	31 Dec 1800–30 April 1801
794	Martin McDonald	"	31 Dec 1800–31 Jany 1801
795	Hans Norman	"	31 Dec 1800–30 April 1801
796	Catel Nicholson	"	31 Dec 1800–31 March 1801
797	James Price	"	31 Dec 1800–31 Jany 1801
798	John Lowell	"	31 Dec 1800–31 March 1801
799	Ezekiel Stores	"	31 Dec 1800–30 April 1801
800	Lewis Semmar	"	31 Dec 1800–28 Febr 1801
801	Francis W. Thomas	Ordinary Seaman	31 Dec 1800
802	John Thorn	Seaman	31 Dec 1800–31 Jany 1801
803	Andrew Williams	"	31 Dec 1800–30 April 1801
804	Edward Warmingham	"	31 Dec 1800–28 Febr 1801
805	James Armstrong	"	31 Dec 1800–30 April 1801
806	Benjamin Cole	"	31 Dec 1800–30 April 1801
807	Martin Deverin	"	31 Dec 1800–31 March 1801
808	William Harvey	"	31 Dec 1800–28 Febr 1801
809	Alexander McCabe	Ordinary Seaman	31 Dec 1800–31 March 1801
810	Edward Nevin	Seaman	31 Dec 1800–30 April 1801
811	Thomas Ponsonby	"	31 Dec 1800–30 April 1801
812	Matthew Rowlins	"	31 Dec 1800–30 April 1801
813	Christopher Rick	"	31 Dec 1800–31 March 1801
814	James Slater	"	31 Dec 1800–17 March 1801
815	George Boyd	"	31 Dec 1800–30 April 1801
816	Francis Carpenter	"	31 Dec 1800–31 March 1801
817	John Doran	"	31 Dec 1800–28 Febr 1801
818	William Davidson	Ordinary Seaman	31 Dec 1800–30 April 1801
819	Michael Holland	Quarter Gunner	31 Dec 1800
820	Richard Harper	Seaman	31 Dec 1800–31 March 1801
821	Thomas Houser	"	31 Dec 1800–31 March 1801
822	Michael Kennedy	Ordinary Seaman	31 Dec 1800–30 April 1801
823	Nonius Domingo	Seaman	31 Dec 1800
824	Robert Stevenson	"	31 Dec 1800
825	David Thomas	Quarter Gunner	31 Dec 1800
826	John Williams	Ordinary Seaman	31 Dec 1800–30 April 1801
827	Jesse Boyd	Landsman	31 Dec 1800–17 March 1801
828	Dennis H. Collins	Quarter Master	31 Dec 1800–31 March 1801
829	Balentine Delago	Seaman	31 Dec 1800–31 March 1801
830	Robert Ferigo	"	31 Dec 1800–30 April 1801
831	Philip Kelly	Boy	31 Dec 1800–30 April 1801
832	John Little	Seaman	31 Dec 1800–31 March 1801
833	Joseph Lee	"	31 Dec 1800
834	Samuel Longfield	"	31 Dec 1800–28 Febr 1801
835	James McClure	"	31 Dec 1800–30 April 1801
836	John Newport	Boy	31 Dec 1800–30 April 1801

Pay Roll of U. S. Frigate *United States*, Captain John Barry, U. S. Navy, commanding—Continued

No.	Name	Rank	Date
837	John Sloane	Seaman	31 Dec 1800–31 March 1801
838	William Weyman	"	31 Dec 1800–30 April 1801
839	John Dixon	"	31 Dec 1800
840	James Gahagan	"	31 Dec 1800–31 March 1801
841	Archibald Gray	"	31 Dec 1800–31 March 1801
842	John McCrackin	Boatswain's Mate	31 Dec 1800
843	George Moore	Ordinary Seaman	31 Dec 1800–30 April 1801
844	Richard Williams	" "	31 Dec 1800–31 March 1801
845	Isaac Elldridge	Seaman	31 Dec 1800–30 April 1801
846	Lewis Gallinger	"	31 Dec 1800–30 April 1801
847	Laurence Schisler	"	31 Dec 1800–31 March 1801
848	Thomas Williams	Quarter Gunner	31 Dec 1800–30 April 1801
849	Peter Talbert	Seaman	31 Dec 1800–31 March 1801
850	James Batton	"	31 Dec 1800–30 April 1801
851	Henry Elliott	"	31 Dec 1800–31 March 1801
852	John Gilmore	"	31 Dec 1800–31 March 1801
853	James Knox	"	31 Dec 1800–30 April 1801
854	Edward Smith	"	31 Dec 1800
855	John Burton	"	31 Dec 1800–28 Febr 1801
856	Thomas Alexander	Landsman	31 Dec 1800–31 March 1801
857	James Boyd	Ordinary Seaman	31 Dec 1800–17 March 1801
858	Sylvanus Bishop	Seaman	31 Dec 1800
859	Robert Bailey	Landsman	31 Dec 1800–31 March 1801
860	Richard Courtright	"	31 Dec 1800
861	William Edwards	Ordinary Seaman	31 Dec 1800–31 March 1801
862	William Johnson	" "	31 Dec 1800–28 Febr 1801
863	Samuel Mortimer	Landsman	31 Dec 1800–30 April 1801
864	David Martin	"	31 Dec 1800
865	John Rush	"	31 Dec 1800–31 Janr 1801
866	John Scott	"	31 Dec 1800–30 April 1801
867	Hyman Solomon	"	31 Dec 1800–28 Febr 1801
868	John Brown	Boy	31 Dec 1800–30 April 1801
869	Henry Barrett	Seaman	31 Dec 1800–31 March 1801
870	Charles D. Bowen	Ordinary Seaman	31 Dec 1800–30 April 1801
871	George Booth	Landsman	31 Dec 1800–31 Janr 1801
872	Thomas Barrington	Ordinary Seaman	31 Dec 1800–30 April 1801
873	John Crampsey	Landsman	31 Dec 1800–17 March 1801
874	John Chase	Ordinary Seaman	31 Dec 1800–31 Janr 1801
875	John Crow	Seaman	31 Dec 1800
876	Samuel Deane	Landsman	31 Dec 1800–31 Janr 1801
877	Thomas Elwood	"	31 Dec 1800–30 April 1801
878	Lewis Egbert	"	31 Dec 1800–30 April 1801
879	Thomas Eagleson	Seaman	31 Dec 1800–31 March 1801
880	William Garrison	Landsman	31 Dec 1800
881	John Garrison	Ordinary Seaman	31 Dec 1800–30 April 1801
882	Henry Hudson	Landsman	31 Dec 1800–31 March 1801
883	James Hefferman	"	31 Dec 1800–30 April 1801
884	John Hope	"	31 Dec 1800–30 April 1801
885	William Hilton	"	31 Dec 1800–30 April 1801
886	John Jones	Seaman	31 Dec 1800–31 March 1801
887	Charles Lovett	"	31 Dec 1800–31 March 1801
888	James Martin	Landsman	31 Dec 1800–17 March 1801
889	Thomas Mahony	"	31 Dec 1800–30 April 1801
890	Patrick Mauresey	"	31 Dec 1800–31 March 1801
891	Edmund Morrison	Ordinary Seaman	31 Dec 1800–31 March 1801
892	Henry Phelps	" "	31 Dec 1800–30 April 1801
893	John Quigley	Landsman	31 Dec 1800–30 April 1801
894	William Reading	"	31 Dec 1800–30 April 1801
895	Charles Rice	"	31 Dec 1800–31 March 1801
896	John Winegrove	Ordinary Seaman	31 Dec 1800–31 Janr 1801
897	George Young	" "	31 Dec 1800–31 March 1801
898	Edward Bassett	Quarter Master	31 Dec 1800–30 April 1801
899	James Boyle	Landsman	31 Dec 1800–30 April 1801
900	Hugh Byrne	Ordinary Seaman	31 Dec 1800–31 March 1801
901	William Dunn	Landsman	31 Dec 1800–31 March 1801
902	William Dillon	"	31 Dec 1800–31 March 1801
903	Reuben Elliott	"	31 Dec 1800–31 March 1801
904	Richard Fulker	Seaman	31 Dec 1800–30 April 1801
905	William Fowler	Landsman	31 Dec 1800–31 Janr 1801
906	John Gallagher	"	31 Dec 1800–17 March 1801
907	Nathaniel Hadlock	"	31 Dec 1800–31 Janr 1801
908	John Handley	Seaman	31 Dec 1800–28 Febr 1801
909	James Jemmison	Quarter Gunner	31 Dec 1800–31 March 1801
910	David Johnson	Seaman	31 Dec 1800–30 April 1801
911	Jacob Heim	Landsman	31 Dec 1800–31 March 1801
912	Francis McKibby	Seaman	31 Dec 1800–30 April 1801
913	Michael Nurse	"	31 Dec 1800–30 April 1801
914	George Nash	Landsman	31 Dec 1800
915	Robert Potter	Master at Arms	31 Dec 1800–30 April 1801
916	John Robinson	Seaman	31 Dec 1800–31 March 1801
917	John Richardson	"	31 Dec 1800–31 Janr 1801

Pay Roll of U. S. Frigate *United States*, Captain John Barry, U. S. Navy, commanding—Continued

No.	Name	Rank	Date
918	John Reilly	Ordinary Seaman	31 Decr 1800–31 Janr 1801
919	Samuel Smith	Seaman	31 Decr 1800–31 March 1801
920	Michael Swales	Landsman	31 Decr 1800
921	Patrick Timmons	"	31 Decr 1800
922	James Whitham	Ordinary Seaman	31 Decr 1800–30 April 1801
923	Thomas Williams	" "	31 Decr 1800–30 April 1801
924	Dennis Brogan	Landsman	31 Decr 1800
925	John Cox	Seaman	31 Decr 1800–30 April 1801
926	Miles Doyle	Ordinary Seaman	31 Decr 1800–31 Janr 1801
927	David Derrickson	Landsman	31 Decr 1800–31 March 1801
928	Andrew Dilmore	"	31 Decr 1800–31 March 1801
929	Francis Ferguson	Boy	31 Decr 1800–30 April 1801
930	John Fisher	Seaman	31 Decr 1800–30 April 1801
931	John Lee	"	31 Decr 1800–31 March 1801
932	James M°Laughlin	Landsman	31 Decr 1800–28 Febr 1801
933	Peter M°Bride	"	31 Decr 1800–17 March 1801
934	John Pennington	"	31 Decr 1800–30 April 1801
935	John Porter	"	30 April 1801
936	Darius Priest	"	31 Decr 1800–30 April 1801
937	Joseph Reeves	Ordinary Seaman	31 Decr 1800–30 April 1801
938	John Williams	Boy	31 Decr 1800–17 March 1801
939	Robert Allen	Seaman	31 Decr 1800–30 April 1801
940	Thomas Coates	"	31 Decr 1800–30 April 1801
941	John Cannon	Landsman	31 Decr 1800–30 April 1801
942	Joseph Agreda	Seaman	31 Decr 1800–30 April 1801
943	William Gray	Landsman	31 Decr 1800–31 March 1801
944	John Gallagher	"	31 Decr 1800–30 April 1801
945	James Hutchinson	Ordinary Seaman	31 Decr 1800–28 Febr 1801
946	William C. Holt	Seaman	31 Decr 1800–30 April 1801
947	Edward Harvey	"	31 Decr 1800–31 March 1801
948	William Harvey	"	31 Decr 1800–30 April 1801
949	Ephraim Javin	"	31 Decr 1800–30 April 1801
950	Samuel Johnson	Landsman	31 Decr 1800
951	Samuel Longworth	Seaman	31 Decr 1800–30 April 1801
952	Henry Studley	Ordinary Seaman	31 Decr 1800–17 March 1801
953	William Snyder	Boy	31 Decr 1800
954	James Marshall	"	31 Decr 1800
955	John Settler	Ordinary Seaman	31 Decr 1800–30 April 1801
956	John Abbott	" "	31 Decr 1800–30 April 1801
957	William Davis	Quarter Master	31 Decr 1800–28 Febr 1801
958	Hugh Dale	Landsman	31 Decr 1800
959	James Kelly	Landsman	31 Decr 1800
960	John Roxbury	Landsman	31 Decr 1800–17 March 1801
961	William Sloper	Seaman	31 Decr 1800–30 April 1801
962	Laben Teague	"	31 Decr 1800–30 April 1801
963	John Wilson	Landsman	31 Decr 1800
964	Richard Davis	Seaman	31 Decr 1800–30 April 1801
965	Daniel M°Clasky	Boy	31 Decr 1800–30 April 1801
966	Hugh Brady	Landsman	31 Decr 1800–30 April 1801
967	James Christianson	"	31 Decr 1800–30 April 1801
968	Michael Dougherty	"	31 Decr 1800–28 Febr 1801
969	John Dougherty	"	31 Decr 1800–31 March 1801
970	John Davis	Boy	31 Decr 1800–31 Janr 1801
971	James Farrell	Landsman	31 Decr 1800–28 Febr 1801
972	Elias Gee	Quarter Gunner	31 Decr 1800–30 April 1801
973	Robert Hoskins	Landsman	31 Decr 1800–28 Febr 1801
974	Emanuel Hoskins	"	31 Decr 1800–28 Febr 1801
975	Jeremiah Howard	Seaman	31 Decr 1800–31 March 1801
976	Ninian Huston	Ordinary Seaman	31 Decr 1800–30 April 1801
977	Michael Harkins	Landsman	31 Decr 1800–28 Febr 1801
978	Samuel Ingraham	Boy	31 Decr 1800–28 Febr 1801
979	Thomas Kimble	"	31 Decr 1800–31 Janr 1801
980	William M°Laughlin	Landsman	31 Decr 1800–30 April 1801
981	William Pinckney	Boatswain's Mate	31 Decr 1800–31 March 1801
982	Barney Brestland	Landsman	31 Decr 1800–31 March 1801
983	Joseph Presley	Seaman	31 Decr 1800–31 March 1801
984	Peter Smith	Landsman	31 Decr 1800–31 March 1801
985	William Streiper	"	31 Decr 1800–28 Febr 1801
986	Charles White	Boatswain's Mate	31 Decr 1800–17 March 1801
987	James Williams	Landsman	31 Decr 1800–31 March 1801
988	William Quinland	"	31 Decr 1800–30 April 1801
989	William Whitt	Boy	31 Decr 1800–31 Janr 1801
990	Michael Young	Landsman	31 Decr 1800–30 April 1801
991	James M°Colgan	"	31 Decr 1800–31 March 1801
992	Alexander M°Gill	"	31 Decr 1800
993	Hugh M°Cauley	Boy	31 Decr 1800–17 March 1801
994	James M°Caig	Landsman	31 Decr 1800–31 Janr 1801
995	Richard Avorett	Ordinary Seaman	31 Decr 1800–28 Febr 1801
996	Henry Gibson	Seaman	31 Decr 1800–31 March 1801
997	Michael Lafferty	Landsman	31 Decr 1800
998	John Park	Ordinary Seaman	31 Decr 1800–30 April 1801
999	Edward Shee	" "	31 Decr 1800–28 Febr 1801

Pay Roll of U. S. Frigate *United States*, Captain John Barry, U. S. Navy, commanding—Continued

No.	Name	Rank	Date
1000	William Thornton	Quarter Master	31 Dec 1800–28 Feby 1801
1001	John Wagoner	Boy	31 Dec 1800–30 April 1801
1002	Robert Wall	Ordinary Seaman	31 Dec 1800–28 Feby 1801
1003	Dominick Farrell	" "	31 Dec 1800–31 Jany 1801
1004	John Cain	" "	31 Dec 1800–30 April 1801
1005	Edward Donnelly	" "	31 Dec 1800–30 April 1801
1006	Michael Dougherty	Landsman	31 Dec 1800–30 April 1801
1007	George Doyle	Seaman	31 Dec 1800–31 March 1801
1008	Thomas Edwards	Ordinary Seaman	31 Dec 1800–30 April 1801
1009	Daniel Fortiner	" "	31 Dec 1800–30 April 1801
1010	George Gieb	Landsman	31 Dec 1800–28 Feby 1801
1011	George Hodge	Seaman	31 Dec 1800–30 April 1801
1012	John Hardison	"	31 Dec 1800–31 March 1801
1013	William Hoyt	Landsman	31 Dec 1800–30 April 1801
1014	Antonio Lima	Ordinary Seaman	31 Dec 1800–31 March 1801
1015	John Lyons	Landsman	31 Dec 1800
1016	Joseph Long	"	31 Dec 1800
1017	William McCloud	"	31 Dec 1800–30 April 1801
1018	Peter Niles	Seaman	31 Dec 1800–30 April 1801
1019	John Reilly	Landsman	31 Dec 1800–28 Feby 1801
1020	Jared Russell	Ordinary Seaman	31 Dec 1800
1021	Michael Rorke	Landsman	31 Dec 1800–30 April 1801
1022	Enoch Roberts	Ordinary Seaman	31 Dec 1800–30 April 1801
1023	Laurence Kean	Midshipman	31 Dec 1800
1024	William Smith	Seaman	31 Dec 1800–31 March 1801
1025	John Wilson	"	31 Dec 1800–28 Feby 1801
1026	John Underwood	Quarter Gunner	31 Dec 1800–30 April 1801
1027	Alexander Vance	Seaman	31 Dec 1800–30 April 1801
1028	John Morrison	Landsman	31 Dec 1800
1029	Henry Moore	Ordinary Seaman	31 Dec 1800–31 March 1801
1030	William Maloy	" "	31 Dec 1800–30 April 1801
1031	Peter Bright	Master's Mate	31 Dec 1800
1032	Samuel Elbert	Midshipman	
1033	John Wood	"	31 Dec 1800–30 April 1801
1034	John Boon	Seaman	31 Dec 1800–30 April 1801
1035	Robert Lindsay	Ordinary Seaman	31 Dec 1800–30 April 1801
1036	William McKegg	Seaman	31 Dec 1800–30 April 1801
1037	William Cutbush	Midshipman	31 Dec 1800–30 April 1801
1038	Henry Peres	Acting Midshipman	31 Dec 1800–30 April 1801
1039	James Boyd	Seaman	31 Dec 1800–31 March 1801
1040	Luke Tyrrell	Ordinary Seaman	31 Mar 1801
1041	Jeremiah Myers	Landsman	31 Dec 1800–31 March 1801
1042	Stephen Decatur	Lieutenant	31 Mar 1801
1043	Alexander McWilliams	Surgn's Mate	31 Dec 1800–30 April 1801
1044	George G. Grubb	Acting Midshipman	31 Dec 1800–31 March 1801
1045	Samuel Chandler	Chaplain	31 Dec 1800–30 April 1801
1046	George W. Steinhauer	Midshipman	31 Dec 1800–31 March 1801
1047	Benjamin F. Stoddert	Midshipman	31 Dec 1800–30 April 1801
1048	Walter Boyd	"	31 Dec 1800–30 April 1801
1049	Charles Miles	"	31 Jany 1801–28 Feby 1801
1052	Richard Neilson	Seaman	17 Mar 1801–31 March 1801
	John Stewart		28 Feby 1801–30 April 1801

MARINES

No.	Name	Rank	Date
2	William McCleary	Lieutenant	31 Dec 1800
3	John Ledlie	Sergeant	31 Dec 1800
4	Jeremiah Driskill	"	31 Dec 1800–30 April 1801
5	Samuel Burrows	Corporal	31 Dec 1800–31 March 1801
6	William Weyman	"	31 Dec 1800–30 April 1801
7	William Barry	"	31 Dec 1800
8	James Hurley	Drummer	31 Dec 1800–30 April 1801
9	Silas Stansbury	Fifer	31 Dec 1800–30 April 1801
10	James Arons	Private	31 Dec 1800–31 March 1801
11	Hugh Adams	"	31 Dec 1800–30 April 1801
12	James Crane	"	31 Dec 1800–31 Jany 1801
13	John Chapman	"	31 Dec 1800–30 April 1801
14	Francis Davis	"	31 Dec 1800
15	John Davis	"	31 Dec 1800–31 March 1801
16	Samuel Garrison	"	31 Dec 1800–31 March 1801
17	Tuttle Heaton	"	31 Dec 1800–31 March 1801
18	Richard Jones	"	31 Dec 1800–30 April 1801
19	John Knotts	"	31 Dec 1800–28 Feby 1801
20	George Kessenger	"	31 Dec 1800–30 April 1801
21	George Lovell	"	31 Dec 1800–30 April 1801
22	William Lamb	"	31 Dec 1800
23	Henry Malone	"	31 Dec 1800

Pay Roll of U. S. Frigate *United States* Captain John Barry, U. S. Navy, commanding—Continued

No.	Name	Rank	Date
24	Conrad Mynick	Private	31 Decr 1800–31 March 1801
25	James Mills	"	31 Decr 1800–30 April 1801
26	Joseph Russell	"	31 Decr 1800–31 March 1801
27	Martin Rickline	"	31 Decr 1800–31 March 1801
28	William Smith	"	31 Decr 1800–
29	William Thompson	"	31 Decr 1800–31 Janr 1801
30	Joseph Wilson	"	31 Decr 1800–31 March 1801
31	John Waldron	"	31 Decr 1800
32	William Young	"	31 Decr 1800–30 April 1801
33	Bartholomew Clinch	Lieut[t]	
34	Thomas Butt	Corporal	31 Janr 1801–31 March 1801
35	James Fanning	"	28 Febr 1801–17 March 1801
36	Hyram Chapin	Private	28 Febr 1801–30 April 1801
37	Mark Daniel	"	31 Decr 1800–30 April 1801
38	James Donaldson	"	31 Janr 1801
39	William Grimston	"	17 Mar 1801–31 March 1801
40	Thomas Hardman	"	
41	William Jackson	"	31 Mar 1801
42	Elijah Kent	"	31 Decr 1800–31 March 1801
43	James Lowrey	"	31 Janr 1801–28 Febr 1801
44	Jacob Martin	"	28 Febr 1801
45	John M[c]Faddin	"	31 Decr 1800–28 Febr 1801
46	Benjamin M[c]Elwaine	"	31 Decr 1800–31 March 1801
47	Henry Mitchell	"	31 Decr 1800–30 April 1801
48	John Morris	"	31 Decr 1800
49	Henry Matthias	"	31 Janr 1801–31 March 1801
50	Andrew Mears	"	
51	Newell Narine	"	31 Janr 1801
55	John Rugan	"	31 Decr 1800–31 March 1801
56	Benjamin Rehm	"	31 Decr 1800–31 March 1801
57	Joseph Rhodes	"	17 Mar 1801
58	Henry Skeen	"	31 Decr 1800–30 April 1801
59	Mallaki Tow [or Jon]	"	31 Decr 1800–30 April 1801
60	Robert Todd	"	31 Decr 1800–30 April 1801
61	John Williams	"	31 Decr 1800–31 March 1801
62	James Wilson	"	
63	John Willougby	"	31 Decr 1800–28 Febr 1801
—	N. R. Sheredine*	Lt. of Marines	12 April 1801

[* This officer is carried on Roll of the *United States*, but is described thereon as "Lieutenant of Marines on board USS *Warren*."]
[NDA, original.]

To Lieutenant James Burns, U. S. Navy, from Captain James Sever, U. S. Navy

Copy,

U, S, FRIGATE *Congress* at sea
January [Space] *1801* —

SIR Having on the evening of the 26[th] Ult[o] directed that, you should consider yourself as under an arrest: It becomes my duty to furnish you a specification of the charges, which I contemplate exhibiting against you; whenever a Court Martial shall be summon'd to attend to your trial. — You will receive them herewith enclosed, and as it is not customary, nor proper, for Officers while in arrest to be permitted to walk the quarter deck. You are not to consider yourself as at liberty, to make your appearance upon the quarter, or any other part of the Sparr deck. But as I do not wish to confine you to your state room, or to the ward room; You may, when ever you may think proper for the purposes of air, & exercise, walk upon the Gun deck. You are not to interfere either directly, or indirectly, in any of the duties of the Ship, during the period of your arrest. —

I am Yours &C.

JAMES SEVER *Capt. Navy.*

Lieu[t] JAMES BURNS

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

[1 January 1801]

Concerning prize of the U. S. Frigate *Chesapeake*, the French privateer *Le Jeune Creole*

NORFOLK, JAN. 15.

Arrived the French privateer *Le Jeune Creole*, prize to the U. S. frigate *Chesapeake*, Capt. S. Barron, captured on the 1st of Jan. in lat. 26, 56, after a chace of 50 hours. She was fitted out at Porto Rico, is pierced for 16 guns, but had only 6 mounted when the chace commenced, which she threw overboard; the remaining 10 with the carriages were in the hold. The privateer had been out 29 days, during which she captured a British ship from St. John's, (New Brunswick), and an American ship.

The prize arrived under charge of Lieut. Sinclair.

Norfolk, Jan. 17. The two vessels mentioned in our last to have been taken by the French Privateer *Le Jeune Creole*, were the American ship *Hibernia*, capt. Fanning (of Boston) from Damiscotta to Jamaica with Lumber and Spars, and the British ship *Ludlow*, capt. Matthews, from St. John's New Brunswick for Jamaica, with lumber and fish.

[LC. "Mercury & N. E. Palladium" (Newport, R. I.), 3 February 1801.]

To William W. Morris, New York, N. Y., from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t 2^nd^ Jan^y^ 1801

M^r^ WILLIAM W MORRIS
N: York

I am honored with you Letter of the 25^th^ Ult^o^ Doubts having been heretofore entertained as to the construction of that part of the act for the Government of the Navy, passed the 2^nd^ March 1799 which relates to the apportionment of prize Money to the commanders of squadrons, application was made to the attorney General for his opinion, a Copy of which is herewith enclosed for your information, and to which reference has invariably been made by this department, on application similar to yours —

I am Sir B. S.

[Enclosure]

Opinion of the Attorney General regarding apportionment of Prize Money

The Attorney General is of opinion that a reasonable construction of the sixth and eleventh sections of the Acts for the government of the Navy of the United States passed 2^nd^ March 1799 allows to the Captain commanding of [a] Squadron one twentieth part of every prize taken by any Ship under his command on which the Commander of a Squadron, is not on board.

(Signed) CHARLES LEE

7^th^ MAY 1800

[NDA. GLB, 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, Friday, 2 January 1801

First part Cloudy and strong Breezes Set the Main top Sail —
At 6 P M the N E end of Marigalante bore N W ½ N 5 Leagues the S W end N W B W ½ W and the North end of Dominico W B S —
At 8 P M Set the Mizen —
At Midnight Tacked to the North'd and East'd South point of Dominico bore S W B W Distance 5 Leagues —
At 6 A M the N E end of Marigalante bore N W Distance 7 Leagues —
At 8 Tacked Ship to the South'd and East'd Set the Main Sail At ½ past 8 hauld it up Spoke the British Sloop of War *Syane* [*Cyane*] Captain Matson At 9 A M Set the Main Sail —
At Meridian Saw a Sail to the North'd made Sail and gave Chace North point Dominico bore W B N and the South point S W B W —
Latt'd Obs'd 15.22 N.

[NDA, original.]

To Captain James Sever, U. S. Navy, from Captain Silas Talbot, U. S. Navy

U. S. FRIGATE *Constitution*
3rd January 1801.

SIR You will be pleased to proceed with the Ship *Congress* under your command to the Northward through the Caycos or, Turks Island passage, as you may think best; and cruise from off the latter passage, to the Island of Portorico, As it appears to me likely that French privateers may infest our commerce, passing through the passage of Turks Island it may be well, to be more attentive to that part of your station, than any other. I have pointed out; If however, you should gain information that any french cruisers are more likely to be met with elsewhere, within what may be considered the St Domingo Station, you may vary these instructions, so as to take advantage of any such information. It may be well to continue your cruise until your store of provisions are nearly expended, and then return to the Cape for a supply. It is Sir, the Presidents Orders, that you do not seek encounters with french National Ships should you meet any, nor decline an Engagement with them should they be disposed to attack you: But with all other ships, and Vessels you are, to conduct yourself towards them, agreeable to your former instructions on that head — Wishing You Success

I have the honor to be with
great respect,
Sir Your
Obedt Humble Servt —

SILAS TALBOT.

Captain JAMES SEVER
Commander of the
U. S. Frigate *Congress*

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

To Lieutenant Andrew Sterett, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

S^{t} CHRISTOPHERS *3rd Jan^{y} 1801*

SIR You will proceed & cruise &c &c &c agreeable to my letter of the 4th December last past, & return here on the 1st day of February next for furthur orders.

I am Sir your Obd^{t} Serv^{t}

L^{t} STERETT
U, S Schooner *Enterprize.*

[HS of Pa. NDA photostat, Truxtun's LB 1800–1.]

To Captain Moses Brown, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

S^{t} KITTS *4th Jan^{y} 1801*

SIR I deliver you herewith three Letters, one for the Secr^{y} of the Navy, one for Charles Biddle and one for General Giles, which you will be pleased to put in the Post Office as soon as you arrive, for they are all of consequence, to be at hand as early as possible.

At this Season of the year I advise you to pass well to the Westward, & near soundings off Cape Hatteras, by which means you will shorten your passage. I am in hopes that after so much blowing weather, as has been on the coast since the beginning of September, that you will have a favourable passage.

Wishing you health I have
the Honor to be sir very truly
your Obd^{t} hum^{b}le Serv^{t}

Captain MOSES BROWN
U S Ship *Merrimack*

PS You will proceed from hence to S^{t} Bartholomew's and take all the vessels ready to sail for the U S from thence under your care, & call immediately after at S^{t} Thomas & do the same, & then proceed without delay as directed.

Sign'd T T

[HS of Pa. NDA photostat, Truxtun's LB, 1800–1.]

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

S^{t} KITTS *4th January 1801*

DEAR SIR Having Come down to dispatch a convoy for the U S, under the *Merrimack & Experiment,* whoes Men have served the time for which they were entered, and in expectation of hearing from you something important; I have only to observe that I found here the *New York* & the *Warren,* The former in a sickly state, but I sent her out in 24 hours after I anchored on a cruise to windward, & at the same time, dispatched the latter to Leeward. Captain Barron unfortunately left the letters sent him for me at Martinico, as he expected I would call there before I came down to this Island, this was unfortunate particularly if they contain any thing important; I shall however soon be in possession of them. Two ten gun privateers have been taken, & three recaptures made since about the middle of Novem-

ber by the squadron, which have been constantly out (except a few days in port alternately getting supplies,) there has been within the above time carried into Gaudaloupe, according to a direct report made to me from that Island, the prizes per list at foot. To save expence &c, I have & shall continue to send up all the prisoners we get to Gaudaloupe untill I hear from you, which I hope will be soon.

My ship is very healthy & I have now about 408 on board including every description of Officers & Marines and Untill I know the fate of the French treaty in the Senate of the U S, or hear from you, no more will be engaged, but I shall be inclined rather to reduce our numbers when it can be done consi[s]tently, as the French have no frigates in these seas & as I can always pick up some men here if it is necessary. I enclose you a copy of a letter I wrote to the agents of the 1st Consul at Gaudaloupe with two cartels sent up with French prisoners & their answer, also a copy of a letter I wrote Mr Gantt, I hope he will take my advice & shun Clarkson.

I have the Honor to [be] Dear Sir your
Most obedient humble Servt &c.

Hon Benj Stoddert Esq
Secry Navy

List of prizes sent into Gaudaloupe to viz

One ship American
One brig ditto
three Schooners ditto
One sloop ditto
two schooners English & into St Martins
One ship & one Brig American.

[HS of Pa. NDA photostat, Truxtun's LB, 1800–1.]

To Charles Biddle, Philadelphia, Pa., from Captain Thomas Truxtun, U. S. Navy

St Kitts 4th *January 1801*

Charles Biddle Esqr

Dear Sir Lt Stewart commanding the *Experiment* never acted under the orders of Captain Decature.

I took the Command of the Squadron the 23rd of September which day I fell in with the U S Ship *Philadelphia* Captain Decature near to Gaudaloupe, and gave him my orders as well as Captain Cross of the *John Adams*, and the French Lugger *Diana* was taken by the *Experiment* on the first of October.

Lt Stewart and some others have made a point of keeping out of the way of the commander of a squadron who they are sent out to Join, as much as possible, thus Stewart never met Decature nor should I have seen him for some time had he not taken the Lugger and came into port, this Sort of conduct ought not to give them the advantage they expect, which will be injurious & ruinous to the service if not discountenanced & prevented; Please to write Mr Stoddert & enclose him a copy of this letter, and I dare say he will do what is right, and you will receive for me the 1/20 of that part of the proceeds of the Lugger & cargo due to the Captures.

I have ordered the French Privateer *La Amour De La Patrie* [*] (prize to the *Enterprize* Lt Sterett [captured 24 December 1800]) to

Baltimore, where you will have her condemned & sold as soon as possible.

There were no prizes taken that can possibly cause the shadow of any misunderstanding in a claim of 1/20 between Captain Decature & myself, as Captain Decature acted under my orders from the 23^{d} September, the day we first met off Gaudaloupe & the Lugger was taken the [1 October 1800] as aforesaid, & was the first capture made after I took command of the squadron.

My health has been very bad ever since I came on this station, & I mend by slowly; I beleive a change of climate only will restore me.

I have your several favours of the 24 October. 5th & 12th of November and note the Contents. I thank you for all your kindness & good intentions, & be assured I never wish to exist when I should be so insensible as not to know how to appreciate them. I rejoice to hear that M^{r} Adams will be the President again, I hate changes of every sort where they can be avoided, especially, good for uncertain; the Senate of Pennsylvania ought to be immortalized, for holding out (If they did to the last hold out) against the evel designs of their Governor, House of representatives, and the Animal *Tench*, a very dangerous and bad animal be assured, but you have long known my opinion of that animal.

James is very hearty indeed & my whole crew. Make my Compliments to M^{rs} Biddle & all our good friends in Philadelphia, I have no official account of the peace with France as yet, but hope for it daily

I am Sincerely & affectionately
yours &c.

PS If you publish the other affidavits, send to M^{r} Dobbin of Baltimore, my letter to him, & the enclosed of my Officers to publish also. This postscript need not be copied — and sent to the Secretary of the Navy.

PS. you will claim from Captain Decatures agent my 1/20 of the French privateer taken by him, called *La Laveret* [La *Levrette* captured 3 December 1800] she is a schooner.

[*A French privateer schooner of this name also was captured by U. S. Frigate *United States*, 3 February 1799.]

[HS of Pa. NDA photostat, Truxtun's LB, 1800–1.]

To Midshipman Charles Coombs, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

S^{t} KITTS 4th *January 1801*

SIR You will proceed with the prize schooner *L'Amour D' La Patrie* to Baltimore, keeping with the *Merrimack* untill you pass the latitude of Bermuda & then make the best of your way. As you are young and have not yet all that experience necessary for to sail and Navigate a vessel [space] as M^{r} Sterrett informs me, You must be governed in the direction and Management of this prize by Captain Norton, who is a passenger with you, You will understand that none of your crew are on wages but meerly work their passage. On your arrival at Baltimore, forward the enclosed letter by first mail to Charles Biddle Esquire Philadelphia, and take his orders; as to what is to be

done with the schooner, you will not fail in complying strictly with this order and send him also a copy of these your instructions.

I wish you safe home & am your

Most Obd^{t} humble Serv^{t}

To

M^{r} Ch^{lg} Coombs

Midshipman in the

Navy of United States.

PS call on Captain Brown of the *Merrimack* for his signals.

[HS of Pa. NDA photostat, Truxtun's LB, 1800–1.]

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

[U. S. Frigate] *Constellation Jan^{y} 4th 1801.*

Benjamin Stoddart Esq^{r}

Sir I arrived at the watering place Five days since & there met with M^{r} Caldwell Officers of Marines by this Gentleman who was on board the *Trumbell*, I received some information which I deem it my duty to advise you of —

From an anxious desire that the strictest attention should be paid to Order, & that no slur should fall upon Officers holding Commissions from the President, I must beg leave to intrude upon you with a comment upon the conduct of Cap^{t} Jewett —

In the first place Judging that there would be less loss of time as well as expence by sending the *Trumbull* to Norfolk with her Prisoners (especially as the Crew had near six months to serve) I Ordered her to repair there a coppy of my instructions I herewith inclose but I am now informed that altho he was off the Chesapeak with a fair wind, he passed on & was twelve Days after that before he arrived at New London, & at the risk of starving his Crew & Prisoners, but what I have further to aledge against him, I requested he would not plunder the prisoners of their Pocket money instead of attending to my admonition he I find has taken every penny from them & all their Watches & Swords, & left them to the bounty of the Inhabitants of New London

Further, I find that he has by no means given in the amount of property taken from them, some of the Prisoners on board asserted that there was at the lowest computation $20,000 in Cash on board, but the net proceeds of every thing condemned appears to be $13,000 Including the Vessel —

If such conduct is pursued by Officers of Rank our service can never be respectable & as those Prisoners are still in New London the truth might be come at, if guilty of embezzlement no doubt but due notice ought to be taken of it, if innocent tis a pity he should Labour under such a charge

I am

Your most Ob^{t}

[NDA. A. Murray's LB, 1799–1805.]

To Lieutenant Charles Stewart, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

S^{t} KITTS 5th *January 1801*

Lieutenant STEWART
Commanding the U S
Schooner *Experiment*

SIR At noon this day, you will get underway and proceed with the convoy bound to the U S as far as S^{t} Thomas's, and see them safe to an Anchor in that harbour. Captain Brown of the *Merrimack* is to proceed to S^{t} Bartholomew's, to take under his care from thence, the vessels ready to sail for the United States, with which he will call at S^{t} Thomas's, and take the whole under his protection and proceed as pr orders I have given him. As soon as you have seen the vessels under your protection, safe at Anchor at S^{t} Thomas's as aforesaid, you will proceed to Curracoa and deliver the letters herewith delivered you and without delay make the best of your way after to Norfolk and on your arrival there report yourself to the Secr^{y} of the Navy as before directed

I am Sir wishing you a good
passage & safe home
your very Ob^{t} Servant.

[HS of Pa. NDA photostat, Truxtun's LB, 1800–1.]

To Benjamin H. Phillips, U. S. Consul, Curacao, from Captain Thomas Truxtun, U. S. Navy

UNITED STATES SHIP *President*
Bassateer Road S^{t} Christophers
5 Jan^{y} 1801

DEAR SIR I have in haste dispatched the *Experiment* L^{t} Stewart to your Island with a letter to the Captain of any U S Vessel that may be with you, to come up without delay to this road, & should it be expedient shall send him down again after issuing new instructions for his Government.

By his return I may be enabled to make you some important communications, and by him I shall thank you for a letter giving me an account of the state of *L'Vengeance* when she sailed from Curracoa, and as much other information of that ship &c as you possess.

I have the Honor to be with
Great Respect & esteem your very
Obedient Servant.

BENJ^{n} H PHILLIPS Esq^{r}
American Consul
Curracoa.

[HS of Pa. NDA photostat, Truxtun's LB, 1800–1.]

To the Officer Commanding any Vessel or Vessels of the United States at Curacao, from Captain Thomas Truxtun, U. S. Navy

UNITED STATES SHIP *President*
Bassateer Road S^t^ Christophers
5^th^ January 1801

SIR On receipt of this letter you will proceed to this road without delay, leaving any of our vessels that you may have with you on that station.

Should it be expedient I shall dispatch you again to Curracoa, after issuing such instructions for your Government as may be necessary for your future conduct.

I have the honor to be Sir
your very Obd^t^ Serv^t^

To the Officer Commanding
any vessel of the United States
or vessels of the United States, should there
be more than one, at Curracoa

[HS of Pa. NDA photostat, Truxtun's LB, 1800–1.]

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

[WASHINGTON, D. C.]
Navy Dep^t^ 5^th^ Jany 1801

Cap^t^ H G CAMPBELL

I am honored with your Letter of the 24^th^ Ult^o^

It will be proper that you Ship at once as many hands as may be necessary to ensure the safety of the *General Green*, & that you proceed in her repairs until they are compleated — But you will decline recruiting for a new Crew, or taking in stores until further orders. —

I am sir

B. S.

[NDA. OSW, Vol. 4, 1800–1801.]

To the Agents of the Consuls of the French Republic at Guadeloupe, from Captain Thomas Truxtun, U. S. Navy

UNITED STATES SHIP *President*
in the Road of S^t^ Christophers
January 6^th^ 1801.

GENTLEMEN I had the honor to receive this Morning by Monsieur Bigard the flag officer of the cartel schooner *Alliance* your letter of the 11^th^ Nivose, in the 9^th^ year [1 January 1801] of the French Republic, By which I am informed, that you have received officially by the National dispatch boat *L'Eclair* the convention which was signed at Paris the 8^th^ of Vendemaire [30 September 1800] by the respective plenipotentiaries of the French Republic & the United States of America, and I thank you for the copy of the said convention which you have been pleased to send me as well as for the copy of your proclamation to the Publick functionaries &c &c in Gaudaloupe and its dependencies.

I have heard of the safe arrival at Norfolk of M[r] Davie one of our Commissioners from France, (on or about the 10[th] of last month), and that he went on to the seat of Government, at the City of Washington near the River Patowmac immediately after landing at Norfolk; so that I am in daily expectation, of an Official communication from my Government on the subject of the treaty, and as it is uncertain whether the frigate or dispatch boat, will arrive first here, or at Martinico, It is my intention to sail for Martinico in a few hours, and if in my absence, she should arrive here, I have left directions for the captain to follow me immediately, and the very moment I receive my instructions you may rest assured, no time shall be lost in advising you fully, on the pleasing and highly important subject; which has caused this letter, & in the mean time Gentlemen, I shall be animated by a strong desire, to anticipate the friendly wishes of the President of the U S towards France, & to bury in oblivion every animosity that may have subsisted, between the two Nations & their citizens —

I have the honor to be with
Great respect your very Obed[t]
humble Serv[t]

To
their Excellencies
the agents of the Consuls
of the French Republic
at Gaudaloupe & its
dependencies &c &c &c

[HS of Pa. NDA photostat, Truxtun's LB, 1800–1.]

Extract from Log Book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Tuesday, 6 January 1801

First part Squally Weather —

At 1 P M Saw a Sail to Windward standing to the South'd At 2 Tk'd to the S[d] & E[d] At 4 Exchanged Signals with the Ship to Windw[d] At 6 P M the South point Dominico bore S W ½ W Distance 9 Leagues N E end of Marigalant N W B N ½ N 7 Leagues Dist and the S W point N W —

At 2 P M Tk'd to the N[d] & East'd —

At Midnight fresh Breezes and pleas[t] w[r] At ½ past 2 A M Wore Ship to the Southd Squally with rain — At ½ past 8 A M Exchanged Signals with a British 74 the Admirals Ship — At 9 Tkd to the N[d] & E[d] — At 11 A M took in the Mizen and Set the Spanker Punished Israel Richardson Black Man with 12 Lashes for Strikeing the Ships Cook —

At Meridian Thick Squally Weather
Lattd Obsd 15.31 N.

[NDA, original.]

To Howland & Allyn, Navy Agents, New London, Conn., from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^{t} 7th Jany 1801

Mess^{rs} HOWLAND & ALLYN
New London

I have the honor to enclose you translations of two letters received from the French officers, and their wives taken on board the *Vengeance* and at present confined at New London, contrary to my instructions of the 26th Sep^{t} 1800 —

I request that you will examine their Situations and endeavour to ascertain whether their Complaints are well founded — and inform me of the result. at all events they must be immediately Liberated, The officers on Parole. If they are in want of cloathing you will be pleased to provide them with such as will defend them from the inclemencies of the winter — Instead of supplying them with provisions, you must furnish them with money, taking care that this latter arrangement will not be more expensive to the United States than the former.

I am Gentlemen

B, S,

[NDA. GLB, Vol. 4, 1800–1801.]

To Lieutenant Colonel Commandant W. W. Burrows, U. S. Marine Corps, from Lieutenant Bartholomew Clinch, U. S. Marine Corps

[U. S.] FRIGATE *United States*
off S^{t} Christophers Jan^{y} 8, 1801

SIR We this Day Anchored here by which you will perceive that our Passage has been tedious, owing to head Winds & bad Weather — There is not any of our Ships in this Port, but expect the return of some from Cruising in 2 or 3 days — The State of our Marines are as when I writ to you from Bombay Hook on our departure, except the loss of poor Lieutenant McCleary who Died on board the 31st Ult^{o}. In a very severe Gale about 10 days prior to his decease, He got a fall & Struck his Shin against a Table which was upset — it appeared trifling at first, but in a Short time grew much Inflamed in so much that the Doctor apprehended a Mortification — He was obliged to keep to his Bed during the greater part of which time He was in a State of Dilirium untill his Dissolution which took place as above I had every possible respect paid to his Remains having had him Launch'd into the Deep with Military Honours.

We find that Governor Davie has returnd to the United States. The Treaty is publish'd in the News Paper of this place. There is a Vessell just now preparing to Sail for the Continent, by which opportunity I await myself of forwarding this.

I remain with great respect
Your most obed^{t}
& very humble Serv^{t}.

BART. CLINCH
L^{t} Mar^{s}

Lieut. Colonel W. W. BURROWS
City Washington
United States

[MCA. LR, 1801.]

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

Constellation. Off SANDY HOOK *Jan^{y} 8th 1801*

BENJ^{a} STODDERT Esq^{r}

SIR We are now about to dismiss our Pilot after a tedious delay, Your orders came one day too late for us, I prepared to sail the moment I received them, but being at the close of a fine Wind N. W. it faild us after we had made sail, since then we have had to encounter with a good deal of dangerous Ice; our prospect now is fine, & hope we shall soon be on our station — in haste

I am

Your Most Ob^{t}

Hum: Serv^{t}

A MURRAY

[NDA. Misc. L, Vol. 2. 1801, & A. Murray's LB, 1798–1805.]

To Lieutenant William Peterkin, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dep^{t} 8th Jany 1801

L^{t} W^{m} PETERKIN

of the *Augusta*

Norfolk Virg^{a}

On Cap^{t} M^{c}Elroy leaving the *Augusta*, which he has permission to do, the command of her will devolve upon you, until his successor shall be appointed —

You will, therefore be pleased to give every necessary attention to her Repairs &^{c} —

I am sir

B. S.

[NDA. OSW, Vol. 4, 1800–1801.]

Extract from Log Book of the U. S. Frigate *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Thursday, 8 January 1801

* * * * * At 6 A M. saw a Sail ahead Made Sail & gave Chase gave her a Gun, the Chase being a Brig under English Colours did not speak her, but passed her 2 Miles to windward.

At ½ past 7. part of Guadaloupe bore E by N ½ N.

At 11. saw a Sail to Northward, soon after discovering she was steering for us, shortened Sail.

Latitude Observed 16° 03′ N.

[J. Sawyer Col., Portsmouth, N. H.]

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

[WASHINGTON, D. C.]
Navy Dep^t 9^th Jany 1801

Mess^rs S HIGGINSON & C^o
Boston

A further claim for swedish Goods taken on board the French Letter of Marque schooner *Buonapart* by the United States Ship *Merremack* Cap^t Brown to amount of 3,846 90/100 Dollars has been established through the Agency of M^r Soderstrom Swedish Consul, and I have paid him that sum; the one half of which, presuming you may yet have in your hands to that amount belonging to the captors I have caused to be charged to your account

I am sir

B, S,

Enclosed is M^r Soderstrom rec^t to you for Nineteen hundred, twenty three dollars 45 Cents, being half the amount Within mentioned.

[NDA. GLB, Vol. 4, 1800–1801.]

To Secretary of the Navy from Lieutenant M. Simmones Bunbury, U. S. Navy

NEW CASTLE *Jan^y 9^th 1801*

SIR I received your favor of the 31^st Ult^o this morning & shall pay due attention to the Orders which it contains. I shall embrace the first fair wind & hope my Conduct will meet your approbation, M^r John T Elsworth Midshipman, is on shore here very sick, & not able to proceed to Sea & I dont think he will recover his health this season, he will thank you for a Furlow to go to his friends untill he recovers his health, I shall write you again on my departure from the Capes,

I am
Sir, with due respect &
have the Honor to be
Y^r M^s Ob^t Hum^e Serv^t

M, SIMMONES BUNBURY

Hon^ble BENJ^n STODDERT Esq^r
Sec^y of the Navy
Washington

[NDA. Misc. L, Vol. 2, 1801.]

Extract from Log Book of the U. S. Frigate *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Friday, 9 January 1801

Supposed the Sail to Windward to be the *Southampton*. At 2 P. M. saw a Schooner to the Northw^d At 5 saw another Sail to the N. & Est^d At sunset the Saints E ½ N. Guadaloupe E B N. ½ N.

The *Southampton* passed us to Windward at 9 P M. & made Commodore Barry's private Signal by firing One gun & shew^d two or 3 lights, which We answered.

Squally in the night. At 5 A M. saw 2 Sails astern, the S point of Dominico bearing E ½ S. Made Signals which were answered. Shortened Sail. At 7 spoke her the U. S. Ship *New York*. Find that we outsail the *New York*.

Latitude Observed 15° 11′ N.

[J. Sawyer Col., Portsmouth, N. H.]

To Howland & Allyn, Navy Agents, New London, Conn., from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t 10^th Jany 1801

Mess^rs HOWLAND & ALLYN
New London

GENTLEMEN The charges exhibited by the French Officers and women in their letters to me, translations of which I had the honor to enclose you on the 7^th inst, against Captain Jewett of the *Trumbull* have been repeated by very respectable Authority. — It is represented, that he plundered the Prisoners of their money, Watches swords &C and that he did not give in the amount of the property taken from them, that they assert that Cash to the amount of twenty thousand dollars was on board of the *Vengeance*, at the time of her Capture. — and it is said that the net proceeds condemned including the Vessel was only thirteen thousand dollars.

I have too good an opinion of Captain Jewett, easily to credit these these charges so injurious to his charactor, as an officer, and as a Man, but I am more desirous than ever, that you should obtain all the just information you can respecting his conduct in this Case

I am Gentlemen

B, S,

[NDA. GLB, 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, Sunday, 11 January 1801

First part fresh Breezes and Squally with Showers of rain —

At 4 P M bore away and Set the Main Sail At 5 the South point of Dominico bore W ½ S 6 or 7 Leagues —

At Midnight Wore Ship to the N^d & East'd

At ½ past 6 A M Wore Ship and stood to the Southd and West'd the South point of Dominico bearing W B S 5 Leagues —

At 11 A M hoisted out the Cutter and sent Lieut^t Cassin on Shore —

At Meridian fresh Breezes and pleasant S^t Pierres Town bearing N N E Distance 2 Miles —

[NDA, original.]

To Chairman of the Committee on Naval Affairs, for the Second Session of the Sixth Congress, from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t 12^th Jany 1801

CHAIRMAN OF THE COMMITTEE ON NAVAL AFFAIRS,
for the 2^d Session of the 6^th Congress

SIR The report of the Secretary of the Treasury containing a Statement of the appropriation, necessary for the year 1801, includes the Estimates of the expence of maintaining the Navy, for the same year. It is not necessary, therefore for me to repeat them here.

But it will be observed that these estimates were formed, on the idea of employing our whole force, in cruising as heretofore, for the protection of our Commerce Should the United States be so fortunate as to terminate by an honorable Treaty, the differences with France, it would be good oconomy, to sell all the Public Vessels, except the following Frigates.

The *United States*
The *Constitution*
The *President*
The *Chesapeake*
The *Philadelphia*
The *New York*
The *Constellation*
The *Congress*
The *Essex*
The *Boston*
The *John Adams*
The *Adams* and
The *General Green*[e]

The rest were either built of Materials, which do not promise long duration, or are too small to form a part of the National defence. In future wars, the United States will probably be influenced by the example of all other Nations, to suffer the Capture of Vessels merely commercial, from their Enemy — and in this event, the Enterprizing spirit of our Citizens, will quickly furnish, for private emolument, nearly all the small Vessels, necessary to be employed; and will thus add to the National means of annoyance without addition to the National expence. In this view, it may be sufficient for the United States to attend principally to a provision for Ships of the line, and Frigates.

The expence of maintaining the thirteen frigats, herein enumerated, in constant service, and on the present Establishment of numbers pay and rations, would amount, annually to the Sum of 1,225,048 73/100 dollars as will be seen in paper N^o 1. But on a Peace establishment, the ration, which is too large, ought to be reduced. Seamens wagers will undoubtedly fall, on a General Peace: and in such a state of things, it would not be necessary to employ in each ship, more than two thirds of the present number of able and ordinary Seamen.

The paper, N^o 2, contains an Estimate of the annual expence, of these ships on a Peace establishment, and on the principle of keeping the whole of them in constant service, amounting to 712724 35/100 dollars. The paper N^o 3, shews the expence of keeping only six of the Frigates, in constant service the others remaining in port, but allowing half pay to a sufficient number of commissioned Officers & Midshipman for the ships so laid up amounting to 387,257 dollars. In the paper N^o 4, there is added to the Estimate in N^o 3 the expence of allowing half pay, to all the commissioned Officers, & Midshipman, at present in service, making the whole amount to the annual Sum of 444,677 dollars

The act for establishing and organizing the Marine Corps, considers that corps as part of the military Establishment, but subject to perform duty on shipboard, as well as in ports & garrisons on the seacost & elsewhere on shore. It is questionable, therefore, whether the expence of this corps, ought to be provided for in the estimates of the war or the Navy Department. It is certainly, one of the most usefull Corps, belonging to the United States, & is particularly advantageous in facilitating the means. & lessening the expence, of manning our Ships; and affords to every Vessel, a body of experienced & disciplined men, always prepared for action. The war expence of this Corps, is 270,957 98/100 dollars per annum: In peace, the expence might be reduced to 207,310 dollars pr estimate N° 5, which being added to the Estimate N° 4, would make the whole amount to 651,987 dollars.

The acts of Congress have appropriated one million of dollars towards building six seventy four gun Ships & for procuring arming &° Six sloops of war, leaving about 700,000 dollars to be applied towards the six 74 gun Ships: also 200,000 dollars for the purchase of growing or other timber or of timbered lands for the Navy, & for preparing proper places for securing the timber procured. — and 50,000 dollars, for the erection of two Docks, for repairing the Public Ships.

Under these Acts, Contracts have been made for eight frames for 74 gun Ships, two of them under the appropriation of 200,000 dollars — and the execution of them, as fare as Six frames, will it is believed, be completed this Winter a considerable part of the other timber necessary for six ships has been procured. Ground has been purchased at Portsmouth New Hampshire, Charlesto[w]n, near Boston — Philadelphia — the city of Washington, and Norfolk; and measurs have been taken to procure ground at New York, for Capacious Building & Dock yards; and Progress is making, in prepairing Docks for receiving the timber & wharves for building the Ships. Contracts have also been made for Cannon & for the Copper Bolts & Spikes, & for sheathing Copper, for the 74 gun ships; but it is impossible to say how far these which respect Copper, will be executed — the work for manufacturing Sheathing Copper, being very expensive, & it is to be feared, beyond the reach of individual capital & enterprize.

The sums already advanced & expended on these different objects cannot be precisely asertained; but they are not materially different from the following Estimate —

For ground & improvements	186, 800
Timber	210, 070
Copper purchased & Advances on contracts for Sheathing copper	76, 913
Cannon	33, 000
Purchase of Grovers Island & Black beard	22, 516. 75
	$529, 299. 75

The Agents for disbursing this money, are also Agents for all other purposes of the Navy, and it can only be seen, what has been expended under each head of appropriation, on settlement of their accounts — To remit money to them, under each head of appropriation, allowing them to expend on that particular object only, the sum remitted, would be to create the necessity of keeping in each agents hands, four

or five times as much public money as is necessary; hence, the practice has arisen, in the Navy Department of drawing on one appropriation for all Navy purposes, until that appropriation is exhausted, leaving until the settlement of the Agents accounts, the charges against each appropriation for which the money has been expended. —

The expence of building 6 — 74 gun Ships & fitting them for sea with guns & military stores, & every other article, except men & provisions has heretofore been estimated at 2403,300 94/100$

To complete the wharves & docks, for seasoning timber at the six places, where ground has been purchased, and to erect suitable houses for the reception of Public Stores will cost, including what has already been expended 600, 000

and to make at two of these places proper Dock for repairing of Ships may cost 100, 000

amounting in the whole to 3, 103, 800

From which is to be deducted the sums already expended 529, 299. 75

leaving a balance still to be appropriated of 2, 574, 500. 25

If this balance should be divided into four equal parts, and one part should be appropriated in the present, & one in each of the three succeeding years, the money will be furnished as fast as it will be proper to build the ships to give them every chance of long duration

The timber alone of a 74 gun ship, will cost, delivered at the ship yard — for the frame consisting of 27387 cubicke feet, if of live oak cut to the moulds ..... 54, 774 dollars

If partly of live oak, or other timber as valuable, & partly of white oak ..... 41, 080 dollars

If of white oak alone 27, 387

All the other Timber 40, 000

67, 387

All the timber for a Frigate to mount 44 guns has been estimated to cost ..... 50, 000 dollars

It will be impracticable to get more live oak from Georgia, after the frames already contracted for, are completed; except from the Islands, belonging to the United States, and these are too small to furnish more than a few of the most material pieces for many ships. It will also soon be impracticable to obtain in the United States, any other kind of timber, superior to white oak; but there is reason to believe, that when our timber is as well seasoned, our white oak ships, will last as long as those of most other Countries. The experiment has never yet been fairly made

When the United States own twelve ships of 74 guns, & double the number of strong Frigates, and it is known that they possess the means of increasing, with facility their Naval strength confidence may be indulged, that we may then avoid those wars, in which we have no interest, & without submitting to be plundered. — An annual appropriation of 117,387 Dollars over and above the appropriation for the six 74 gun ships already autherized, for the purchase of timber, to be laid up in docks, for 74 gun Ships & Frigates; and the adoption

of efficient arrangements to secure the manufacture of Copper, the culture of Hemp, & the manufacture of canvas would in a few years raise us to this desirable state of security.

Thus, then, it appears that for the small sum of 651,987 34/100 dollars, the United States may keep in constant service six frigates: — Seven others in port, but always ready for service: the Corps of Marines, consisting of more than 1100 Officers & men; and may remunerate the past & secure the future services of a meritorious class of men, who in general either sacrificed more profitable & less hazardous private employment, to devote themselves to their country, in a season of peril: or who, being qualified by education, for any pursuits, have entered into the Navy, as a profession, at that time of life, when Professions are usually chosen.

All great Maritime Nations, retain in Peace, the Commissioned Navy Officers, necessary to be employed in war: by allowing them a portion of their monthly pay, on the condition of holding themselves in readiness, at all times, to be called into active service. The same provision is not so generally extended to the Midshipman; but the discrimination is no where just, & in the United States in the present instance, it would be extremely impolitic — for the Midshipmen, are among the most promising young men of our country possess all the materials to make Officers, equal to any in the world; & well merit the fostering care of their Government But it would be injurious to themselves, and to their country, to pay them for remaining in idelness at home. Nº Midshipman ought to receive half pay without exhibiting satisfactory proofs, that at least four month of the year (for which he demanded it) had been employed by him in acquiring a better knowledge of his profession if not in foreign service, at least in the Merchant ships of his own country.

It also appears that for the further sum of 643,625 6/100 dollars appropriated for the present, and for each of the three succeeding years, six 74 Gun ships may be added to the Navy: two frames for two other 74 Gun ships may be placed in Docks for seasoning Six capacious building yards with Docks for receiving large quantities of timber may be prepared and suitable Houses which are indispensable for the security of the Naval Stores may be erected at each of the building yards.

And that for the further appropriation of 117,387 Dollars for the timber of a 74 & a 44 gun ship to be repeated annually until an adequate quantity of timber shall be obtained, the United States may acquire the means of suddenly raising their Navy to any size, which the exigency of there affairs may demand

It will require years to cut the timber from the woods & to build a ship of 74 guns and after she is built of green timber she will not last longer than the time consumed in building her. a ship of the same size, besides the immense advantage in point of duration may be built & sent to see in less than a year if all the materials are on the spot Timber may be preserved for ages in Docks & at little expense and the knowledge that we possess it in that State, will inspire nearly as much respect for our Flag, as if the ships were built & on the Ocean, In a pecuniary point of view, there can be no comparison between the expense of creating a sufficient Navy, and the loss a Commerce so great as ours will too certainly sustain, for the want of such protection. But the loss of property is but a paltry

consideration compared with all the humiliating & distructive consequences which must flow from that debasement of mind which a system of eternal submission to injury & injustice, cannot fail to produce —

Before I conclude, I will take the liberty of observing that the business of the Navy Department embraces too many objects for the superintendance of one person, however gifted — The Public Interest, I am very sensible has already suffered from this cause, and I have no doubt that the Establishment of a board, to consist of three, or five experienced Navy officers, to superintend in subordination to the head of the Department, such parts of the Duties as Nautical Men are but qualified to understand & to direct would produce a saving to the public, far beyond the expense of such an Establishment. Their full pay as Officers indeed, & full Rations might be deemed sufficient compensation for such Duty, as it would be proper that the Members of the board should retain the rank in the Navy

I have the honor to be
with great respect &
esteem Sir Yr Most
Obed Servt

BEN STODDERT

[Enclosures Nos. 1 to 5 inclusive may be found on pages 76, 77 and 78 of "American State Papers, Naval Affairs," volume I.]

[NDA. Cong. LB, Vol. 1.]

To Secretary of State from Benjamin H. Phillips, U. S. Consul, Curacao

CURACAO *12th Jany 1801.*

SIR! Lieut Stewart of the U S Schooner *Experiment* arrived here on the 10th with a Letter from Captain Truxtun, who it appears expected that one or more of the U S Cruisers were here, or in the neighbourhood; if such have been dispatch'd for this place, I am sorry to say they have not appeared, neither have I heard of them.

No new regulations respecting the Commerce with the U S have taken place since my last (a copy of wh I have now sent) & as dispatches are daily expected from England, it is presumed none will until they arrive. — The Schooner *Thomas* of Baltimore was lately sent in here but immediately liberated & has sold her Cargo.

Provisions are allarmingly scarce in the absence of the American Vessels & the Prohibition on Terra firma.

I have the Honour to be
Most respectfully Sir!
Your Most Humbe Servt

B. H. PHILLIPS

THE SECY OF STATE
FOR THE UNITED STATES OF AMERICA
City Washington

[SDA. Curacao, Vol. 1, 1793–1838.]

Extract from Log Book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Monday, 12 January 1801

First part pleasant Weather Laying off & on waiting for the Boat — At 2 P M Lieut^{t} Cassin returned hoisted the Boat in and made Sail — At 6 P M the North point of Martinico bore E B N Distance 4 Leagues * * *

At Meridian Squally Weather South point of Dominico bore W B N Distance 4 Leagues —

Latt'd Obs'd 15.12 N.

[NDA, original.]

Extract from Log Book of the U. S. Frigate *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Monday, 12 January 1801

At 2 P M saw a Schooner standing into Prince Ruperts Bay. At 4 saw a Ship going in also. At sunset N p^{t} of Dominico E b N, S p^{t} S S. E. the Great Saint N ½ W. At Midnight bore away thinking the Ship too near the Shore.

At 6 A M. saw a Sail to Leeward. Exchanged Signals with her, the British Ship *Andromeda*. At same time gave chase to 2 Sails in sight to Leeward. soon after gave up the Chase she being so near the fort. At 9 A M being within Gun Shot of View Point Fort, they commenced firing upon us, & gave us nine Shot, none of which did execution. Being out of their reach shortened Sail.

At 10 A M, bore away in Chase of a Sail on the Lee Bow.

Latitude Observed 15° 59′ N.

[J. Sawyer Col., Portsmouth, N. H.]

Extract from Log Book of the U. S. Frigate *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Tuesday, 13 January 1801

Still in Chase.

At ½ past 12 gave her two shots. the winds bafling took us aback several times. At 1 P M came up with the Chase an English privateer Brig from Antigua on a Cruize. Informed us of a French Sloop of War's being off S^{t} Bartholomews.

At sunset Saints S E ½ E. S p^{t} Guadaloupe S E b E. N p^{t} N E ½ E.

At 7. A M. saw a Ship to North^{d} bore away for her, found her to be a British Ship of War. gave chase to a Schooner to Windward stand^{g} for Guadaloupe. Carried away Weather Main Top Gall^{t} Sheet block, Clewed up top Gall^{t} Sail, & fitted another.

Latitude Observed 16° 34′ N.

[J. Sawyer Col., Portsmouth, N. H.]

Extract from a letter to a gentleman in Baltimore, from Secretary of the Navy

GEORGETOWN *January 14*, [1801]

"I have never heard a word from the *Insurgent* since she left the Chesapeake on a cruise. I did not authorise the paragraph in the Philadelphia paper. The ship was ordered to return about the end of Nov. but she may remain in the West-Indies on account of the difficulty of making our coast in the winter."

[LC. "New Hampshire Gazette" (Portsmouth, N. H.), 3 February 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, 14 January 1801

First part Cloudy Weather At ½ past 2 P M Squally took in & made Sail Occasionally —

At 5 the South point of Dominico bore W B N 6 Leagues — At 6 P M Tacked Ship to the N^{d} & East'd At 8 Tacked to the S^{d} & Eastd — At 9 Squally hauld up the Main Sail At ½ past 9 Set D^{o} —

At ½ past 1 A M the South end of Dominico bore W B N 7 Leagues — At 7 Saw a Sail on our Weather Beam made Sail and gave Chace — At 8 Tacked to the South'd and East'd At ½ past 9 Squally took in top Gal Sails — At ½ past 10 A M gave over Chace and Tacked to the North'd and East'd Set Main and fore top Gallant Sails —

At Meridian Fresh Breezes and hazy Weather —
Latt'd Obs'd 15.9 N.

[NDA, original.]

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

UNITED STATES SHIP *President*
Bassateer road S^{t} Christophers
Jan^{y} 15th 1801.

SIR I now take the Liberty to transmit to you, a general detail of my Cruises and conduct, since I left America last, up to this day.

On the 5th of September as you have been already advised, I weighed anchor and sailed from Sandy hook for the Gaudaloupe Station; on the 9th and 10th I met with a violent gale of wind from the Eastward, accompanied by high & Cross Seas, but being well prepared to meet this bad weather, I thank God we weathered it, without any accident or loss, and as soon as the gale abated, so that I could with propriety make sail, I lost no time in proceeding to the ground, allotted for me to occupy, with the squadron I came out to direct.

On the 16th being in Latitude 25° North & Longitude 63° West from London, I fell in with and recaptured from the French the British Merchant ship *Ruth*, from Martinico bound to Newfoundland, laden with the produce of that Island; this prize I immediately took in tow, and on the 22^{d}, being at the distance of about three leagues from the Island of Nevis, and five from S^{t} Christophers, I ordered her cast off, and directed the prize master, to run into the road of either Island, and report himself to the american agent at the latter: I then proceeded without delay to windward, and under Gaudaloupe; in hopes of meeting some of the enemies ships of war, The next day the 23^{d} I fell in with the U S Ships *Philadelphia* and *John Adams*, and gave their commanders the necessary orders, for cruising and annoying the enemy, after which we seperated, and each proceeded to occupy different ground, as did all the squadron during my command of it, most of them round Gaudaloupe, and the remainder off S^{t} Bartholomews, S^{t} Martins, Porto-rica &c. On the 29th hearing that no French Cruizers of any consequence were out of port, on account of the Hurricane season not yet being over, and that a number of our merchantmen, were waiting convoy at S^{t} Christophers

and the Islands to Leeward, I run down & dispatched the *Baltimore* to escort them into safety, and directed Captain Cowper as his mens times were expired, and his ship wanting repair, to proceed afterwards to Norfolk, and report himself to you instantly on his arrival: during my stay in the roads I landed many stores, so as to put the ship in the best possible plight for sailing, but did not go out of her myself. On the 4th of October having completed my business here, I weighed and stood to windward, in order to gain my usual cruising ground under Gaudaloupe, W[h]ere I continued untill the 23^{d}, when I came down again, to dispatch another fleet of Merchantmen that had assembled, and on anchoring in S^{t} Kitts road, I found the frigate *Chesapeake* & the *Enterprize* U S schooner.

The next day the *Experiment* arrived, with a three masted schooner her prize, taken from the French a day or two before, on her passage from Gaudaloupe bound to France, with a cargo of produce on board, and having as a passenger General Rigaud. On the 26th the U S Ship *Merrimack* arrived, as also the *Patapsco* from the Curracoa expedition, which had been undertaken before my arrival on the station, Captain Geddes of the latter informed me, that the time for which his men were engaged had expired; I in consequence thereof, directed him to take charge of the convoy then ready to depart, see them out of danger to a certain Latitude, and then proceed to Norfolk & report himself to you.

The *Merrimack* I ordered to cruise to windward of Gaudaloupe & the *Experiment* to cruize to windward of and about Berbuda, after convoying her prize out of danger. On the 30th having made every necessary arrangement for the Government of these vessels, I left S^{t} Kitts and proceeded to cruise under Gaudaloupe as usual, and from thence about Montserrat, Antigua, Berbuda, and as far Northward as the Latitude of 19° N, and from thence to windward of Deseada, Marygalante, the saints, Dominica & Martinico. Lieutenant Sterret of the *Enterprize* having sprung his foremast, I ordered him into Martinico on the 18th of November for repairs; followed two days after, gave the necessary direction for his supplies, and proceeded immediately after under and about Gaudaloupe, where I cruised until the last of November, when I went to S^{t} Kitts agreeable to appointment to dispatch another convoy. On my arrival I found the *Chesapeake*, *Merrimack*, and *Experiment*, together with a prize of the *Merrimack* [*Brilliant*], a french privateer brig of 14 guns, which she had taken, as also a number of Merchantmen bound home. I directed Capt^{n} Barron to take the *Merrimacks* prize & the Merchantmen under his convoy to call at S^{t} Bartholomew's, and S^{t} Thomas's, for such other american vessels, as might be ready to return home, & take benefit of his convoy, and then to proceed with them to a certain Latitude &c, after which he was to cruise near porto rica, untill the beginning of Febr^{y} and then return here for furthur orders, it is well to remark in this place, that Capt^{n} Barron having a most infamous crew, many of whose times had expired, it became (especially as they themselves, were desirous of leaving the ship) necessary to discharge them, Captain Barron will inform you of an intercepted letter, to the British Colonial Government, from several of them, one of which I ordered him to flog, with 39 lashes at S^{t} Thomas's and to drum the fellow on shore with disgrace which he has since informed me was done.

Two Store ships having arrived from the U S, under convoy of the *Trumbull & New York*, I directed Mr Gantt the New agent, to issue to each publick vessel of the squadron such Articles, as their respective Commanders, made indents for, & to store the remainder. Mr Gantt I introduced to such characters only, as would be serviceable to him as an agent and Merchant, and I gave him great caution with respect to many others.

Captain Jewett I sent off Porto-rica, and Captain Morris to windward of Gaudaloupe &c, the former to cruise untill the 15th of February unless ordered to the contrary, and the latter to call every 15 days at Martinico for new orders, as I was daily expecting advices from you, that would make it necessary; the treaty with France having then been at the different Islands for a considerable time, and by Captain Morris being at one of the most windward Islands, I could send him in every direction to call our vessels in, if circumstances made it necessary.

On the 8th of December having finished my business at St Kitts, I proceeded to windward on a cruise as usual two cartels with all the french prisoners, having been previously sent to Gaudaloupe by my orders, which with the release of several officers & passengers, & the parole of others, I considered as good policy, as our affairs with that people appeared to stand.

On this cruise after gaining my old ground for hunting (under Gaudaloupe) I stood to the southward and near to Dominica, and Martinico, and from thence between St Lucea & Martinico, and about a degree to windward of those Islands, then down again in sight of them and the other Islands in their Neighbourhood to viz, Marigalante, Deseada, Grandeterre, & Antigua, and from thence between antigua and Montserrat, off Redondo, St Bartholomews, St Martins & Nevis, and the last of December I returned to St Kitts for news from the Government, and to dispatch another convoy for America, but in all this route I met nothing that appeared hostile, or like an enemy.

On my arrival in the road, I found at anchor, the *New York & Warren*, the former had got a dangerous fever on board, and Captain Morris, was compelled to land near forty of his crew, the latter had unfortunately left my letters from you at Martinico, so that I was still in the dark, as to what was going on in America, or whether any new arrangements were made, in consequence of the French Treaty; I however directed the *New York* to sea the next day, with the men she had, without any addition and the *Warren* also, the former to cruise as I had before directed, & the latter to go off St Martins & St Bartholomews &c.

On the 4th of January the *Merrimack* arrived, & on the 5th the *Experiment*, the bad condition of these two vessels; and their mens times being expired, and all being desirous of returning home, I dispatched them with the Convoy, & directed Captain Brown to call at St Bartholomew's, and St Thomas's, for any other of our vessels bound home, and to proceed with them North of Bermuda. Lieutenant Stewart was ordered to quit the convoy at St Thomas's and to proceed to Curracoa and deliver my letter to Mr Phillips the consul there, and another which I had written to the commander of any of our ships of war, that might be at that Island, directing him to repair here for new instructions if circumstances made it necessary to Issue them, after performing this service, I ordered Lieutenant

Stewart to return to Norfolk and on his arrival to report himself to you.

A Cartel having arrived, from the agents of the Consuls of the French Republick, at Gaudaloupe, with all the prisoners they had in that Island, together with a letter enclosing me their proclamation of peace, Conformable to the convention of the 30th of September last, signed at Paris, I was detained untill the 8th January procureing and getting the necessary translations made, by a trusty person, after which I dispatched every French prisoner, that had been brought in since I sent away the last cartel, and proceeded immediately on a cruise: Copies of all these papers Received from Gaudaloupe, with my reply, You will find enclosed & numbered at foot &c.

After I had got under Gaudaloupe and spent a couple of days cruising, without seeing any of the French Armed or other vessels, I called in at Martinico for my letters, brought out by the *Warren*, which I received in about an hour and then returned again off Gaudaloupe, and on the 12th in running down, towards Bassateer, under an easy sail, with my colours and Broad pendant flying, they commenced as soon as I got, within half Gun shot of a fort to the Eastward of the town, a very heavy fire at me, but fortunately we received no damage in our masts or spars.

My object in going so near, was to see whether any American ships were in the road, with their Colours hoisted, but I suppose as usual they will say they took us for an English ship under American colours, but be this as it may, I should have sent my boat on shore with a flag, had I been in possession of any information from you, on the subject of the Treaty, that would have warranted it, and at the same time, have remonstrated against their conduct, after the formal proclamation of Peace on their part, for as no english ship ever went so near to that fort since the War, they must have known it was an American frigate.

On the 15th My main top mast & Fore top gallant mast, being sprung in chase, I bore down for S^{t} Kitts, where I found the U S frigate *United States*, Commodore Barry, I gave this officer every information I was in possession of, and immediately set to work to refit my ship, in order to return to the United States. Copies of my letters to Barry you will also find enclosed, and numbered at foot.

Agreeable to your instructions to take one of the Frigates with me, I shall sail from hence with the *Chesapeake*, if she arrives soon & after a short range, I hope it will not be long before I see you.

To watch over the various interests of the U S, on a station such as this; where every European power, and even those acting the same part with us against an enemy, has the eye of Jealousy fixt on all our actions, and even our vigilance, requires an officer in the direction, to have forethought, reflection & decision, especially where such Commander, is almost constantly at sea himself, contrary to the European practice, where there officers at the head of squadrons, are generally in the way of hearing every thing that is going on, or can in any way effect the Interest they are sent out to protect.

Since I had the honor to be placed, (this being the 3^{d} Compaign) in the command here, I have used all my endeavours to give satisfaction to the Government of U S, protect our Commerce, and Citizens, and to f[r]ustrate the enterprizes and designs of the common enemy, as well as of private enemies and to watch over the political Manouvres of every

power in this quarter, tho at the same time, I have studied to cultivate harmony with all.

I must not omit to mention here, at the winding up of my west India Expeditions, the Ravages, that the present European War has occasioned in these distant regions, where distress is depicted in every countenance, and where the decline of commerce cannot be more evident, than by the number of failures, and the few neutrals and American Merchantmen, met at sea, in comparison to what there was two years ago. The crops however are very flattering this year to the planters, but the high freights and premiums of Insurance, added to the low prices for their produce in Europe, and the high price of provision and Negro Cloathing &c here, leaves but small proceeds after the yearly sales are closed, & of course a few years more of war, must be ruinous to many of them, thus all descriptions of people suffer, except such as have nought to lose.

This letter being a general account of my transactions and observations here, I shall leave the subject of the Navy for another, as well as such events as may turn up from this time untill I arrive in America.

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

Hon^{ble} BENJAMIN STODDERT Esq^{r}
Secr^{y} of the Navy.

[HS of Pa. NDA photostat, Truxtun's LB, 1800–1.]

To Captain John Barry, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

UNITED STATES SHIP *President*
in the road of Bassateer S^{t} Christophers
15th January 1801.

DEAR SIR After congratulating you on your safe arrival here, I do myself the pleasure to state to you, the present distribution of the squadron on the windward Island Station.

The *Philadelphia* and *New York* are to windward of Deseada & Martinico &c; The *Chesapeake & Trumbull* off Porto rica; & the *Warren & Enterprize* are near to S^{t} Bartholomews and S^{t} Martins &c.

The *Chesapeake & Enterprize*, are under orders to return to the United States, the 1st of Feb^{y}, & there particular situation in my opinion requires it, The *Trumbull's* cruize expires the 15th of Feb^{y} and as the term for which her crew were engaged will be then nearly expired, I have agreeable to the Secr^{ys} direction, ordered her to call here, with an intention of taking a convoy home, the *Chesapeake & Enterprize* are also ordered to take convoy, the former to call at S^{t} Bartholomew's, and the latter to come here.

I received on the 6th Instant a letter from the agents of the Consuls, of the French Republick at Gaudaloupe with an enclosure of their proclamation of Peace, I replied signifying I had no official account of it from the United States, but so soon as I had, I would give them Notice and in the mean time, I should be animated by a strong desire, to anticipate the friendly wishes of the President of the United States towards France, and to bury in oblivion every animosity between the two Nations & their citizens.

Mr Gantt the successor to Mr Clarkson as agent for the U S, has charge of all the Publick stores at St Christophers, and will render a proper Account of the distribution of them to our ships.

I beleive I have now stated every thing that can be useful to you, and I have done it as early as possible, As the present state of things, renders my stay in the West Indies unnecessary, and as I purpose returning to the United States in a few weeks.

I have the honor to be dear Sir, wishing you a Complete restoration of health, Your

very Obedient & very humble Servt

Commodore BARRY.

[HS of Pa. NDA photostat, Truxtun's LB, 1800–1.]

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

[WASHINGTON, D. C.]
Navy Dept 15th Jany 1801

Capt JOHN MULLOWNY

The Treaty with France, is still before the Senate. It is uncertain how long it may remain there — and whether the ratification will be advised. It is most probable, that some alterations, will be suggested by the Senate and that it may be several months before there is complete amity between the United States & France — But it is also probable, & certainly very Desirable on our part, that captures on each side may cease before the business of the Treaty is Intirely adjusted —

You have been detained thus long under an expectation that you might carry with you to the Isle of France, the account of the ratification of the Treaty — But under the circumstances stated above it would be improper that you should be longer detained. You will be pleased therefore to proceed as soon as possible, to execute the orders you have heretofore recd dated the 10th of Decr 1800 — conforming in all particulars to those orders.

You will immediately apply to Messrs J & E Watson to replace the Provisions you have consumed, since you left the Delaware — & sail without waiting to hear further from me. Capt Derby of the *Connecticut* will soon follow you.

I am sir

B. S.

[NDA. OSW, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]
Navy Dept 15th Jany 1801

Capt RICHARD DERBY

The *Connecticut* has been kept in a State of suspense, from the expectation that the senate would do something decisive with the Treaty with France — It now seems probably a conditional ratification may be advised — & that our commerce to India may be exposed for months longer.

It is therefore desireable that you should get ready to proceed as soon as possible, after Cap^{t} Mullowny of the *Ganges* to Batavia. You will therefore in pursuance of the Instructions you have heretofore rec^{d} — take on board all the necessary Provisions & stores, & recruit your Crew — to be ready [for] your final instructions which will be sent in eight or ten Days —

Communicate this to Mess^{rs} Howland & Allen — to whom I do not write by this mail.

I am sir

B. S.

[NDA. OSW, Vol. 4, 1800–1801.]

To Moses Myers, Norfolk, Va., from Secretary of the Navy

[Washington, D. C.]
Navy Dep^{t} 15th Jany 1801

Moses Myers Esq^{r}
Norfolk, Virg^{a}

I have the honor to enclose you the Commission of the Prize Brig *Brilliant* arrived at Norfolk and Captured by the United States Ship of War *Merimack* commanded by Captain Moses Brown.

I am Sir

B, S,

I have received your Letter of the 8th ins^{t} There are some articles on board the Prize, which you will deliver to M^{r} Pennock, or pay for out of the Proceeds of the Brig.

[NDA. GLB, Vol. 4, 1800–1801.]

Extract from Log Book of the U. S. Frigate *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Thursday, 15 January 1801

Hands employed making preparations for bringing Ship to an Anchor, Steering for Bassaterre Roads, S^{t} Kitts.

At 3 P M. discovered Commodore Barry's Broad Pendant flying on board the Frigate *United States*. hauled down ours & run up a long One.

At 4 P M. brought up in 8½ Fathom Water with the Starboard Anchor, the Town of Bassaterre bearing N. W. At ¼ past 4. Commodore Barry came on board to see Commodore Truxtun At 8. P M. let go the Larboard Anchor.

[J. Sawyer Col., Portsmouth, N. H.]

To Captain John Barry, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

U. S. Ship *President* S^{t} Kitts road
16th Jan^{y} 1801.

Dear Sir I send my carpenter & a Midshipman with him to take the center of your masts, on the Gun deck, as mentioned to you last evening in order to compare their respective places with the *Presidents*

and at the same time I forward the Proclamation of Peace declared at Gaudaloupe, & literally translated from the original sent me, by the agents of the Consuls of the French Republick at that Island.

The present seems to be a moment, that requires great thought & exactitude of conduct in French affairs, One party having declared the peace, and nothing as yet done by the other, You will no doubt see the necessity of Keeping these French people in good humour, at least so as to prevent their privateers Committing new depredations, on our commerce, which they have already given orders by their proclamation to cease from and by the Secretarys letter of the 6th December there is a paragraph in point.

I am actuated by a love of Country, by duty and a regard for you to mention seriously these matters to you, on your first entering on the functions of your station here, and before you have had time to look round you, and I sincerely hope that the conduct of the French Colonists, may not be again such as to cause a recourse to arms against them, after the peace on our part is once proclaimed.

I have the honor to be dear Sir your
very obedient & very humble Servt

Commodore BARRY.

[HS of Pa. NDA photostat, Truxtun's LB, 1800–1.]

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

[WASHINGTON, D. C.]
Navy Dept 16 Jany 1801

Messrs J & E WATSON
New York

The *Connecticut* & the *Ganges* have been thus long detained from their intended voyage to Batavia, from the expectation that something decisive would take place in the Senate respecting the Treaty with the French Republic.

It now seems probable that a conditional ratification may be advised & that our commerce to India may be exposed to depredations from French cruizers for a considerable time to come It is therefore determined to dispatch at once those Ships as originally intended, & it will of course be necessary to send out a supply of provisions to meet their wants at Batavia & for their return — If there are any Merchant Vessels about to sale for Batavia from New York be pleased to ship on board to be delivered to the orders of Capt Derby or Capt Mullowny or in the event of their not arriving at Batavia to Jacobus Theodorus Reynst Esqr an Officer of the port at that place, the articles enumerated at foot — It has not been customary for Vessels taking provisions for the Ships of the United States to Batavia to charge freight, and you will make such agreement if practicable; if not Ship on the best terms you can —

If you cannot Ship the articles from New York, transmit this Letter at once, as in the former Case of this kind to Messrs Stephen Higginson & Co at Boston who will be pleased to act on it as if it was

originally adressed to them and inform Cap^{t} Mullowny & Cap^{t} Darby, from which place the Shipment will be made —

I am Gentlemen

B. S.

140	Bls.	Beef } of prime quality & so secured as to be
140	"	Pork } fit for an India Voyage
500	lb	Candles half wax
780	Gallons	Vinegar
300	Bushels,	Beans or Pease
50	Bls	kiln dried Indian meal
588	C^{wt}	Bread
60	lb	Essence Spruce
12	Bls	sour krout
60	"	Porter
1000	Gallons	Teneriffe wine.
70	Gallons	Lamp oil,

[NDA. GLB. Vol. 4, 1800–1801.]

Extract from Log Book of the U. S. Frigate *President*, Captain Thomas Truxtun, U. S. Navy, commanding, 16 to 25 January 1801

[In port of Basseterre, St. Christopher.] * * * Arrived here the U. S. schooner *Enterprize* Lieu^{t} Sterret. Got up a new Main top Mast.

Received a quantity of Provisions on board. Swayed up & housed a new Fore Top Gall^{t} Mast. The *Enterprize* hauled along side to get her Masts hoisted out by our Yard Teackles. Took them out, & shortened them both.

Arrived from a Cruize his Brittanick Majesty's Ship of War *Southampton* Cap^{t} Harvey.

At 10 A M. of the 18. Jan^{y} the U S. Frigate *United States*, Commodore Barry, got under way, & proceeded to Sea upon a Cruize. The *United States* in consequence of a Letter, which Commodore Truxtun wrote to the Sec^{y} of the Navy, stating that he wished to return home on Account of ill health, has come out to releive us, so that we shall go to America very shortly. Sent up the Top Gall^{t} Masts. Set the Rigging fore and aft well up. Arrived from a Cruize his Majesty's Sloop of War *Hornet*, Capt Nash taking us for the *Philadelphia* sent on board to demand the Man who had swam from the *Hornet* to the *Philadelphia* the last time she was in here. Sent a quantity of Gun Powder to dry on shore.

From a letter which I received from Phil^{a}, dated the 25th Decem^{r} it appears that Thomas Jefferson is elected President of the United States & Aaron Burr Vice President.

Arrived here from a Cruize the U. S. Ship *Chesapeak* Capt Sam^{l} Barron, & Sloop of War *Warren* Capt J. Barron. The *Chesapeake* had taken two prizes on her cruize. * * *

At 11 A M (22nd Jan^{y}) got under weigh & stood for Old Roads to water * * * At 5 P M brought up at the N. W. side of Nevis * * *

At 1 P M. of the 25th Jan^{y} got under way, and stood for Bassaterre Roads, S^{t} Kitts. At 4 P M. Brought up in Bassaterre Roads in 10 Fathoms Water. Got in the Launch, Barge and Pinnace. M^{r} Lewis a Midshipman from the *New York*, who had remained at S^{t}

Kitts for his health, came on board. The *Chesapeak* got under way, and stood for Old Roads to Water.

Arrived here the American Schooner *Rambler* 25 Days from Baltimore. No News.

[J. Sawyer Col., Portsmouth, N. H.]

To Captain John Barry, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

U S. Ship *President*
17th January 1801

Dear Sir This will be delivered you, by Lieu[t] Sterett of the *Enterprize* arrived last night, with her foremast Sprung, he will have to take it out and cut if off in the wake of the partners — his Rigging is also much cut to pieces, by his engagements — the Schooner Can however be ready to sail with the convoy as you agreed, She should proceed Yesterday. — This is a deserving Youth and I Recommend him to your notice.—

I have the honor to be
Dear Sir Your very
Ob[t] Servant

Thomas Truxtun

Commodore Barry
Commander of the
United States Ships —

[NDA, Area 8.]

To John Gay, U. S. Agent, Martinique, from Captain Thomas Truxtun, U. S. Navy

[U. S. Frigate] *President* 18th January 1801
Road of S[t] Christophers

Dear Gay On my arrival here I found Commodore Barry at anchor, he came in about one week before, and releives me. I shall take the frigate *Chesapeake* with me: and spend a few days in ranging about and then return to the United States, with both ships.

My health has been so bad in the West Indies, during the Autumn & Winter, that I really rejoic'd on seeing the *United States* at anchor, especially as the peace is complete with France, all but the usual formalities of ratification on our part, by the Senate, which it is thought will soon be out.

You will be pleased to order your friend in Philadelphia, to pay into the hands of Charles Biddle Esquire in that city my prize money in your hands, Say ½₀ of all vessels & cargoes taken & sold or settled by you, from the 23rd of September last (by any of the squadron) and which may be taken under my orders or untill after they act under the orders of Commodore Barry.

I advise Captain Decature and others however, not to divide any prize money among the Crews, untill he has orders from the Secr[y] of the Navy lest he has to refund again, as the Treaty with France sets forth: that is not to divide any thing taken under my orders. When they come to act under the orders of Commodore Barry they will no doubt be Governed in this, as well as every other respect by him.

It is probable I shall see you again in the course of the year, but this will depend on circumstances, but whether or not, health & happiness attend you my old friend and all that is good.

Faithfully yours

JOHN GAY Esquire
Martinico

PS Should I draw a bill on you here for three hundred dollars pay the same and remit or order that much short of my prize money paid to Mr Biddle as aforesaid, You will also be pleased to send on the account Sales or Settlement of the prizes.

21st Jany 1801. Dear Gay my account with Clarkson exceeded what I expected, and I have drawn on you for 196.4 £ St Kitts Currency which you will be pleased to pay.

yours truly

[HS of Pa. NDA photostat, Truxtun's LB, 1800–1.]

To Second Lieutenant John R. Fenwick, U. S. Marine Corps, from Captain Thomas Truxtun, U. S. Navy

JANUARY *18th 1801*

SIR I make no distinctions between officers, bearing Commissions in the Navy, whether they be sea or Marine officers, as respects advance when from home, You will therefore be pleased to make your wants known to me, as respects the sum, in order that the purser complies with them, the names of the Marine officers should have been mentioned in the indent made for money

I am Sir your very Obdt hum Servt &c.

Lieutenant FENWICK

[HS of Pa. NDA photostat, Truxtun's LB, 1800–1.]

To Captain Prosper Sergente, commanding French Privateer Lugger *Marrs*, from Captain Alexander Murray, U. S. Navy

UNITED STATES FRIGATE *Constellation* at Sea
Jany 18th 1801.

St Happy to find that you are instructed not to molest our American Vessels, & that you are required to confine yourself to the substance of the Treaty, lately negotiated between the French Republic, & the United States,

I return you your Vessel with pleasure and you are at Liberty to depart when you please

Should you again meet with any of our American Cruisers, this I presume will be a sufficient passport for you, & what ever american Vessels you may fall in with, I shall expect you will let them pass unmolested giving them a Certificate of your having examined them

I am your most Obt

Capt PROSPER SERGENTE

[NDA. A. Murray's LB, 1799–1805.]

To Midshipman R. L. Tilghman, U. S. Navy, from Captain Alexander Murray, U. S. Navy

UNITED STATES FRIGATE *Constellation*
Jan^{y} *18*th *1801.*

M^{r} TILGHMAN

S^{r} With the coppy of my commission I request you will proceed without delay to S^{t} Kitts & Endeavour to keep Company with the *Constellation,* if we do not arive together you must apply to the American Agent for any assistance you or advice you may stand in need of —

The few prisoners you will have on board you will keep a watchfull Eye over, and make them assist you if necessary in working the Vessel, This Luggar is called the *Marrs* a privateer from Guadalupe, whether peace or war with us we must take time to consider of it —

Wishing you success —

I am yours —

[See letter to Agents of the Consuls of the French Republic at Windward Islands, from Captain Murray, dated 28 January 1801.]

[NDA. A. Murray's LB, 1799–1805.]

To Captain Alexander Murray, U. S. Navy, from Captain Prosper Sergente, commanding French Privateer Lugger *Marrs*

UNITED STATES FRIGATE *Constellation*
off Deseada Jan^{y} *18th 1801.*

Rec^{d} from Captain Alexander Murray the French Armed Lugger *Marrs* with all her appurtinances, as when Captured by the above named Frigate which I promise on the faith of a man of Honour, to deliver up to the United States of America, provided Hostilities are yet pursued by France & the United States

Signed — PROSPER SERGENT
Cap^{t} *of Lugger* MARRS

[NDA. A. Murray's LB, 1799–1805.]

To Secretary of the Navy from Captain George Cross, U. S. Navy

Duplicate

CHARLESTON *Jan*^{y} *18*th *1801*

Hon^{b}^{le} BENJ^{a} STODDERT Esq^{r}

SIR Your favor of the 31st Ulto, I had the Honor to receive, and am much oblidged, for the indulgence you have shewn me, in granting a Furlough; to answer the purpose of my request, I should wish to have leave of Absence for Nine Months, but if you think the time to long, be pleased to let me know, what time I can be spared, that I may be in readiness for your future Orders,

The Crew of the *John Adams* have been paid off, the accounts are all made up and goes on with the Purser to the City of Washington agreeable to your instructions,

In a few days I shall place the ship under the Charge of Lieutenant William Smith, an Officer who I have the highest Opinion of, for his Vigilance & abilities, and am certain he will pay the strictest attention

to the Repairs & safety of the ship, at present there is 12 Men on Monthly pay to take care of the Ship with the Commiss^{d} & Warrant Officers, & Marines; the Boatswain Gunner, & Carpenter stays by the Ship, they have not received any Warrant as yet but requested me to intimate to you they are desirous of having them. they are capable steady Men, their Names are in Return N^{o} 2. —

I am Sir with great Respect
Your M^{o} Obe^{t} Hble S^{t}

GEO. CROSS

[NDA. Misc. L., Vol. 2, 1801.]

To Rufus King, U. S. Minister to London, England, from Secretary of State

[WASHINGTON, D. C.]
No 10 *Department of State Jany 18th 1801*
RUFUS KING Esq^{r}
&c. &c. &c.

DEAR SIR: On the surrender of Curracoa to the English, there were in that port several American vessels whose owners complain heavily of the treatment they have experienced.

It is certain that the property and the place were saved from the French by the exertions of two ships of war belonging to the United States, and by the crews of some American merchantment who were willing to encounter the hazard of war in order to obtain ultimately security for their lives and their property, from the dangers to which both would have been exposed had the French invaders succeeded. These exertions have put into the possession of the English the island of Curracoa — for themselves the merchantmen only wished and expected to be protected by the new government, and to be permitted to complete the commercial transactions they were engaged in, as if the Island had never been attacked.

Instead of being gratified in this reasonable expectation, salvage has been claimed by the English Captain, to whom Curracoa surrendered, from all the American vessels found in that port, and two the *George* belonging to Mr Patterson of Baltimore, and the *Maria* belonging to a Mr Biays, have been taken possession of and I believe detained from their owners.

The *George*, I understand, was taken for the purpose of carrying dispatches to England and the *Maria* was employed between Curracoa and Kingston.

I hope there will be no necessity of formal complaints in this case, the vessels taken will I trust, be returned or paid for, and in case of their being returned compensation will be made for the service they have rendered.

The Court of Vice Admiralty I hope will frown on this disgraceful claim of salvage and the vessels seized in port because their cargoes were in part oznaburgs will I flatter myself be given up.

Yet I thought it not improper to give you notice of these facts, that you may if you think proper take occasion to mention them incidentally. I hope they will not become subjects of national remonstrance.

The Congress are probably about to pass a bill reorganizing our judicial system. The principal feature in the new bill is the separation of the supreme from the circuit courts.

The Senate is yet employed on our late convention with France. That instrument encounters as I am told considerable opposition.

With very much respect & esteem

I am &c.

J. MARSHALL.

[SDA. Dip. Cor. Inst. to Min. Bk. 5, 1798–1800; and Joseph Carson Papers.]

Extract from Log Book of Lieutenant Thomas Wilkey, U. S. Navy, of U. S. Frigate *Philadelphia*, Captain Stephen Decatur (Senior), U. S. Navy, commanding, Sunday, 18 January 1801

First part Moderate At ½ past Meridian Saw a Ship to Leward — At 1 P M Exchanged Signals with the U S Frigate *New York* [Richard V.] Morris Esq^r^ — At ½ past 1 Bore away for her At 3 Spoke her — and hauld up to the South'd and Eastd

At 6 P M the South point of Dominico bore N W B W the Eastermost part N N W — At 4 A M Tacked Ship took in Main and Fore Sail Jib and Mizen — At 7 A M Set the Fore Sail At ½ past 10 A M Saw a Sail to Leward made Sail and gave Chace —

At Meridian Exchanged Signals with the British Brig *Busy* shortned Sail & Tacked to the Southd Divine Service

No Observation

[NDA, original.]

[19 January 1801]

Extract from a letter from Lieutenant Charles Stewart, U. S. Navy, commanding U. S. Schooner *Experiment*, to a friend in Philadelphia

Norfolk, (Vir.) Feb. 4, 1801

DEAR SIR, I have the pleasure to inform you of my arrival at this place after a passage of 13 days from the city of St. Domingo.

Nothing material occurred since my last letter to you until the 14th of December, on that day we re-captured the brig *Zebera* [*Zebra*] ladened with flour, of and from Baltimore, bound to Martinico. She was captured the day before by the French privateer schooner *La Flambeau* — the privateer was convoying her prize to Mariguane — I tried hard to add her to my list, but owing to the lightness of the wind, and the distance she was to windward of us, we could not come up with her until she got under the protection of the batteries. On the 26th of December we re-captured the brig *Dove*, ladened with live stock and provisions, of and from New-London, bound to Barbadoes — she was captured by the French schooner *Patriot*. And on the same day re-captured the sloop *Lucy*, ladened with live stock and provisions, of and from New Haven, bound to Martinico, and a prize to the same privateer. I am happy to find the above three re-captures have arrived safe at Martinico. On the 6th of January 1801, we left St. Christophers, with thirty sail of vessels under our convoy; and on the 8th we left the fleet at St. Thomas's, under the care of Captain Brown, of the United States ship *Merimack*, and proceeded to Curraco, which place we left on the 12th for Norfolk, agreeable to my orders from Commodore Truxtun; on the 18th made the island of Hispaniola, and on the day following I observed a vessel on the reef of the island of Saenna, and a signal of distress flying. I immediately went to their

assistance, and brought from the wreck about sixty persons, men, women and children, also what property we could save. The vessel was called the *Eliza*, of St. Thomas, from the city of St. Domingo, bound to Porto Rico, with passengers; the captain, mate and one man got into the boat and got safe ashore, when the boat immediately went to pieces, and those on board must inevitably have perished had they not met with assistance.

The passengers in the schooner were the Spanish officers and their families, who commanded at St. Domingo, which place is demanded by Toussaint, and I suppose will be given up to him, for the Spaniards are moving their families and property as fast as possible.

[LC, "Poulson's Am. Daily Advertiser" (Phila.), 16 February 1801.]

[19 January 1801]

Concerning the assistance given by the U. S. Schooner *Experiment*, Lieutenant Charles Stewart, U. S. Navy commanding, to shipwrecked persons off Saona Island

(On leaving Curacao, the *Experiment* was ordered to proceed to Norfolk. Standing in for the Mona passage, early in the morning, a vessel was discovered in distress, and beating on the reef off Saona Island. On nearing her, many persons were discovered to be on board. After anchoring the *Experiment* at a safe distance from the reef, he despatched Lieutenant Porter with the boats to their relief, who, with much difficulty and danger from the breakers on the reef, succeeded in rescuing from destruction about sixty women and children, with seven men of the vessel's crew. They were the families of the most respectable inhabitants of St. Domingo, flying from the siege of that city by the blacks. They had been on the rocks for two days, without any thing to eat or drink; and at the time of their rescue, only a small portion of the quarter deck was above water. After the sailors had recovered as much of the property as they could, by diving into the vessel's hold, the *Experiment* proceeded to the city of St. Domingo with the rescued persons, where they were all landed the next day, and restored to their friends. Their gratitude was unbounded, and the *Experiment* was most liberally furnished, gratis, with every refreshment the place afforded. The President of St. Domingo wrote a letter of thanks to the President of the United States (Mr. Jefferson) of which the following is a copy.)

Translation of a Letter from Don Joaquin Garcia, Governor of the Spanish part of St. Domingo, to the President of the United States.

SIR:—The great humanity (the offspring of a magnanimous breast) of a military officer of the United States, deserves the greatest applause and consideration from me and my whole nation. It was displayed in his recent conduct towards two numerous families who were removing from this city to Porto Rico, and composed of many small children and ladies of quality.

This officer is Charles Stewart, Esq., captain of the armed schooner, *Experiment*, who, whilst the accidents of the sea threatened to overwhelm him, observed that near the Island of Saona, a schooner, with a multitude of women and children, cried out for help to save themselves from becoming the unhappy victims of the tempest, or of the want of nautical skill in Captain Christian Graneman, a Dane, who, in the hardness of his heart, strove to save his person and effects, by going on shore and leaving so many human creatures exposed to the turbulence of the waves, an extremity which presented to them a near prospect of death.

This brave and generous officer, his crew, and all under his command, impelled by humanity, alertly strove to save these wretched



COMMISSION OF LIEUTENANT CHARLES STEWART, U. S. NAVY, DATED 1798.

ladies, and succeeded. A few moments after their safety was accomplished, the schooner sank. Amid thanks, vows, and lamentations, this worthy officer learnt that Captain Christian was on the mountain of Saona, with his effects. Without neglecting the ladies, he endeavored to secure a wretch, who ought not to live among mankind. This he effected, and, through the humanity of the ladies, used no greater severity towards him than to take him on board and bring him, well secured, to this capital. He treated the ladies with the greatest courtesy, accommodating them with his cabin, his table, and every convenience.

They have requested me to communicate these circumstances to your Excellency, and that in their names, I should present to you their cordial thanks, assuring you that it is an action which will remain forever impressed on their hearts. For myself, and in the name of my nation, and of all who know of the occurrence, worthy of so cultivated a nation and of an officer of the United States, I present you my thanks with that sincerity which belongs to my character; and I shall have the honor to render an account of it to my master, the king of Spain, in order that such an action may redound to the honor of this officer, of his flag, and of all his brave and generous crew.

God preserve you many years.

May it please your Excellency,

JOAQUIN GARCIA.

Santa Domingo, Jan. 21, 1801.

[Charles H. Burnham, Sketch of Com. Charles Stewart, Phila. 1838.]

[19 January 1801]

To Captain James Sever, U. S. Navy, from Surgeon S. R. Marshall, U. S. Navy

SIR, Having examined the bread which was delivered this day to the crew, I was induced to enquire of M^{r} Morris, if that was the best bread on board of the ship: He answered me in the affirmative and at the same time concurred in opinion that it was unfit for delivery. —

In an official capacity I concieve it my duty to make known to you, the evil consequences which may arise from the use of this bread. —

The damaged state of this article renders it extremely indigestible, and as indigestion has been considered as a certain cause of scurvy, I do not hesitate to say, that if this bread be used for any time, it may prove injurious to the health of the crew. —

In making this statement to you Sir, I beg leave to observe that the good of the service, (which I hold nearest my heart) prompted me to the step I have taken, and I trust that the responsibility of my situation will plead a sufficient excuse for my recommending this subject to your serious attention.

I am, Sir, with much respect

Your most obed^{t} Serv^{t}

S R. MARSHALL.
Surgeon of the *Congress*

Janu^{y} 19th 1801.

JAMES SEVER Esq^{r}
Commander of the U. S. frigate *Congress*.

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

To Midshipman Robert C. Rosseter, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

U S Ship *President*
Road of S^{t} Christophers *20th Jan^{y} 1801.*

Sir The President of the United States, having directed by a Circular letter, officers of the Navy never to give up a man, but with their vessels, but to oppose force to force, untill overpowered, and then to give up their vessels with their men, but never their men without their vessels, and as you did contrary to these instructions, and without any orders from your Commander or other superior officer land at an unusual place, & for the purpose of letting one of your men escape from the boat of the U S schooner *Enterprize*, which man was seized by the Officer Commanding his Britannic Majesty's Sloop of War *Hornet*, as a deserter from the said sloop, I have ordered Lieutenant Sterrett to arrest you, and you will consequently be tried by a court Martial for a high offence against the honor & dignity of the Navy, and for a disobedience of the orders of the President of the United States, well known to every officer since the dismissal of Captain Phillips. Had the Captain of the *Hornet*, complained to me, or to M^{r} Sterrett, of a deserter from his ship, being on board the *Enterprize*, Justice should have been done, but you was not to Judge or to Act the part you did, from the impulse of your own mind, without regard to Rules or to Regulations.

I am Sir with Consideration

M^{r} Robert C Rossetter
a Midshipman in the Navy of U. S.

NB a copy delivered to M^{r} Sterrett to be acted upon as directed

[HS of Pa. NDA photostat, Truxtun's LB 1800–1.]

Circular to the Commanders of Vessels in the Squadron in the West Indies, from Captain Thomas Truxtun, U. S. Navy

(*Circular*)

United States Ship *President*
20th January 1801

Dear Sir In the present situation of Public affairs, and particularly with France, the President of the U S, may possibly Issue an order, to refund what may have been received from captures or recaptures since the signing of the Treaty of the 30th September last, You will therefore divide no prize money, made from captures since you have acted under my orders, untill directed by the Secretary of the Navy, should you make captures &c under the orders of my successor to the command of the squadron, that Gentleman will direct these matters as he thinks proper, but I am determined not to make myself in any way responsible, by a precipitate division of prize money.

I have the honor to be your
very Obd^{t} Serv^{t}

To each of the Commanders
of vessels under my command
or that have acted under my command

NB, my $\frac{1}{20}$ of all captures & recaptures you have made or may make previous to your acting under the orders of Commodore Barry, you will however pay to my agents as I have or may hereafter direct.

[HS of Pa. NDA photostat, Truxtun's LB 1800–1.]

To Judge Winchester, Baltimore, Md., from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t 20^th Jany 1801

Judge WINCHESTER

M^r Silas Buttlar Purser of the United States Ship *Connecticut* informs me that you require a general power of Attorney from every individual on board that ship at the time of taking the French armed Brig *Italic Conquere* [*Italie Conquise*] previous to authorising the portion of prize money accruing to the captors from her sale, to be paid

This tho no doubt perfectly legal, will I presume be found impracticable in the present instance, indeed I knew of no instance when the whole crew of a Ship of War have joined in a power of attorney to that effect —

The practice that generally obtains in the appointment of prize agents for the Officers & crews of our Ships of War, is for the Captains with the approbation of their Officers to make the appointments I should therefore hope, that your directing the payment of the whole of the Captors part of the proceeds of the sales of the *Italic Conquere*, on the power of attorney of Cap^t Moses Tryon & as many of the Officers & men of the *Connecticut* as many have joined therein, or even on the power of attorney of Cap^t Tryon alone, should either such power presented to you, would be justifiable, & I have No doubt would be satisfactory to the rest of the Captors —

I am sir

B. S.

[NDA. GLB, Vol. 4, 1800–1801.]

To Jonas Platt, Chairman, Congressional Committee of Revisal, from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t 20^th Jany 1801

JONAS PLATT Esq^r

I have the honor to inform you, that M^r John Leamy of Philadelphia, is the Prize Agent of the Frigate *United States* commanded by Captain John Barry' to him a Seaman, who was on board said Frigate at the time of a Capture must apply for his share of Prize money.

I am Sir

B. S.

[NDA. GLB, Vol. 4, 1800–1801.]

To Mr. Letombe, Philadelphia, Pa., from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t 20^th Jany 1801

M^r LETOMBE,
Phila^a

I understand you did not send all the French Prisoners from New York — but that 50 or 60 still remains there. If this be the fact, you may as soon as you please, provide a vessel & send those that remain, to France or the Islands —

I am Sir

B, S,

[NDA. GLB, 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, Tuesday, 20 January 1801

First part fresh Breezes and pleas[t] Weather At 2 P M Tk'd to the North'd, At 3 P M Boarded the Sloop *Maria* from New York bound to Dominico 22 Days out Joseph Sockett Master Wore Ship to the Southd & Eastd —

At 6 P M the South point of Dominico bore S W B W ½ W Distance 8 Leagues — At 10 took in top Gallant Sails —

At 5 A M Set top Gallant Sails — At 6 Saw a Sail on our Weather Quarter Tacked Ship and gave Chace — At 8 A M Wore Ship and Spoke the Sloop *Catherine* of Hartford from New London bound to Martinico ——— Hurlbert Master received on Board a Bullock from the Sloop —

At Meridian Light Airs inclining to Calm —

Lattd Obsd 14.41 N.

[NDA, original.]

To Lieutenant Andrew Sterett, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

UNITED STATES SHIP *President*
Road of S[t] Christophers
21[st] Jan[y] 1801.

SIR You must lose no time in getting your vessel ready for Sea, taking every thing wanted on board without loss of time.

The first of feb[y] is the time I appointed for the convoy to sail, upwards of one month ago and the notice was sent to the different Islands accordingly, but it is possible that Commodore Barry may wish to write home, and may not be here exactly at the time appointed for the convoy to sail, tho I am sure he will not exceed an absence from this road of more than a day or two after that time if he is not down before, You must therefore wait his arrival, should he not be here the 1[st] & have your vessel ready to sail in a moments notice, before the time appointed

I am your very obedient humble Serv[t]

L[t] Sterett.

[HS of Pa. NDA photostat, Truxtun's LB, 1800–1.]

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, 22 January 1801

First part light Breezes and pleas[t] Weather

At 6 P M the S E point of Martinico bore S W ½ W the North point W B N ½ N Distance 9 or 10 Leagues —

At 6 A M Saw a Sail a Stern Tacked Ship and gave Chace — At 8 Spoke her the Schooner [*Alert*] we Spoke Yesterday from Barbadoes for Turks Island At 9 Set the Steering Sails and bore away — Bent the Cables —

At Meridian the South end of Dominico bore W B N the N W end of Martinico S S W Light Airs and Sultry Weather

Lattd Obs'd 15.12 N

[NDA, original.]

To Captain John Barry, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

U S Ship *President* S^{t} Kitts road
23^{d} January 1801.

Dear Sir I have directed Lieutenant Sterett to wait untill you return to this Island to receive your Commands. A man belonging to the boat of the *Enterprize* by some means or other, was seized by Captain Nash of the British Sloop of War *Hornet*, an enquiry into such an outrage was highly necessary to be legally made, and as Lieut^{t} Sterett's report, & the captain of the *Hornet's* differed so widely, I have caused M^{r} Rosseter the midshipman to be arrested in order to ascertain facts, punish him if it was his fault, and cause Justice done him by an honorable acquittal if it was not. Since the dismissal of Captain Phillips I have not before heard of such conduct in any British Officer, Lieutenant Sterett can relate to you all the circumstances, I have only to offer a copy of his letter on the subject & another from Captain Nash, what Captain Nash said to me verbally of M^{r} Rosseter cannot be necessary to bring forward.

If these matters are suffered to pass unnoticed the British Officers will again attempt the taking of men out of some of the ships.

Your being the Commander on the station at present, prevented my ordering a court on M^{r} Rosseter immediately as he wished, but as your officers and those of the *Warren*, if no other U S Ships are here, will be sufficient: I shall be glad [if] you will order it on receipt of this, and in order that the British Officers see, that these Matters are considered in a serious point of view by us.

I have the honor to be Dear
Sir your very Ob^{t} hum. Serv^{t}

Commodore Barry.

[HS of Pa. NDA photostat, Truxtun's LB, 1800–1.]

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, 24 January 1801

First part pleasant Weather beating into Prince Ruperts Bay — At 6 P M Anchored in 21 Fathoms Water

At Meridian hazy Weather Employed getting the Old Fore top Mast down and getting up another and getting Water on Board

[NDA, original.]

To Captain John Rodgers, U. S. Navy, from Secretary of the Navy

[Washington, D. C.]
Navy Dep^{t} 26th Jany 1801

Cap^{t} John Rodgers

You will be pleased to proceed with the preparations of the *Maryland* for a cruize of 4 months for which Archibald Campbell Esquire will furnish the provisions & other Stores, and the necessary monie for recruiting on your requisitions

I am sir

B. S.

[NDA. OSW, Vol. 4, 1800–1801.]

Extract from Log Book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Monday, 26 January 1801

* * * * * At 7 A M got under Weigh with a light breeze from the Eastward; the *Chesapeake* Capt Barron in the Offing.

At 10 A M. spoke the *Chesapeake*, the Commodore went on board. Mr Kearney Midshipman who formerly belonged to this Ship and was sent on board the *Chesapeak*, returned to this Ship. The Commodore having a roving Commission, with the power of taking any Frigate he chuses, We shall go to America together.

Stowed the Anchors and the Cables.

[J. Sawyer Col., Portsmouth, N. H.]

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

[Washington, D. C.]
*Navy Dep*t *27*th *Jany 1801*

Capt Moses Brown

I am honored with your letter of the 7th instant

Immediately on your arrival at Boston you will have the crew of the *Merrimack* discharged and paid off, for which particular instructions will be forwarded to you by the accountant of this department — You will engage a few men to take care of the Ship while She is receiving her repairs, which must be immediately set about and having placed her in the charge of a careful vigilant officer to attend to her outfits you may consider yourself as having leave of absence for such time as may be necessary for the recovery of your health, or until called on. —

Such of your officers as can be spared from the ship while repairing you may grant leave of absence to, taking care that they return again by the time she will be ready for a new cruize, and if any of the officers mean to decline a continuance in the service, desire them to let me know at once, that I may be prepared in time to supply their places if necessary with others — your Purser must come on to this Office to settle his accounts as soon as the payments of your crew are compleated —

Messrs Stephen Higginson & Co will furnish the necessary monies on your requisitions —

I am sir

B. S.

[NDA. OSW, Vol. 4, 1800–1801.]

To Lieutenant Robert Warren, U. S. Navy, from Captain Alexander Murray, U. S. Navy

United S Frigate *Constellation* at Sea
*Jan*y *27*th *1801.*

Mr Warren

Sr you are ordered to take charge of the recaptured Brig *Prude* & proceed down to St Kitts with her, when you are to apply to the American Agent for advice, till I arrive there

You will [be] shure to keep with us, as nearly as possible, & be vigilent in making most of your time, —

If the Agent thinks it proper, he may dispose of the Cargo for the benefit of the concerned

Should you meet with Commodore Barry, or Cap^{t} Truxton, inform them that I have dispatches for them, but have hopes of meeting them at sea, at all events shall be at S^{t} Kitts in a few Days but [it] is my intention to go off Bassateree with the Lugger to know what is to be done with her, & to be informed generally as to the situation of our Commerce with regard to the French Cruisers

Wishing you success

I am

your most Ob^{t}

P^{t} I deliver unto you all the papers found on board the Brig & the Mate of her will give you every assistance he can, & do not suffer your men to go out of the Brig at any rate

[NDA. A. Murray's LB, 1799–1800.]

Extract from Log Book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Tuesday, 27 January 1801

Moderate Winds. Pleasant Weather. Trimmed the Ship by the Stern, removed the Fore Castle Guns, and 4 Quarter Deck Guns abreast the Main Mast, Slacked the Fore, Main and Mizen Stays, and found a great alteration in our Sailing. Came up with the *Chesapeake* & left her in Our Wake.

At sunset Montserrat East, Rodondo N E By N, Nevis N. B. W.

At 7 P M. reefed Top Sails.

At 1 A M passed Six sails to Leeward, Removed some Casks of Water from Fore Hold into the Main Hold. At 10. saw a Sail off our Weather Bow & at 11 saw 6 more ahead.

[J. Sawyer Col., Portsmouth, N. H.]

To Agents of the Consuls of the French Republic at Windward Islands from Captain Alexander Murray, U. S. Navy

UNITED S FRIGATE *Constellation*
off BASSETERRE *28th Jan^{y} 1801.*

THE AGENTS OF THE CONSULS OF THE FRENCH REPUBLIC —
at Windward Islands —

SIRS I have the honour to address you on the subject of the Treaty lately made between our respective Governments which I hope will consolidate a mutual & lasting friendship, but as this Treaty is now before the Senate of the United States & not yet ratified tho every prospect of its terminating favourably, I have taken the earliest oppertunity on our part to evince our good intention towards the fulfilment of the very desirable event —

I sailed from New York under special orders from the Secretary of the Navy, on the 9th Instant these Orders require me to treat all French Cruisers as they treat the Vessels of the U States, that is, if you on your part cease to Capture our merchantmen and are disposed to govern yourselves agreeably to the tenor of the Treaty we on our part, return to a friendly system with Joy, but if your Crusers continue to molest our trade, we are authorized to protest it —

Thus circumstanced, on my passage here & being ignorant of the overtures, & happy commencement of a friendly intercourse on your part, I on the 18th Ins[t] discovered two privateers in the Latt. 17.30, which we chased & after several Hours, came up with one of them, which proved to be the *Marrs* a Lugger of 14 Guns from Port Liberty, Night advancing fast, we removed the Crew, & Officers, but upon examination of the papers was happy to discover a dawn of a cessation of Hostillities. I therefore returned the Lugger to the Captain in the same state we found her, not doubting of your sincerity to act with the same liberality, (in the interval of the discussion of the Treaty,) for, tho there may be some exceptionable parts in it, it ought not to opperate against a return to that Harmony & good will that shoud ever actuate the sister Republics

It would afford me infinite satisfaction to have a communication with any confidential person you may Judge proper to send on board on this subject so that we may give firm assurances to our Governments, that we have anticipated the good intentions of the Treaty, & to be the first powers to pave the way to a general Peace, & to open a free & mutually advantageous commercial intercourse —

As Commodore Barry Commands the American Squadron on this Station, he will no doubt give the necessary instructions to all our Vessels of War

As Cap[t] Sargeante prefers going to Port Liberty with his Lugger, I have taken the Liberty to send this Letter by him & shall wait your answer off Basseterre for one Day —

After falling in with the Lugger I recaptured an American Brig [*Prude*], which I presume was taken by a Privateer who had not your late instructions & now send the men in the Lugger found on board of her

I have the Honour to be
with every friendly consideration
your most Ob[t]
Hum[e] Serv[t]

[NDA. A. Murray's LB, 1799–1805.]

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

U: S. Ship *Adams* at
Cape Francois *Jan[y] 28[th] 1801*

Sir In consequence of my sending Lieu[t] Rush, on board the Prize Brig *Hope* to Jamaica. — I have appointed M[r] James Lawrence, Midshipman, an Acting Lieu[t]

he is an active, good Officer and I should be much flattered to hear that the appointment was confirm'd by you —

I have the honor to be
Sir
Your Obed[t] H[b]le Serv[t]

Tho[s] Robinson

The Hon[b]le Benjamin Stoddert

[NDA, Area 8.]

Extract from Log Book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Wednesday, 28 January 1801

At 1 P M Made Signal to the Ship a head — Answered. proving to be American with a Convoy. At 4. PM reefed Top Sails. Tacked to the South^{d} & Eastward.

At sunset Montserrat bore N ½ E. At Midnight heard a Firing at Guadaloupe, supposed it to be at Bassaterre. Tacked Ship. At daylight saw 2 Sails off the Weather Quarter, 1 off Weather Beam & shortly one off Lee Beam.

At 6 AM Tacked & spoke a Danish Schooner from Bassaterre (Guadaloupe) who informed us, that the firing in the Night was a Battery at Bassaterre firing upon a Sloop. The 2 Sails off Weather Quarter bearing down, & being in chase did not seem inclined to speak us, but as he got within hail set his Studden Sails, we set Top Gall^{t} Sails, & gave her a Shot & brought her too, being a British Privateer.

Latitude Observed 17° 10′ N.

[J. Sawyer Col., Portsmouth, N. H.]

To Captain George Little, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]
Navy dep^{t} 29th Jany 1801

Cap^{t} GEORGE LITTLE

As this is a season when our E India Ships will be returning to America there is reason to apprehend that French armed Vessels will, as heretofore be cruising to intercept them — The President therefore directs that you proceed immediately to sea & cruise for ten Weeks in the tract of our East India Vessels returning to the U States for their protection —

I will not be more particular as to your course, because your own Judgment better than mine will point out to you where your ship can be best employed for this object, which is of great importance to the Commercial Interests of the Country there being a number of valuable Vessels on their return. At the end of ten weeks from the time of your leaving Boston, you will go to S^{t} Kitts where you will probably receive further instructions from this department. Should it be otherwise you will in that case place yourself under the Command of the Commanding officer of that Station

The senate have not yet finally disposed of the Treaty with France — it is most probable it will not be ratified without some modifications — and that Until it is ratified the French cruisers will continue to prey upon our Commerce — but if you should clearly asertain in the course of your cruise that they have ceased to molest our Commerce, you will in that case cease to molest them but you will not suffer yourself to be deceived by false appearances — Wishing you great success & an increase of glory

I am sir

B. S.

[F. D. Roosevelt Collection, and NDA. OSW. Vol. 4, 1800–1801.]

To the Agents of the Consuls of the French Republic, from Captain Alexander Murray, U. S. Navy

UNITED STATES FRIGATE *Constellation*
off PORT LIBERTY *Jan*^{y} *29*th *1801.*

THE AGENTS OF THE CONSULS
OF THE FRENCH REPUBLIC

SIR^{s} Having altered my first intention of waiting off Bassatarre I now send my first Lieu^{t} M^{r} Watson with two other officers of this Ship, to wait on you with my dispatches, I hope soon to have the honour of hearing from you by those Gentlemen, being a stranger to the Navigation about Port Liberty, & my ship of a great draft of water I am obliged to keep a distance off —

I have the Honour & &C —

[NDA. A. Murray's LB, 1799–1805.]

To Benjamin Paddock, from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^{t} *29*th *Jany 1801*

M^{r} BENJAMIN PADDOCK

I have received your letter of the 17th Ult^{o} By the muster rolls of the *Insurgent* Frigate it appears, that your son was on board at the time she sailed from Hampton Roads — A considerable time having elapsed since she was expected to return from her cruize, some apprihensions are entertained of her safety — But as we have no certain accounts from her since she sailed nothing certain can be ascertained respecting her

I am Sir

B. S.

[NDA. GLB, Vol. 4, 1800–1801.]

[29 January 1801]

Concerning the encounter between the brig *Moses Gill*, Captain Fitts, of New Orleans, and the British frigate *Cleopatra*

[New York]

Arrived brig Moses Gill, Fitts, New-Orleans, 20 days from the Belleefe: Jan. 29, in lat. 23.11. Spoke the British frigate *Cleopatra*, who after firing several guns brought him too, the Captain was ordered on board of the *Cleopatra*, together with his crew; after a strict examination of his papers, and very ill treatment from the Lieut. of the frigate, he was permitted to proceed on his voyage, after detaining one of his crew, who had not a certificate of his being an American citizen, and sent on board Captain Fitts two men whom they had taken out of former vessels. On the 30th January, under the Cuba shore, spoke the United States ship *Delaware*, Capt. Speckwood [Spotswood], who informed Capt. F. that he had a few days before, recaptured the schooner *Jane*, of Philadelphia, which had been a prize to a French privateer; which he was then blockading in the Matanzies.

Capt. F. was informed that a French brig privateer of 16 guns, was cruising off Cape Anthony, which Capt. Speckwood [Spotswood] intended to go in pursuit of.

[LC, "Poulson's Am. Daily Advertiser" (Phila.), 12 February 1801.]

Extract from Log Book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Thursday, 29 January 1801

Fresh winds. Pleasant Weather. Removed the Fore Castle Guns abreast the Main Mast to trim the Ship. Housed the Lee Guns.

At ½ past 3 P M. saw Berbuda, the N p^{t} bearing E by N. dist 6 Leagues from which I take my Departure in Latitude 17. 48 N. W Long. 61° 40.

At sunset secured the Guns that had been removed. At 10 P M. saw a Sail on Lee Bow supposed her to be a British Ship of War.

At 7. A M. saw 7 Sails on our Lee Bow. Made Sail & bore away for them. At 7. made the Signal of the Day — Answered proving to be a British Convoy.

Latitude Observed 19° 44′ N.
Longitude Observed 62° 29′ W.

[J. Sawyer Col., Portsmouth, N. H.]

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

[Washington, D. C.]
Navy Dep^{t} 30th Jany 1801

Mess^{rs} S Higginson & C^{o}
Boston

I have this day sent Cap^{t} Little his sailing orders, to cruise for ten weeks from the time he leaves Boston, for the protection of our East India Vessels returning to the U States. As you are well acquainted with that Trade, you may probably assist Cap^{t} Littles Judgment in the course he is to pursue, which I have left to himself

Please to have the *Herald* prepared for a cruise — I shall in a few days send her Instructions also

The Senate have not yet disposed of the Treaty — it seems most probable that it will not be taken without modifications & it is not likely depredations on our Commerce will cease until ratification, so that our Vessels will continue to Cruise.

I am Gentlemen

B. S.

[NDA. GLB, Vol. 4, 1800–1801.]

Extract from Log Book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Friday. 30 January 1801

Light winds and pleasant weather Employed trimming the Ship by removing Shot & Guns. Find very little difference between our Sailing and the *Chesapeake's*.

At 5 A M. Brailed up the Mizen Stay Sail. At 6 A M. Set Top Gall^{t} Sails & all Stay Sails. At 7 took in all Stay Sails.

At 9 Hauled up Main Sail & took in Mizen Top Gallant Sail.

At ½ past 10. saw a Sail to the Westward standing to the Southward.

At Meridian clear weather and calm. *Chesapeake* half a Mile astern.

Latitude Observed 21° 12′ N.
Longitude Observed 63° 47′ W.

[J. Sawyer Col., Portsmouth, N. H.]

Extract from Journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. S. *Ganges*, Saturday, 31 January 1801

Fresh Breezes from N & W

At 1 PM, the Ship *Elizabeth* came down, and Anchord to sail under our Convoy — At 5 made signal for the *Elizabeth* to get under way — hove up and stood down the bay —

At half past 9 took our departure from S. H [Sandy Hook] Light House it bearing N W b W ½ W distance 4 or 5 Leagues —

Lat Obd 40°16′

[NA.]

Extract from Log Book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Sunday, 1 February 1801

* * * * * At 6 [A. M.] saw two Sails. Made Signal to the *Chesapeak* to chase the Sail in the N E quarter & made Sail in chase to the one on our weather Bow. Soon after made Signal for the *Chesapeake* to give over her chase, & chase the one we were chasing. Fired several Shots at her, as did also the *Chesapeake*.

Latitude Observed 22° 22′ N.

Longitude Observed 65° 27′ W.

[J. Sawyer Col., Portsmouth, N. H.]

Extract from Log Book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Monday, 2 February 1801

* * * * * Still in chase. At 4 P M the weather being calm, and not gaining upon the chase, gave it over & made Signal to the *Chesapeake* to give it over — Answd * * * * *

Latitude Observed 23°32′ N.

Longitude Observed 67°25′ W.

[J. Sawyer Col., Portsmouth, N. H.]

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

UNITED STATES FRIGATE *Constellation*
St! KITTS *Febr 3rd 1801.*

BENJAMIN STODDART Esqr

SIR I have now the honour to address you from hence, we left Sandy Hook on the 9th Ultv & in passing over the Barr had several thumps, but not to injure us as we know of we had a fine prospect before us till the 12th when we encountered a tremendeous Gale of Wind from the South S West in Latt. 37.30. which continued with little intermission for 24 Hours, & come on in a very sudden manner, every effort was made to place the ship in as safe a situation as possible, — top gallant yards, & Masts down &cs, but while scudding under a reeft fore sail, (the only sail we could set,) the Lee sheet gave way, & brought us by the Lee, the sea making a perfect breach over us, stove in all our ports, & in a few minutes we had near six feet water in the Hold, the most of which entered our Hatchways before we could get them properly secured, in this situation, I was perswaided to cut away the Mizen Mast & began to cut the Lee shrouds & stays & some of the weather ones, when we succeeded in getting aft the Lee fore Tack, & a preventer sheet, which payed her off before the

wind, at that moment we ceased cutting away, & proceeded to get preventer Tackles upon the mast to save it, & get down the Gaff, but not till it gave a crack which gave us great alarm yet finally we secured it, & have it now in a safte state, still the pumps gained but little on the Water in the Hold, & we contemplated throwing overboard our spar Deck Guns but after great exertions, we brought the pumps to suck, in the course of which time, I was eighteen Hours on the Deck without rest, as were the greater part of the Crew, continually expecting to be obliged to cut away the masts the next day, we made sail under close reeft Main & Fore top sails, till by degrees we had a return of moderate weather, to put all things again in Order, tho we had a good deal of Bread damaged —

nothing but the strength of the ship saved us, our dander [danger] was eminent

After the Gale we had a fine run to the West India Lattitudes & on a dark night in Latt. 22. passed by a large ship, that fired several shot at us, which we returned, as soon as possible, no signals having been made previous to their fire, but it occured to me we might be firing at a friend, & made the signal for the night, which they replyed to in part, when we hailed, & found she was the British Frigate *Magnanime* of 48 Guns, fortunately no material damage was done on either side, from her we learnt that the French were still captureing our Vessels, & in the Lattitude of 17.40 Long. 55.00. descried two privateers which we chased, & after several Hours, came up with one of them, which proved to be the three masted Lugger *Marrs*, of 14 Guns & 100 men from Guadalupe, we removed the prisoners, but upon examination of the papers found she had instructions from the Agents not to Capture our Vessels, for further information on that head, I refer you to my correspondence with the Agents, by which you will discover the good effects of the Treaty; after communicating with Gen^{l} Geneat who come on board I thought the sooner we removed all causes of Jealousey the better, & excepted of the agents invitation to go on shore, bringing my ship to Anchor under the fortifications of Port Liberty, saluted the Gen^{l} as we left the ship, which was returned by the fort; when arrived on shore I was received with every mark of civility & attention, & tho I did not contemplate staying more than a few Hours, I found such preparations making to celebrate the Joyfull return of Peace, that I was kept two days at the Agents, entertained with feasting & bands of musick, & no circumstance omited to shew the sincerity of their friendship towards the United States, & to place the matter upon solid grounds, I obtained dispatches from the Agents, to all the Ports, & places where Privateers resort, revoking their commissions, to Capture American Vessels, I have thought this a matter of such great moment, & knowing that our ships can have nothing further to do in this quarter that I shall immediately proceed with them myself, calling first at Porto Rico, & then down to the Havanna, the Consuls of which Islands are required to conform themselves strictly to the Letter of the Treaty so that you may now assure the Merchants of the United States that their trade will no longer be molested by French Cruisers, tho there hath been a false representation respecting the Capture of the East India Ship *Nancy* Cap^{t} Allen, which Ship was actually condemned, sold & the proceeds distributed on the 12th Dec^{r} whereas the Treaty did not arrive at Guadalupe till the 1st Jan^{y}

from the Havanna, I shall proceed to the Delaware so as to be there some time in March or April, where I hope to find your Orders —
I have the Honour to be
Your most Obᵗ
Hum Sevᵗ

Pˢ If I have not already intruded upon [you] too far, I must beg leave to observe, that I think it would be a matter of great importance to the United States to have some intelligant & reputable Person sent to Guadalupe either in Charecter of Agent or Consul as soon as possible, & from the short acquaintance I have had with Mʳ Gant the Agent now here I think he would be a very proper Person to fill that Station.

[NDA. A. Murray's LB, 1799–1805.]

[3 February 1801]

Condemnation of French Brig *Brilliant* Captured by the *Merrimack*

At a special Court of the United States for the Virginia district held at the former capitol in the City of Williamsburg on tuesday the third of February 1801.

Present — Cyrus Griffin Esqʳ Judge of the Virgᵃ District.

The United States of America. Libellants
against
The private armed vessell the brig *Brilliant* her rigging — tackle apparel arms & furniture & all persons concerned — defendᵗˢ
In admiralty.

The citation in this cause having been returned & executed by the Marshal of the Virginia district on the twenty first of Janʸ 1801. and no persons appearing to interpose claims for the same the cause this day came on to be heard on the libel & exhibits filed and the examination of one witness sworn & examined in Court & was agreed by counsel on the part of the United States on consideration whereof it is decreed and ordered that the said private armed french vessell called the *Brilliant* — her rigging apparell furniture & arms be judged a lawfull prize to the United States & it is ordered that the marshall of this Court do proceed to make sale of the same for ready money at the port of norfolk on giving six days previous notice of the time & place of sale in some one of the newspapers published in the Borough of Norfolk & that out of the proceeds of the said sale pay unto Moses Myers Esqʳ agent for Moses Brown the Captᵃ of the american Sloop of warr *Merrimack* which captured the said private armed vessell all expences which have or shall necessarily be incurred by said agent in bringing the said vessell into port and the care of her since she has been brought in untill she shall be sold & the tonnage duty if required & the cost of this suit, & that after paying the said costs & expences & all other incidental expences attendeing the sale he pay to the said agent of Moses Brown Esqʳ one half of the nett proceeds of the Sale to be by him distributed among the officers & Crew of the said American Sloop of Warr as the Law directs & that he make return to the next Court how he has executed this decree.

a Copy
Teste (Signed)
William Marshall *Clk* —

[Enclosure No. 1]

Statement of James Hunter, Deputy Marshal

Sales of Brig *Brilliant* & Materials pursuant to a Decree of the Court of the United States for the Virginia District. 14 febʸ 1801

Warren Ashley Vessel &c		4000
Wᵐ Pennock — a Lott Muskets Bayonets &c		140
		$4140

Charges

Marshals fees & Comᵒ		82. 30	
dº Custody 24 days		36	
Attorney	17		
Clk	7 50	24. 50	
Labourers unmoring & bringing to Wharf		5. 50	
Advertising		1. 75	
Allowance to a Witness		13. 5	
M Myers Accᵗ Sundᵒ		37. 6	
Wharfage		1 —	
Sundries furnish'd by Capᵗ Brown Ship *Merrimack* Pʳ accᵗ pᵈ Wᵐ Pennock		105. 50	306. 66
N proceeds			$3833. 34
U S Moiety	1916. 67		
Captors dº paid M. Myers Agent	1916. 67		3833. 34

E E 14 feb: 1801

Jᴬˢ Hunter *D Mar*

[Enclosure No. 2]

Account of Captain Moses Brown, U. S. Navy, with Moses Myers

Captain Moses Brown In Account with Moses Myers.

			dr.		cr	
1801 Febʸ	24	By Cash received of James Hunter DM, for one half Nett proceeds of the Brig *Brilliant* at Auction Pʳ *a/* sales herewith			1916	67
	"	To my Commission on 1916.67 at 5 Pʳ Cent	95	83		
	"	To Cash advanced Mʳ Stone Prize Master for his expences in Norfolk	100	00		
		To Commodore Truxton for his 1/20 pᵗ 1916. 67 less 195. 83				
		$1720. 84	86	04		
		To Balance due Cap: Moses Brown	1634	80		
		Dollars	1916	67	1916	67

Errors Excepted
Norfolk 24 February 1801
Moses Myers

[NDA, XZ.]

To Captain John Barry, U. S. Navy, from Captain David Jewett, U. S. Navy

U S. S *Trumbull* S^{t} KITTS Feb^{y} 4. 1801

SIR, At the earnest solicitation of my Ships Company, I take the liberty to inform you, that they Unanimously have requested me to state to you their wish to return to the U. States as soon as you will permit & without prolonging their term of service —

With sentiments of respect
I have the Honour to be
Your
Obedient
Servant

DAVID JEWETT

[NHS, NYHS.]

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

[WASHINGTON, D. C.]
Navy Dep^{t} 4th Feby 1801

Lt JOHN SMITH
of the Navy Charleston

The Law authorizing the seizure of Vessels concerned in the slave trade, is silent as to the disposition of the slaves. It was no doubt expected by the Framers of the Law, that the Captors would dispose of them in those Islands where Slaves are treated with most humanity — but they did not choose to express so much in the Law — nor have I ever thought it proper, to give such a direction to the Commanders of our Vessels —

A Vessel with slaves has been sent into Philadelphia — the abolition society, much to their honor, took the care of them, & I believe provided them masters for a term of years — I know not what you can do with those under your charge, better then to carry them there as soon as the season will permit when no doubt they will be treated as those have been who arrived there sometime ago. — But while you remain at Charleston, it will be proper that the blacks should be fed & treated with humanity — they certainly ought to be provided with coarse cloathing to defend them from the weather — The expense incurred must be paid out of the sales of the Vessel. You can I presume get money advanced you in Charleston to be paid when the Vessel is sold — If you cannot, you will in that case apply to M^{r} Crafts, Navy Agent for his aid

I am sir

B. S.

[NDA. OSW, Vol. 4, 1800–1801.]

To the Governor of Virginia, from Thomas Newton

NORFOLK *Feb^{y} 4. 1801*

SIR M^{r} W^{m} Pennock Agent for the Navy has just informd me that Cap^{t} Baron of the *Cheseapeak* Frigate has sent in here a vessel belonging to one of the N England Governments which had a cargo of Slaves on board bound to the Havanna from Guinea, about 30 Slaves are now on board the prize the remainder were taken on board of the frigate, for the vessel was short of provissions & too thick stowed to

proceed with the whole of them, Cap^{t} Baron's humanity is much applauded in doing it, as it has probably saved the lives of so many human beings. The Vessel is moor'd at Crany Island & none will be permitted to land, I shall be obliged to Y^{r} Exc^{y} for instructions how I am to Act on this subject, as it is a new case; M^{r} Pennock has wrote to the Sec^{y} of the Navy on the subject, but as our Laws prohibit the importation & the Law of Congress directs the Capture of vessels trading to Guinea I am at a loss how to Act. — I shall be exceedingly obliged to Y^{r} Exc^{y} to appoint an examining Phycisian for this port, his fees should only be for the Vessel he vissits & that by the Law I am of Opinion the vessel should pay, but it has been customary for the State to pay it, Your orders shall be pointedly obey'd. I am with the greatest respect

Y^{r} Exc^{ys} Ob^{t} Serv^{t}

THO^{s} NEWTON. S[?]

about 30 Slaves are bro^{t} in
D^{o} 25. on b^{d} *Chesepeak* frigate

[His Exc^{y} James Monroe.]
[Va. SL, NDA photostat.]

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

UNITED STATES FRIGATE *Constellation*
off S^{t} Thomas's *Feb^{y} 5th 1801.*

Lieu^{t} WATSON

SIR I request you will proceed with all expidition to the Town of S^{t} Thomas & deliver the enclosed packets to the French agent there, I likewise send the packe[t]s for Cumana, which if he can forward beg him to do it, if not ask him whither they can be sent from Porto Rico, where we are bound from this, with similer dispatches, & take his receipt for the whole, after which you are requested to make enquiries for a good conveyance to America with my Dispatches, I would prefer it to some of the middle states, then endeavour to get me some late news papers or any Verbal news you can learn from America & return on board as quick as possible

we shall endeavour to keep as close in with the Land as we can till we see you coming out

Your most Ob^{t}

[NDA. A. Murray's LB, 1799–1805.]

[6 February 1801]

News item concerning U. S. Frigate *Chesapeake's* capture of a Guineaman

The frigate *Chesapeak* has lately taken an American Guineaman — There were reports (probably ill-founded) at St. Barts that in consequence of the receipt of a copy of the american and french treaty at Guadeloupe, two american vessels had been released, and that the equipment of privateers was suspended.

[LC, "Mercury & N. E. Palladium" (Newport, R. I.), 6 February 1801.]

To the Governor of Puerto Rico, from Captain Alexander Murray, U. S. Navy

UNITED STATES FRIGATE *Constellation*
off S^{t} JOHNS PORTO RICO *Feb^{y} 6th 1801*

His Excellency the GOVERNOR OF THE ISLAND OF PORTO RICO & &C^{a}

SIR Having lately paid a visit to Guadalupe to anounce to that Government the Happy tydings of Peace, with the United States of America the Agents of the French Republic requested me to be the bearer of their dispatches to the Deligate of this Island & now forward them on Shore by my first Lieu^{t} M^{r} Watson, as I am bound down to Havanna from thence, I beg leave to offer my services to your Excellency should you have any Command there

With the most perfect consideration & respect —

I have the Honour to be your Excellencies
Most Ob^{t} Hum Sev^{t}

[NDA. A. Murray's LB, 1799–1805.]

Extract from Log Book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Friday, 6 February 1801

* * * * * At 4. P M. made Signal to speak the *Chesapeake* — Answered. At 5 spoke her.

The Commodore ordered Cap^{t} Barron, to proceed to Hampton Roads, in case we should separate in a Squale or gale of wind.
* * * * *

Latitude Observed 28° 20′ N.
Longitude Observed 72° 05′ W.

[J. Sawyer Col., Portsmouth, N. H.]

To Joshua Huntington, Norwich, Conn., from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^{t} 7th Feby 1801

M^{r} JOSHUA HUNTINGTON
Norwich

I am honored with your letter of the 27th Ult^{o} respecting the situation of the French Prisoners under your Care; those, whose health are impaired by the inclemency of our Climate must be liberated immediately, and permitted to return to the west Indies, or remove further southward, as most agreeable to them, and the Officers whose mother resides in New York are permitted to Visit her, It is not in my power to return the Commissions or private papers belonging to the Officers, as they have never been in my possession

The Accts of the Men, who acted as a Guard, in conducting the French Prisoners from New London to Middletown & Hartford must be sent to the accountant of the Navy Department, who will adjust them, and immediately after the money shall be forwarded —

I am Sir

B, S,

[NDA. GLB, Vol. 4, 1800–1801.]

To President John Adams from the Governor of Virginia

RICHMOND *February 9th 1801.*

JOHN ADAMS, *President of the United States.*

SIR, In the course of last year on the receipt of information from Mr Lee of Norfolk, that a Mariner from the United States Frigate *Constellation*, had been delivered up by a Magistrate of the Borough of Norfolk to the british consul at that port and sent by him to a british island, where he was condemned and executed on a charge of being a mutineer on board the british ship of War, the *Hermione*, I deemed it my duty, by advice of the Council of State, to make enquiry into the transaction and to communicate the result to the General Assembly of this Commonwealth at its last session. The Legislature immediately perceived that whatever appertained, in the supposed transaction, to the Consul of his Britanick Majesty, was exclusively cognizable by the General Government, and requested me to transmit you a copy of that communication with a copy of all the documents which accompanied it. In fulfilling the desire of the General Assembly, I take the liberty to forward to you also, a copy of the resolution under which this communication is made.

I have the honor to be with great respect &c

JAMES MONROE.

[Va. SL, NDA photostat.]

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

UNITED STATES FRIGATE *Constellation*
off Cape Francois Febr 9th 1801.

BENJAMIN STODDART Esqr

SIR The enclosed are Copies of what I have transmitted you by two conveyances, but as it is likely this will get first to hand, I beg leave to trouble you with my further proceedings

On the 4th Inst sent my Boat on shore at St Thomas's, with the French Agents dispatches respecting the liberation of our Vessels, on the 5th arived off St Johns, Porto Rico, & sent other dispatches of the same tendency, by Lieut Watson, with a Letter to the Governor, a Copy of which I enclose you, on the return of the boat, I received a polite answer to my Letter, inviting me into the Harbour, — which I did not accept of, but it contained a request that I would take several French Gentlemen, & two Spanish, down to the Havanna, which I promised to do, & was informed of the liberation of several American Vessels laying there, & lately captured, but had no men to assist the Captains in proceeding on their Voyages, as we have not now an occasion for a full complement of Men, I spared them what was necessary, & the next Day, the Passengers came on board, when we set sail for this place, & tomorrow, shall proceed on,

After setting sail I found one of the French Gent[l]emen was the Person to whom the Havanna dispatches where directed, appointing him Consul for the Island of Cuba, who had been waiting there some time for a co[n]veyance, I have prevailed on him to write his circular Orders to the Windward out ports where Privateers resort, to revoke their Commissions, which he has done & shall take care to have them spedily conveyed —

Yours &c

[NDA. A. Murray's LB, 1799–1805.]

To Thomas Fitzsimons, Philadelphia, Pa., from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t 9^th Feb^y 1801

THOMAS FITZSIMMONS Esq^r

I am honored with yours of the ——— in behalf of the Chamber, of Commerce, which together [with] its inclosure were laid before the President —

The Ship *Connecticut* is by this time ready to proceed after the *Ganges* to the Streights of Sunda & only waits for orders — These will be sent as soon as the President determine on the course to be pursued with respect to the Treaty, as it may be desireable to convey to the Isle of France, the intelligence of the modified ratification advised by the Senate —

I will direct a Frigate — perhaps the *Essex* — to be got ready to leave this Country after the 15^th March — & to be prepared to convey the Trade to India — I do not contemplate, that this Vessel will sail under orders from me — my successor however no doubt will be as I wish to be to the interest & the request of so respectable a Body of Merchants as the Chamber of Commerce of Phil^a & I presume, it may be safely calculated, that the Frigate will go on the Voyage, should nothing intervene to [make] it improper — or unnecessary

The *Boston* Cap^t Little has been ordered to cruise for the protection of our Ships for India — He must have left Boston before this time — & I will repeat the orders already given to the Vessels in the West Indies —

I am sir

B, S,

[NDA. GLB, Vol. 4, 1800–1801.]

To Richard Salter, from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t 9^th Feby 1801

RICHARD SALTER Esq^r

I am honored with your Letter of the 29^th of January — It is not ascertained here that the *Pickering* is lost, nor have I authorized a publication to that effect, There is however but too Much reason to fear that it is so, as I have had no information from her since she sailed in August last for St Kitts — Congress has made no provision, for the widows & children of deceased Navy Officers —

I am Sir

B, S,

[NDA. GLB, Vol. 4, 1800–1801.]

To Secretary of the Navy from John Hopkins, Richmond, Virginia

Copy

RICHMOND *February 9^th 1801*

SIR Since my letter of the 30^th Ul^o I have seen the Governor who is not sensible of any neglect on your part respecting the conveyance of the Gosport Land. He informed me he would direct the attoryey General of this Commonwealth to prepare a proper deed, & as soon

as it was ready he would submit it to my inspection & suggested that it might be transmitted to you for your approbation This I deem proper: for I should not choose to decide on its Correctness.

I am much afraid I shall be obliged to send a special Messenger to Norfolk, for I find there is no possibility of obtaining specie here for drafts on that place

As soon as I obtain a Copy of the deed I will transmit it to you.

I have the honor to be with
great respect
Sir
Your Most Ob Servant

Signd JOHN HOPKINS

The Honble
BENJAMIN STODDERT

[Va. SL, NDA photostat.]

To Aaron Putnam, Charlestown, Mass., from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t 9^th Feby 1801

AARON PUTNAM Esq^r

I am honored with your Letter of the 27^th Ult^o & the plan & estimates therewith enclosed. — Having submitted to Congress certain propositions for completing of Navy yards & Docks, I can give no directions for progressing with improvements in relation thereto, until the decision of that body be known — I pray you in the mean time to hasten the completion of the titles to the grounds for the Building yard & Dock at Charlestown — and forward your account of the application of the Monies advanced you agreeably to my request of the 2^nd instant It is desirable on every Account that this should be done previous to the 3^rd of March next

I am sir

B, S,

[NDA. GLB, Vol. 4, 1800–1801.]

Extract from Log Book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Monday, 9 February 1801

Fresh Breezes with pleasant Weather. At 1 P M saw a Sail on Weather Bow.

At 4 saw a Ship standing to the Southw^d The *Chesapeake* under Lee Quarter.

Fresh breezes throughout the night.

At 7 A M Squally. Called all hands to reef Top Sails, took in Top Gall^t Sails.

At 10 saw a Sail on weather bow. Made Sail. Gave her two Shots, which brought her too She was an American Brig from Charleston out 3 Days. Informs that the treaty with France had not been ratified.

Latitude Observed 33° 41′ N.
Longitude Observed 75° 51′ W.

[J. Sawyer Col., Portsmouth, N. H.]

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

[WASHINGTON, D. C.]
Navy Dept 12th Feby 1801

Lt CHARLES STEWART

I have received your Letters of the 4th inst[*] The crew of the *Experiment* must be paid off & discharged at Norfolk — The Accountant will forward instructions to your purser for his government in making the payments and Wm Pennock N. Agent at Norfolk will furnish the necessary monies on your requisitions — You will have the Schooner placed in a safe situation, with just men enough on board to take care of her and have her made ready in every respect to receive her repairs at the shortest notice, but let them not be commenced until further orders — As soon as the Crew is paid off your Purser must make up his account for settlement & come on to this place for that purpose with as little delay as may be — Such of your Officers as require it, & whose services are not necessary on board the Schooner whilst she remains inactive, you may grant leave of absence to, on condition that they hold themselves in readiness to return to their Duty again on the shortest notice

I am sir

B. S.

[*See under date of 19 January 1801.]
[NDA. OSW, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]
Navy Dept 15th Feby 1801

JOSIAH PARKER Esq[r]
Chairman of the Committee
on Naval affairs

By the Treaty with France, all captures not finally condemned on the 1st October last, are to be restored on both sides. We shall have but little to restore, and twenty times as much to receive.

But our officers & Seamen have acquired a legal Estate, under our own Laws, in the captures they have made. In those cases where the Vessels have been condemned & sold, & the money distributed according to Law, there will be no possibility of making the Seamen refund, if it was Justice. It would not however be Justice — nor will it be Justice, to take from them their share of the vessels not yet condemned. It would seem then, that this is a case requiring the interposition of Congress. An appropriation of 100,000 Dollars to enable the president to execute the French Treaty, would I presume be amply sufficient to restore the National Corvette [*Le Berceau*] taken by Capt Little — & every other Vessel the French will have a right to demand. Will you be pleased to call the attention of the Committee on Naval affairs, to the subject

B. S.

[NDA. Cong. LB, Vol. 1.]

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

UNITED STATES SHIP *President*
At Sea 15th Febr 1801.

SIR I have the honor to enclose you various papers, endorsed and numbered as below, they relate to the arrest of Mr John King Master of this Ship, for stricking and abusing Lieutenant Chauncey, when in the act of doing his duty.

As it is highly necessary such conduct should be taken serious notice of, and as great inconvenience attends an officer being a length of time under arrest both to the service & to the officer, I shall be obliged by your ordering a Court Martial convened as early as possible, in order that Mr King may have a speedy trial.

I have the honor to be Sir
your very obdt humble Sert

Honble THE SECRY OF THE NAVY
Washington

Under cover of the above is the following enclosed.

No 1. Lt Chauncey's complaint to T Truxtun of Mr King master of the *President*.
No 2. T Truxtun's letter of arrest to Mr King.
No 3. Mr King to T Truxtun.
No 4. T T in answer to Mr King.
No 5. Certificate of Officers &c, who saw Mr King strike & abuse Lt Chauncey.
No 6. Mr Leonards account of Mr Kings conduct to Lieut. Chauncey &c.

[HS of Pa. NDA photostat. Truxtun's LB, 1800–1.]

To Lieutenant Colonel Commandant W. W. Burrows, U. S. Marine Corps, from Lieutenant T. Wharton, U. S. Marine Corps

HAVANA, *February 15th 1801* —

SIR My last letter to you, was dated from this place; Since when I have lost W. Davis, who died on the 15 January. Mc Kusco — from having a dirrhoe, for a length of time, is seldom capable of performing his duty; he reports to have been trobled with this disorder; whilst under Lieut Sheridine — it is the opinion of the Surgeon; he should be sent to America — I wish your opinion on this Subject.

In a skirmish with an English Privateer, some days past, the Marines acquitted themselves, extreemly well; We were at an Anchor, when they attack us, and under our stern in this position, our Cannon were useless, of course the injury she sustained, was done by the Marines, the fire was brisk & we are since informed did considerable execution; no person in the Ship received any hurt — I mention this because it will afford you as much pleasure to receive the account as it does me to communicate it —

We are just on the point of Sailing on Cruize. When we arrive I shall do myself the honor of writing you —

Your obedt Servt

T. WHARTON
Lt of Marines

Col BURROWS —

[MCA. LR, 1801.]

To Captain James Sever, U. S. Navy, from Purser Charles Morris, U. S. Navy

CAPE FRANCOIS, *Febʸ 16th 1801* —

SIR I have Receivᵈ from Mʳ Hammond the articles pʳ enclosed list and delivered them on Board the *Scammel* — altho all the Bakers in Town are employed in making Bread for us they will only be able to furnish 13000 pounds by Wednesday next week, I mention that day, as I supposed it the longest you could think of waiting. the price is fourteen Dollars pʳ 100 lb — I would remark that I think even that amount of Bread would last us 50 Days at Sea. being of the Best Quality to go far —

Lᵗ Jones, has appeared to act cheerfully, and has given me every assistance I could wish. he thinks however that his Vessell will not be able to Bring the Ballance of the Bread under cover at once. you may see the Bulkiness of it, forty sacks shipped now only weigh 1300lbs — should you think proper to order a part or the whole shipped in any other Vessel you will please to direct — I have not had time to procure your stores. and indeed chose to wait untill I heard from you. the wine is not to be had. I send your Clothes by Bill Hilton — I am your Obedient &

very Humble servant

CHARLES MORRIS —

JAMES SEVER Esqʳ —

P. S. there is no Letters for any on board our Ship

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

To Howland & Allyn, Navy Agents, New London, Conn., from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Depᵗ 16th Feby 1801

Messʳˢ HOWLAND & ALLEN

I requested in June last you would please to advance to Mʳ Buisson — Supʳ Cargo of the Prize *Peggy*, 2 Dʳ pʳ Week for his maintainance from his arrival at New London — meaning until his discharge, as a Prisoner — He Says you have advanced him nothing — & that his Crew has been maintained sometime at his own expense, while in the United States as Prisoners. We must do Justice, to all people if we can — pray do so to this Gentleman by paying him the 2 Dʳ pʳ Week already accumulated & until he is discharged as a Prisoner, which will be quickly — & by refunding his proper expenditures on accoᵗ of his Crew while Prisoners

I am Gentlemen

B, S,

[NDA. GLB, Vol. 4, 1800–1801.]

Extract from Journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. S. *Ganges*, Monday, 16 February 1801

Pleasant Weather * * * *
At 10 departed this Life Thomas Hickman Marine
Latitude Observed 16° 16′ N.

[NA.]

Extract from Log Book of the U. S. S. *President*, Captain Thomas Truxtun, U. S. Navy, commanding, Monday, 16 February 1801

Moderate breezes & clear Weather. At 1. P M. spoke a Sloop 2 days from Philadelphia bound to Charleston. Bent a new Main Top Sail took 2 Reefs in it and set it. At 6 A M. turned Reefs out of top sails, set Main Sail, Miz^{n} Stay Sail & M. T. Stay Sail.

At 7. Sent up Top Gall^{t} Yards & set Top Gallant Sails. Set Starboard F. T. Steering Sail. At 10 Made Signal for a Pilot. In taking in Steering Sail, Carried away F. T Studden Sail Boom. At 11. The Pilot came on board. Set Steering Sails Royals. Ends with light breezes & smooth water, Cape Henry Lighthouse in sight.

Latitude Observed 36° 40′ N.

[J. Sawyer Col., Portsmouth, N. H.]

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

[WASHINGTON, D. C.]
Navy Dep^{t} 17th Feb^{y} 1801

Mess^{rs} S HIGGINSON & C^{o}

I am honored with your Letters of the 3rd & 5th instant —

Instead of proceeding with the repairs of the *Merrimack* as you propose, be pleased to have her placed in a safe situation with just men enough on board to take care of her, and made ready in every respect to receive her repairs on the shortest notice, but let them not be progressed with until further orders —

I am Gentlemen

B, S,

[NDA. GLB, Vol. 4, 1800–1801.]

To Mr. Letombe, Philadelphia, Pa., from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^{t} 17th Feb^{y} 1801

M^{r} LETOMBE

I have the honor to inform you, that I have directed Mess^{rs} S. Higginson & C^{o} Boston W^{m} Peck Esq^{r} Marshal of Rhode Island — Philip B. Bradley Esq^{r} Marshal of Connecticut. Aquilla Giles Esq^{r} Marshal of New York — Montjoy Bailey Esq^{r} Frederick Town Maryland and William Crafts Esq^{r} Charlestown South Carolina, to deliver to your order the French Prisoners in their Custody

There are 150 at Boston 25 Providence R. I. 100 Conn^{t} 8 Blacks at New York 90 D^{o} Frederick Town 8 Charleston S. C.

I request that you will as speedily as possible make your arrangements to remove them from the United States. —

I am sir

B, S,

[NDA. GLB, Vol. 4, 1800–1801.]

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

U S Ship *President*
Hampton Road 19th Febr 1801

Dear Sir I arrived here on the 17th as I mentioned before, and shall leave this for the City of Washington I expect this day, where I hope to have the pleasure to see you as soon as this and the accompanying papers are at hand.

I have the honor to be Sir with Great respect your very obedient Servt

Honble Benjamin Stoddert Esq
Secry of the Navy

[HS of Pa. NDA photostat. Truxtun's LB, 1800–1.]

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

[Washington, D. C.]
Navy Dept 20th Feby 1801

Col Parker
Chairman of the Naval Committee

I have the honor to enclose a List of the Vessels proposed to be sold — & an estimate — not exagerated, of the sum they will probably bring, amounting to 280,000 Dollars.

I think they would certainly command the prices annexed to them, at this time — probably a little more. The money arising from the sale might be appropriated to the purchase — of Stock for the payment of Pensions & half pay to the Navy Officers — in aid of the prize money belonging to the United States, already appropriated to that object — sea the act of the 23 April 1800 — 9. Section.

	Dollars
The *Pataps[c]o*	25, 000
The *Portsmouth*	25, 000
The *George Washington*	35, 000
The *Herald*	15, 000
The *Ganges*	20, 000
The *Connecticut*	20, 000
The *Maryland*	25, 000
The *Merrimack*	25, 000
The *Delaware*	15, 000
The *Trumbull*	20, 000
The *Warren*	20, 000
The Brig *Richmond*	6, 000
The *Augusta*	6, 000
The *Scamm[el]*	4, 000
The Schooner *Experiment*	3, 000
The *Enterprize*	3, 000
Seven Gallies of no use & of little value	7, 000
	280, 000 [sic]

B. S.

[NDA. Cong. LB, Vol. 1.]

To Captain John Rodgers, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t 20^th Feby 1801

Cap^t JOHN RODGERS

It is uncertain when you will receive orders to proceed to France, It is however proper that you be prepared at all points to proceed with as little delay as may be, when ordered, you will of course cause such of your Officers as are at Norfolk to be in readiness to come off to you at once on your appearance in Hampton Road and if it is necessary that a few petty Officers & Seamen should be procured at Norfolk, make it the duty of an officer there to have them ready likewise —

I am sir

B. S.

[NDA. OSW, Vol. 4, 1800–1801.]

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

UNITED STATES FRIGATE *Constellation*
HAVANNA *Feb^y 22^d 1801.*

BENJAMIN STODDART Esq^r

I have the Honour to advise you of our arrival here on the 20th Ins^t on my way down the South side of the Island I sent Dispatches on shore to S^t Jago De Cuba to the French Agent there, & Governor, on the same subject as before mentioned

From a strict examination of my Mizen Mast I shall be obliged to hoist it out & get it more securely fished which I expect will detain me here for a week or ten Days, but if I have a tolerable passage hope to be in the Delaware by the 20th March or sooner where I hope to find your orders for any future operations —

The English Privateers are playing the very Devil with our commerce, they want a little overhauling & I fear will amount to something serious in the end

I am

Your most Ob^t

[NDA. A. Murray's LB, 1799–1805.]

To Lieutenant Colonel Commandant William W. Burrows, U. S. Marine Corps, from First Lieutenant John L. Lewis, U. S. Marine Corps

U S. FRIG^t *President*
HAMPTON ROADS *Febru^y 23^d 1801*

SIR, If it is your intention now to direct the Detachment on B^d this Ship to be paid to any time — it is necessary that I should know (or the Officer you may direct to succeed me) your determination and directions on the following order Viz —

"Be it known that the Sec of the Navy on the 13 July 1799
"agreed that the Surgeon of every Ship of War in the Service of
"the U S — should make a charge to be deducted out of the pay
"of each Officer Seaman & others on board — for making a
"perfect Cure of the Veneral disease, the following sums to viz —
"For a Commissioned Officer ten Dollars
"For a Warrant Officer Seven Dollars

"For all & every other description of Officers Seamen ordinary's "or others five dollars except Marines who are to pay only three "dollars for such Cure. —

(Sign'd) THOMAS TRUXTUN

I beg leave to mention the situation of some Men of my Detachment — James [Derrah] Drummer has pas'd 59 — and might do duty at Barracks — he has been twenty odd years in the Service of the U. S. [Jon^{a} Lynck] is an old and good Soldier another cruize would probably finish him — he has served five & twenty years and has rec'd two wounds he also in a little time would be capable of duty on shore — Rich^{d} Hall, W^{m} Sealy and W^{m} Johnson I would recommend to be discharged — the later is now I believe incurable from Venereal — I shall send them on shore tomorrow — (except the Drummer) [MS illegible] to direct if you think proper — that L^{t} Johnson replace with effective Men those I may from time to time send on shore —

I am Sir With respect & Consideration
Yr Ob^{d} Sev^{t}

JOHN L. LEWIS

W. W. BURROWS Esq^{r}
Lt. Col. Commandant
of the Marine Corps
City of Washington

[MCA. LR, 1801.]

To Thomas Fitzsimons, Philadelphia, Pa., from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^{t} 23rd Feby 1801

M^{r} THOMAS FITZSIMMONS
Phila^{a}

I have given to the Secretary of State a Copy of the Letter with which you honored me Under date the 17th Ins^{t} — who will immediately communicate it to M^{r} Thornton. There are the best grounds to believe that the British Court never were more Sincerely desirous of preserving harmony with this Country than at this moment. — and M^{r} Thorntons Disposition is in full unison with the views of his Court — It is expected therefore that he will take the earliest opportunity to write to the Governors of the Islands where such outrages are committed on our property, & that the evil may be mitigated from this Course. We ought not however to rely solely on this, when we have the means of protecting our Commerce from the lawless ravages of British Privateers in our own hands. But you will recollect that the present administration expires on the 3rd of March — and will at once see the impropriety of commencing a New Systim which may involve such important consequences the execution of which must devolve upon another administration. all I can I will do — I will have the *Portsmouth* Cap^{t} M^{c}Niell prepared to sail from Norfolk, in three weeks from this day & will as soon as it is proper communicate to M^{r} Jefferson, or my Successor in office the steps taken — & the grounds for them —

I am sir

B, S,

[NDA. GLB, Vol. 4, 1800–1801.]

To Jonas Platt, Chairman, Congressional Committee of Revisal, from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 24th Feby 1801

JONAS PLATT Esqr
Chairman Committee of Revisal &c
Congress

I am honored with your Letter of the 19th instant —

There are employed in my Office four Clerks; The estimate for the year 1801 agreeably to which I believe the appropriation is made, will admit of Compensation

of the principal Clerk	1500 Dollars
Two other Clerks @ 1000 Drs each	2000
One 600 or	700
	4,200

The principal Clerk of this Department received for the year 1800 but 1,200 Dollars, the sum appropriated for Clerk hire would admit of no more, The principal Clerks in the departments of State & of War had each 1500 Dollars — The emoluments of the principal Clerk in the Treasury amounted to more. I think it would be an act of justice to add three hundred dollars for the year 1800 to the salary of the principal Clerk of this department, whose duties are arduous —

[NDA. Cong. LB, Vol. 1.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. S. *Ganges*, Tuesday, 24 February 1801

Light Airs

At 8 called all hands to quarters for a Strange sail. At 10 spoke the British Frigate *Tamar* in company with the *Daphne* Sloop of War

At 7 sent the Cutter on Board the U. S. Frigate *Philadelphia*

Lat Obd 15° 58′ N.

[NA.]

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

[WASHINGTON, D. C.]
Navy Dept 26th Feby 1801

Capt TRUXTUN
Norfolk

I congratulate you on your arrival — I hope your health is better — but presuming that you will want time to recruit, I have written to Capt Dale to hold himself in readiness. It is probable the *President* will be employed to convoy. I hope to see you however shortly — and am with Great esteem sir

B. S.

[NDA. OSW, Vol. 4, 1800–1801.]

To Captain James Sever, U. S. Navy, from Captain Silas Talbot, U. S. Navy

On board the U STATES FRIGATE
Constitution 26th Febr 1801.

JAMES SEVER Esqr
Captain in the Navy of the United States

SIR the period for which a part of the crew of the *Congress* Stipulated to serve having expired; It becomes necessary that she return to the United States. — Therefore the Ship being ready you will please Sir, to proceed to the United States by the way of Cape Francois, and take from thence under your Convoy all American Vessels, that are, or may be ready for Sea in two, or three days after Notice is given, that you are ready to protect them —

If however you learn that there are not any Vessels at the Cape, ready, and disposed to profit by your protection you may in that case make the best of your way in pursuance of these instructions: and in which, I wish you a safe and pleasant passage —

I have the honor to be with
Very great respect Sir,
Your Obedt Humble Servant.

SILAS TALBOT.

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

To Archibald Campbell, Navy Agent, Baltimore, Md., from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 26th Febr 1801

A, CAMPBELL Esqr

The Crew of the *Enterprize* must be immediately paid off, for which purpose you will advance the necessary sums of money to the purser —

The Schooner must be placed in a safe situation with just men enough on board to take care of her, but no repairs are to be undertaken until further orders — Tomorrow I shall order you 10,000 Dollars,

I am sir

B, S,

[NDA. GLB, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]
Navy Dept 26th Febr 1801

WILLIAM PENNOCK Esqr

On the arrival of the *Chesapeak*[e] her Crew is to be paid off, for which purpose you will be pleased to advance the necessary monies to the Purser — The Ship must be placed in a safe situation with just men enough on board to take care of her but no repairs are to be undertaken until further orders — I shall order you 30,000 Dollars tomorrow —

I am sir

B, S,

[NDA. GLB, Vol. 4, 1800–1801.]

To Accountant of the Navy from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t 26^th Feby 1801

M^r THOMAS TURNER

Cap^t M^cNeill is an old Cap^t & entitled from seniority to one of the Frigates mounting 32 Guns or upwards — The Public service however & accidental circumstances have combined to keep him on board the *Portsmouth,* when he was entitled to a larger Ship — Under such circumstances — I think it is but Justice to allow the emoluments he would have been entitled to, had he been put on board one of the largest Frigates — Whether the Law will admit of this or not, I am not the Judge — but I hope it will —

I am sir

B, S,

[NDA. GLB, Vol. 4, 1800–1801.]

To William Peck, Marshal of Rhode Island, from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t 26^th Feb^y 1801

WILLIAM PECK Esq^r
Marshal
Rhode Island

I am honored with your letter of the 12^th instant, respecting the French Prisoners in your Custody — you have acted right, in supplying those with additional cloathing, who were in want of it, it will be highly improper to deliver them to the French Consul, destitute of cloathing; you will therefore provide for them, such as is absolutely necessary — The increase in the price of Provisions will Justify your allowing more for the rations, I have requested M^r Letombe to receive all the Prisoners in the United States; I expect you will soon be called on for those in Rhode Island.

I am sir

B, S,

[NDA. GLB, Vol. 4, 1800–1801.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. S. *Ganges,* Thursday, 26 February 1801

All hands Employed working Ship into Bassaterre Roads S^t Kitts.

At ½ past 2 Came too in 7 Fathom Water

Found lying in there the US. Frigate *New York* the *Warren* & brig *Eagle*

Arrived the US. Frigate *Philadelphia* —

[NA.]

To the Captain General of Marines, Havana, from Captain Alexander Murray, U. S. Navy

UNITED STATES FRIGATE *Constellation*
Febʸ 27th 1801.

HIS EXCELLENCY THE
CAPᵗ GENˡ OF MARINES
Havanna

SIR I am truly sorry to find that you should have had the smallest cause of complaint against any irregularity of conduct on my part, conscious of the rectitude of my intentions, & the more especially, as I am overwhelmed with gratitude for the very polite, and hospitable reception that I have met with from you & other respectable Personages in Havanna —

I allude to the circumstance of my Boat having been sent to the releif of an American Merchant Vessel, & not being on board when application was made, the commanding Officers (then on board,) ordered a young Midshipman to go to her assistance, (for my instructions obligate me to give releif to our merchant men when ever in my power,) taking at the same time an Anchor with him, as soon as he got on board the Capᵗ of the Brig sounded the bottom to find a proper depth of Water to lay the Anchor in, & not my officer as hath been represented to you, & be assured Sir, that so far from any evil design on my part, I would do every thing in my power to serve your nation, considering myself in duty bound so to do & hope most sincerely that no cause may ever exist to alter the present good terms of amity between our respective Governments. with every assurance of regard & perfect respect

I have the Honour to be your Excellʸ
your most Obᵗ

[NDA. A. Murray's LB, 1799–1805.]

Message to United States Senate on the Convention with France from President John Adams

2 MARCH, 1801.

MESSAGE TO THE SENATE;
on the convention with France.

GENTLEMEN OF THE SENATE, I have considered the advice and consent of the Senate to the ratification of the convention with France, under certain conditions. Although it would have been more conformable to my own judgment and inclination to have agreed to that instrument unconditionally, yet, as in this point I found I had the misfortune to differ in opinion from so high a constitutional authority as the Senate, I judged it more consistent with the honor and interest of the United States to ratify it under the conditions prescribed, than not at all. I accordingly nominated Mr. Bayard, minister plenipotentiary to the French republic, that he might proceed without delay to Paris to negotiate the exchange of ratifications; but as that gentleman has declined his appointment for reasons equally applicable to every other person suitable for the service, I shall take no further measures relative to this business, and leave the convention with all the documents in the office of State, that my successor may proceed with them according to his wisdom.

JOHN ADAMS.

[NDA. Life & Works of John Adams, Vol. IX.]

To First Lieutenant John L. Lewis, U. S. Marine Corps, from Lieutenant Colonel Commandant William W. Burrows, U. S. Marine Corps

CITY OF WASHINGTON
March 2d 1801

L^t JOHN L LEWIS

The Secretary has given further orders that the Detachments of the *Portsmouth* & the *Augusta* be immediately drawn to Head Quarters: You will therefore without delay instruct L^t Johnson to proceed with the Detachments of the *Portsmouth, Augusta & Experiment* — As there will be many Men; the Passage up, ought to be more Moderate. —

I have reason to believe the Detachment on board of the *Chesapeak*, is but badly drilled I wish you wou'd ask permission of Cap^t Barron either to allow you to go on board, & drill them, or have them on shore. — You must be active & patient I shall releive you in due time

W W B
L^t C C
MC

[MCA. LS, 1800–1801.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. S. *Ganges*, Monday, 2 March 1801

Came to Anchor the Frigate *United States* —

A survey was held on board, the U S S Ganges, by Commodore Barry, Captains Decature, Morris, Talbot, and the Carpenters of each Ship, and judged unfit for Sea —

[NA.]

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

[WASHINGTON, D. C.]
Navy Dep^t 3rd March [1801]

Mess^rs J & E, WATSON
Newyork

I am just advised of the arrival of the *Richmond* Commanded by Cap^t Law at New York. Her Crew must be paid off immediately for which purpose I have ordered you a remittance of 25,000 Dollars. The Brig must be placed in a safe situation, with Just men enough on board to take care of her but no repairs are to be undertaken until further orders —

I am Gentlemen

B, S,

[NDA. GLB, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]
Navy Dept 3rd March 1801

Cap^t LAW
of the *Richmond*
New York

The crew of the *Richmond* must be immediately paid off and discharged — The accountant will forward instructions to your purser, for his government in making the payments & the Mess^rs Watsons will furnish the necessary monies on your requisitions

You will have the Brig placed in a safe situation, with just men enough on board to take care of her, & have her made ready in every respect to receive her repairs at the shortest notice, but let them not be commenced until further orders.

As soon as the Crew is paid off your purser must make up his accounts for settlement & come on to this place for that purpose with as little delay as may be — Such of your officers as require it — & whose services are not necessary on board while the Vessel remains inactive, you may grant leave of absence to, on condition that they hold themselves in readiness to return to their duty again on the shortest notice —

I am sir

B. S.

[NDA. OSW, Vol. 4, 1800–1801.]

[3 March 1801]

Act pertaining to the Navy

United States Statutes at Large. Sixth. Sess. II.

AN ACT PROVIDING FOR A NAVAL PEACE ESTABLISHMENT, AND FOR OTHER PURPOSES.

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 be, and he hereby is authorized, whenever the situation of public affairs shall in his opinion render it expedient, to cause to be sold, they being first divested of their guns and military stores, which are to be carefully preserved, all or any of the ships and vessels belonging to the navy, except the frigates *United States, Constitution, President, Chesapeake, Philadelphia, Constellation, Congress, New York, Boston, Essex, Adams, John Adams*, and *General Greene*; and also to lay up all the frigates thus to be retained, except such as are directed by this act to be kept in constant service in time of peace.

SEC. 2. *And be it* [*further*] *enacted*, That six of the frigates to be retained shall be kept in constant service in time of peace, and shall be officered and manned as the President of the United States may direct, not to exceed, however, two thirds of the present complement of seamen, and ordinary seamen; the residue of the frigates to be retained shall be laid up in convenient ports, and there shall be permanently attached to each frigate so laid up, one sailing-master, one boatswain, one gunner, one carpenter, and one cook, one sergeant or corporal of marines, and eight marines; and to the large frigates twelve, and to the small frigates ten seamen; the sailing-master shall have the general care and superintendence of the ship; and shall generally execute such duties of a purser as may be necessary.

SEC. 3. *And be it* [*further*] *enacted*, That from and after the day when the reduction of the navy shall take place as aforesaid, the navy ration shall consist of as follows: On Sunday, fourteen ounces of bread, one and a quarter pound of beef, half a pound of flour, one quarter of a pound of suet, one half pint of distilled spirits; Monday, fourteen ounces of bread, one pound of pork, half pint of pease, one half pint of distilled spirits; Tuesday, fourteen ounces of bread, one pound of beef, two ounces of cheese, one half pint of distilled spirits; Wednesday,

fourteen ounces of bread, one pound of pork, half pint of rice, one half pint of distilled spirits; Thursday, fourteen ounces of bread, one and a quarter pound of beef, half pound of flour, quarter pound of suet, one half pint of distilled spirits; Friday, fourteen ounces of bread, four ounces of cheese, two ounces of butter, half pint of rice, half pint of molasses, one half pint of distilled spirits; Saturday, fourteen ounces of bread, one pound of pork, half pint of pease, half pint of vinegar, one half pint of distilled spirits.

SEC. 4. *Be it further enacted*, That the President of the United States retain in the navy service in time of peace, nine captains, thirty-six lieutenants, and one hundred and fifty midshipmen, including those employed on board of the six frigates to be kept in service; and that he be authorized to discharge all the other officers in the navy service of the United States, but such of the aforesaid officers as shall be retained in the service shall be entitled to receive no more than half their monthly pay during the time when they shall not be under orders for actual service.

SEC. 5. *Be it further enacted*, That all the commissioned and warrant officers, who shall be discharged as aforesaid, shall be entitled to receive four months pay over and above what may be due to them respectively at the time of their discharge.

Approved, March 3, 1801.

[Repealed April 21, 1806.]

[Statute II, p. 110, 111.]

List of officers retained in U. S. Navy, after the passage of the Peace Establishment Law, of 3 March 1801

Captains arranged according to rank.

John Barry,
Samuel Nicholson,
Richard Dale,
Thomas Truxtun,
Richard V[alentine] Morris,
Alex[ander] Murray,
Samuel Barron,
John Rodgers,
Edward Preble,
James Barron,
William Bainbridge,
Hugh G. Campbell,
Thomas Tingey.

Lieutenants, according to rank.

Charles Stewart,
Isaac Hull,
Andrew Sterett,
John Shaw,
John McRea,
Isaac Chauncey,
Robert W. Hamilton,
John Ballard,
John Rush,
John Smith,
Freeborn Banning,
Richard Somers,
Stephen Decatur, jr.
George Cox,
John H. Dent,
Thomas Robinson, jr.
John Cowper,
John T. K. Cox,
Wm. C. Jenks,
David Porter,
John Cassin,
Samuel Evans,
George G. Lee,
Charles Gordon,
Richard H. L. Lawson,
Godfrey Wood,
Edward Wyer,
George W. Tew,
Henry Vandyke,
John M. Clagett,
Phil. C. Wederstrandt,
Joshua Blake,
Joseph Tarbell,
James R. Caldwell,
Lewis C. Bailey,
Jacob Jones.

Surgeons.

George Balfour,
John K. Read,
James Wells,
Anderson Warfield,
Edward Cutbush,
John Bullus,
George Davis,
Peter St.Medard,
Thomas Triplett,
Robert Harris,
Samuel R. Marshall,
Wm. Turner,
James Dodge,
John Goddard.

Surgeon's Mates.

Nathan Tisdale,
Alex[ander] McWilliams,
James Boyd, jr.
Jona[than] Cowdery,
Starling Archer,
Hugh Aitken,
Daniel McCormick, jr,
Samuel E. Willett, jr.
Thomas Marshall.

Sailing Masters.

Nathaniel Harraden,
Wm. Knight,
Josiah Hazard,
James Trant,
Levi Bardin,
Richard C. Brandt,
Josias M. Speake.

Pursers.

Isaac Garretson,
Jas. S. Deblois,
Charles Wadsworth,
Buller Cocke,
Benj[amin] Alline,
Silas Butler,
Timothy Winn,
Thomas J. Chew,
Thomas Johnston,
Keith Spence.

Boatswains.

George Hodge,
Joseph Martin,
Wm. Whitehead,
Augustus Serra.

Gunners.

Wm. Rodgers,
John Marshall,
James Morgan,
Samuel Masury,
George Western.

Sailmakers.

Isaac Steel,
Wm. Clark,
Jacob Miller,
Samuel S. Green.

Carpenters.

John W. Rush,
Matthew Brown,
Oliver Rumsey,
Wm. Godby,
Persifor Taylor.

Midshipmen

A

Henry Allen,
Saml. Angus,
Thos. O. Anderson,

B

William Butler,
Joseph Bainbridge,
Wm. Burrows,
Wm. Blake,
Saml. G. Blodgett,
Clement Biddle,
James Biddle,
Phil. C. Blake.
Edwd. Bennett,
Johnston Blakely,
Thos. T. Beale,
Walter Boyd,
Peter E. Bentley,
James Biggs,
Ephm. R. Blaine,
Thos. Brown,

C

Michael B. Carroll,
George Calder,
Edwd. N. Cox,
Aaron F. Cook,
Wm. Campbell,
Wm. M. Crane,
Stephen Cassin,

J. Orde Creighton,
Henry P. Casey,
Wm. Cutbush,
Henry J. Cobb,
J. P. D. H. Craig,
Richd. Carey,
Charles Coombs,
Winlock Clark,

D

James Decatur,
Wm. Duncanson,
John Dorsey,
Daniel S. Dexter,
John Davis,
David Deacon,
George Dabney,
John Downes,

E

Sl. Elbert,

G

John Gallaway,
James Gibbon,
Jno. M. P. Gardner,
Sloss H. Grenell,
Edwd. Giles,
Allen J. Green,
Jno. Goodwin, jr.
George H. Geddes,
Marshall Glenn,
Christ. Gadsden, jr.
Wm. Gregory,

H

Jas. S. Higinbothom,
Alex. C. Harrison,
Barnard Henry,
George Hackley,
Sewal Handy,
Thos. R. Hardenburgh,
Philip Henop,
Abijah J. Hinton,
John D. Henley,
Seymour Hooe,
Alfred Hazard,
John Hartley,
Montresor Haswell,
Theodore Hunt,
Danl. C. Heath,
Robert Henley,

I

Ralph Izard,
Joseph Israel,
Robt. Innes,

K

A. K. Kearney,

L

Charles Ludlow,
James T. Leonard,
James Lawrence,
Wm. Livingston,
A. B. Lord,

M

Daniel McNeill, jr.
Joseph Murdock,
Lewis McLane,
Wm. Miller,
Joseph Maxwell,
Charles Mills, jr.
Danl. Murray,
Geo. A. Marcellin,
Charles Morris, jr.
Charles Moore,
George Merrill,
Archd. McCall,
Wm. McIntosh,
Geo. Mitchell,
Jas. Macay,
Thos. Macdonough,
Humphrey Magrath,
George Mann,

N

Jno. Nicholson,
Jas. Nicholson,
Wm. F. Nicholls,
Wm. Newman,

O

Edwd. O'Brien,
Peter S. Ogilvie,

P

Francis Patton,
Danl. Polk,
Oliver H. Perry,
Benj. Page,
Octavus A. Page,

Henry Page,
Danl. T. Patterson,
George Parker,
Stephen Proctor,

R

States Rutledge,
Chas. G. Ridgely,
Hethcote J. Reed,
George W. Reed,
Charles Reed,
Benj. F. Read,
Jos. Richardson,
John Rowe,
Jas. Renshaw,
Chas. Robinson,

S

Benj. Smith,
Arthur St. Clair,
Robt. Stewart,
Wm. Scallen,
Jno. Shattuck,
G. W. Spottswood,
Maurice Simons,
Danl. Simms,
John Shore,
Habijah Savage,
Wm. P. Smith,
Sidney Smith,
Thos. Swartwout, jr.
Robt. T. Spence,
Simon Smith,
Wm. M. Smith,

T

Richd. Thomas,
John Trippe,
Robt. L. Tilghman,
Wm. Thom,
Ewd. Trenchard,
Jonathan Thorn,
Benj. Turner,

V

Jacob R. Valk,
Jacob Vickery,
Sybrant Vanschaick,

W

Abner Woodruff,
Daniel Wurts,
Elias Willis,
Henry Wadsworth,
M. T. Woolsey,
Wallace Wormley,
John Wood,
Walter Winter,
Lewis Warrington,
Chas. Wilson,
Saml. Woodhouse.

159*

Chaplains.

Saml. Chandler,
Robt. Thompson,
Alex. McFarlan,
Noadiah Morris.

*By resignations, promotions, and deaths, the number was in a few weeks reduced to one hundred and fifty.
[NR & L. Naval Chronicle.]

[3 March 1801]

Act pertaining to the Navy

United States Statutes at Large. Sixth Congress. Sess. II

AN ACT MAKING APPROPRIATIONS FOR THE NAVY OF THE UNITED STATES FOR THE YEAR ONE THOUSAND EIGHT HUNDRED AND ONE.

[NOTE.—This Act, approved 3 March 1801, may be found in the Statutes at Large, volume II, pp. 122–123.]

[Statute II.]

Extract from Log Book of the U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, Tuesday, 3 March 1801

[Boston, Mass.] W N W winds and moderate at 9 AM unmoored ship and at 11 AM got under way clear and pleasant Weather several sail in Company —

[H. E. Huntington L&AG.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. S. *Ganges*, 3 to 5 March, 1801

Pleasant Weather — Carpenters employed overhauling & repairing Ship

This day turned over to the U S. Frigate *New York* Twenty Men and to the U S. Brig *Eagle* Seven —

[NA.]

Extract from Log Book of the U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, Wednesday, 4 March 1801

This 24 hours begins Moderate Breezes and clear at 1 pm the pilot left us and at 2 pm made Sail. —

At 6 pm Cape race bore South Distance from Boston Light house 15 Leagues East from which I take my Departure Boston Light house in Latt^{d} 42° 21″ N & Long^{t} 70° 53″ W from the Meridian of London —

* * * * *

Latitude Observed 40° 44″ N.

[H. E. Huntington L&AG.]

To Captain Hugh G. Campbell, U. S. Navy, Newport, R. I., commanding U. S. S. *General Greene* from Secretary of the Navy

[Washington, D. C.]
Navy Dept 5th March 1801

Cap^{t} Hugh G. Campbell

I transmit you herewith an affidavit of Reuben Barnes Master of the Sloop *Ann* recaptured from the french by the Brig *Eagle* under your command Stating that you had taken a rate of Salvage above what the Law authorized, and that the cargoe had sustained much Damage by the conduct of the recaptors & their Agent — It is no doubt right that you should refund what was received for salvage above one eighth the amount of the sailes & valuation of the Vessel & Cargo — With respect to damages I give no opinion but recommend that you write immediately to M^{r} Ezekiel Williams Jun^{r} of Hartford Connecticut who enclosed me the affidavit & endeavour to effect by Compromise what you consider Just, & proper —

I am sir

B. S.

[NDA. OSW, Vol. 4, 1800–1801.]

To Pierpoint Edwards, from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t 6^th March 1801

PIERPOINT EDWARDS Esq^r

Application having been made for the restoration of the Schooner *Peggy* a French armed Vessel & her Cargo, captured by the Sloop of War *Trumbull*, & it appearing that her final condemnation has not taken place, The president is desirous that so far as the Government has an interest in the Capture the same may be released to the claimants agreeably to the Treaty between the United States & the French Republic, which be pleased to cause to be done —

I am sir

B, S,

[See document dated 8 May 1800, p. 489, "Naval Documents, Quasi-War with France" fifth volume, January to May 1800.]
[NDA. GLB, Vol. 4, 1800–1801.]

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

[Washington, D. C.]
Navy Dep^t 6^th March 1801

Cap^t THO^s TRUXTUN

I am honored with your letter of the 26^th Feb^y — & regret extremely that you were not here before the rising of Congress, & the occasion of it. I hope you will soon be well enough to travil, & that I shall see you here before I quit office, which will be as soon, as the President shall fix on a successor for me; as both my health & my private affairs require great attention from me.

I made a report to Congress of a System for a Peace establishment of the Navy, which I enclose — I thought it so moderate, & so proper, that it would be adopted. This however was not the case — I really know not what the System adopted is, for the Laws respecting the Navy passed only during the two or three last days of the session — & it is not yet possible to procure copies. I believe however only 9 Cap^ts 36 L^ts & 150 Midshipmen are to be retained in service on full pay & that 6 Frigates are to be employed — 7 others laid up in Port — & the rest of the Vessels to be sold. — You will Doubtless have it in your power to say what shall be your own situation — & if I am to act on this business of reduction, I shall be extremely anxious to see you; prior to the commencement of it.

I have written to Dale to hold himself in readiness to go on board of the *President* — Judging that your health after so much service, would require repairs — & as you can be so extremely useful to the Navy, I hope you will not only determine to continue — but to fix yourself at the seat of Government.

It is impossible yet to say whether the *Pres^t* will again be sent out — it is best however to keep her prepared.

I am sir

B. S.

[NDA. OSW, Vol. 4, 1800–1801.]

To Captain John Rodgers, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t 7^th March 1801

Capt JOHN RODGERS

You may expect to be ordered to Sail for France about 14^th Inst — You will please to be prepared.

A Member of Congress a Single Gentleman with not even a servant will go with you, to carry the Treaty. It will be proper that you lay in Sea Stores enough to make the passage of this Gentleman agreeable but you must avoide every thing like profusion

I am sir

B. S.

[NDA. OSW, Vol. 4, 1800–1801.]

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

CITY OF WASHINGTON
March 7^th 1801

BENJ^a STODDERT Esq^r

SIR I shall lose no time in fixing on the proper Ground for Marine Barracks & every Attention shall be paid by me with regard to Economy & Facility. I am convinced much labour must come from the Marines, to erect a Building sufficient for their accomodation, on such a Sum allow'd but all that can be done, shall be done.

I have the Honor to be

Y^r obed^t Ser^t

W W B
L^t Co^l Comd^t
M—C.

[MCA. LS, 1800–1801.]

To Captain John Rodgers, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Department 7^th March 1801

SIR Be pleased to grant a passage to France on board the *Maryland*, to M^r Dambrugeac his Secretary & Servant —

M^r Dambrugeac is charged with dispatches from Gen^l Touissant to the French Government, I recommend him to your particular attention and civilities, & have the honor to be

Sir

Your Mo^t Ob^t Serv^t

BEN STODDERT

Cap^t JOHN RODGERS

[LC. JRP, 1775–1805, Vol. 1, Second Series and NDA. OSW, Vol. 4.]

To Second Lieutenant Robert Greenleaf, U. S. Marine Corps, from Lieutenant Colonel Commandant William W. Burrows, U. S. Marine Corps

[WASHINGTON, D. C. between
7 and 12 March 1801]

L^t^ R. GREENLEAF,

I gave you orders to releive L^t^ Stickney on board the *Merrimack:* as it is the Intention of the Secretary to lay up the *Merrimack* & *Herald* you will put the Marines of both Vessels on board the *Boston*, & place yourself under the Command of L^t^ Church 'till further Orders. —

If the *Boston* has sailed, you must march the Marines on board the *Gen^l^ Green*, Write me immediately that I may know how to direct to you. —

If it becomes necessary to march the Men, you must draw Provisions for the Number of Days requisite, and hire one Waggon: or if more convenient, take a Passage for them by Water: You are at Liberty to draw on me for $100 Take receipts for all Expenditures, nothing will be admitted without Vouchers —

W — W — B

[MCA. LS, 1800–1801.]

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

[WASHINGTON, D. C.]
Navy Dep^t^ 7^th^ March 1801

Mess^rs^ S HIGGINSON &^c^

Had I not presumed that the *Boston* must have been long since at Sea under my orders of the 29^th^ of January, I certainly should have countermanded her before this time — If she should not have sailed before you receive this, be pleased to take the proper Steps to detain her until further orders, for which Cap^t^ Little will consider this as my order —

You will put a stop to the recruiting for the *Herald* —

I am Gentlemen

B, S,

[NDA. GLB, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]
Navy Dept 9^th^ March 1801

RICHARD DALE Esq^r^

I am honored with yours of the 4^th^ inst Your being called on to take command of the Frigate *President*, I think more improbable now, than when, I last wrote you — as soon, however, as a determination is made upon the subject, you shall be informed of it, should I be in office at the time which I hope will not be the case —

I am sir

B. S.

[NDA. OSW Vol. 4, 1800–1801.]

[11 March 1801]

To Secretary of the Navy from Midshipman Humphrey Magrath, U. S. Navy

The Honble BENJAMIN STODDERT

SIR Nothing gives me more real concearn than being the means of so much trouble to you, but Sir, I hope the necessity of the case will plead my excuse.

I must therefore bring, once more, to your remembrance my being captured on my outward bound passage to S^{t} Kitts (in Order to rejoin the Frigate *John Adams* Capt Cross, after conducting a vessel, prize, to Charleston, Captured by the said Ship off port Rico) and carried into Guadaloupe — after an exchange of prisoners which took place at S^{t} Kitts — presented myself to the Agent, who informed me that the *John Adams* had sailed the day before On a cruise of Six weeks; in consequence of which, he advised me to go out in the *Enterprise*, Schooner, Lieut^{t} Shaw, Com^{r} which I did accordingly, and remained On board for some time, until the capture of the Lugger *Guadaloupien* [7 September 1800] — when Capt Shaw thought proper to send me in her as prize-Master — for Philadelphia, to which place I conducted her Safe. Considering myself as belonging to the s^{d} Schooner from the time of my entering On board of her, until I recei^{d} your pleasure to again Join the *John Adams*, before which time and since my leaving the *Enterprise*, she made several prizes; of which Sir I would wish you'd inform me if I am equitably, entitled to my Share of prize Mony as Midshipman for each and every of the Said captures during that time. (Capt Shaw mentioned to me at S^{t} Kitts after the first capture which was the *Flambeau* [23 July 1800] that if I chose to remain with him he would wish me to act as second Lieut^{t} to which I agreed) — I think Sir it would be extremely hard were it other Ways, as my prize money ceased On board the *John Adams* at the time of my entering On board the *Enterprise* — consequently, I have a right to conceive, prize money as Justly due me from the *Enterprize* until I again Joined the *John Adams*. I'd also wish to observe Sir, that coming home as prize Master, always has been to me very unprofitable. —

I suffered a good deal of Capt Cross's displeasure by remaining On board the *Enterprize*, for at S^{t} Kitts he expressed a great desire to have me again on board (but having then the command of the Lugger could not think of it) an[d] informed me of if I had Joind the ship again, his endeavour would be to promote me if possible; but since my arrival here have heard no more of it. I feel myself Sir, very much at a loss for words Sufficient to form an appology for so much freedom, and trouble to you; therefore resting in full hopes of your excusing the past Liberties and having y^{r} reply er' Long have the Honor to be

Sir, with due regard and esteem

Your Ob^{t} Serv^{t}

H MAGRATH
Midshipman On board the U. S. Frigate
John Adams. — March 11th 1801 —
Port of Charleston — S. C —

[NDA. Misc. L. Vol. 2, 1801.]

To President Thomas Jefferson from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 11th March 1801

TO THE PRESIDENT
OF THE U, STATES

The Ship *Ganges*, Capt Malowney, of 24 Guns, Sailed the 26th Jany for Batavia, to cruise a few months in the Straits of Sunda for the protection of our East India Trade the principal danger being from Privateers from the Ile of France to return with as many vessels under convoy as could be collected. — It was always intended to send after her the Ship *Connecticut* of the same size, now ready at New London — but she has not been ordered out, because it was thought that she should in the first instance wait for the fate of the Treaty — afterwards that she should carry out the ratification to the Isle of France; for the effect which might be produced by it on the Privateers of that place, — and latterly, because it was thought right, that she should wait for Instructions from the new administration.

The *Ganges* was ordered to treat in those distant Seas, the armed Vessels of France exactly as those Vessels treated the Vessels of the U, States engaged in Commerce.

It seems proper that the *Connecticut* should proceed as intended — or that her men should be discharged. The effect which may be produced at the Isle of France by the carrying out the Treaty may be worth the expense of — sending her — If no favorable effect should be produced she would be of service in aiding the *Ganges* in the straits of Sunda — & in convoying back the american Trade

This is one of the things in the Navy Department which seems to require early attention. It is more than probable the French Govt will have taken measures to restrain depredations on our Commerce from the Isle of France but it is uncertain whether their orders if any have been given, may not have been intercepted & it is also uncertain how far the orders from that Govt will be regarded in the Isle of France, whether the system has been to respect only those decrees of the French Nation, which promoted the views of the ruling People of that Island.

If the *Connecticut* goes on this Voyage, she will if depredations should have ceased on the part of Privateers from the Isle of France, return without delay — should depredations continue she will Join the *Ganges* in the Straits of Sunda, & after remaining there two or three Months return with the *Ganges*, & as many american Vessels under convoy, as they may be able to collect —

I have the honor to be
with great respect, Sir,
Your most obt Servt

(Signed) BEN STODDERT

[NDA. Nom. Appts. LB, 1798–1820.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. S. *Ganges*, Thursday, 12 March, 1801

Light breezes —

At 2 PM got underway for Basseterre — At 3 came too in 8 Fathom Water — the US. Ship *Warren* laying there — the remainder, people employed occassionally —

[NA.]

[Between 13 and 23 March 1801]

Suggestions and comments concerning United States Ships of War, by whom not indicated, but presumably by someone in the office of Secretary of the Navy

It will probably be some time before it may be determined where the six Frigates to be kept in constant service, shall be employed.

The *Chesapeak* [*e*]
The *Gen*[l] *Greene*
The *Jn*[o] *Adams* &
The *Essex* — three of the 13 frigates to be retained — are now in the ports of the U States, & without Crews of course laying at little Expense — nothing seems to be necessary to be done for the present, with respect to these Ships, but to let them remain as they are.

But the Frigates *President* & *Constellation* are also in port — and with full Crews on board. The Crews of both Vessels have several Months to serve. M[r] Stoddert takes the Liberty of suggesting, that they shall be immediately discharged — It will save considerable expense — and some uneasiness on board, for nothing is more disagreeable to a Sailor than to be kept long on board of Ship in port.

If it should be determined hereafter, that either or both these frigates should be employed, there will be no difficulty in procuring Crews for them, without expense, for the Men receive no bounty — (The advances made being always deducted out of their pay —) & without delay. — The Men are so fond of the Public Service, that there is never any difficulty in getting any Number wanted. By this Arrangement too — The Ships should they be ordered on distant service, will have crews having 12 Months to serve — We can only enlist for 12 Months — Should they be sent to the Mediterranean with the present crews, the Mens time will be out, so as to oblige the return of the Ships in a little time after arriving there. As to the Ships to be sold — some are already in port — as fast as others arrive they can be stripped of their Men, & remain in port at little expense, until a sale is ordered. But the *Connecticut* one of these Ships is now at New London, with a full crew on board prepared to sail for Batavia — She might turn over her Crew & Provisions to the *Gen*[l] *Greene* a ship to be retained — and the *Gen*[l] *Greene* if necessary might proceed to Batavia — or the crew might be discharged, if it should not be thought necessary to send a Ship to Batavia — and the principal object in sending one, seems to be, to get the Treaty, sent to the Isle of France.

There are yet several Vessels in the West Indies — They have no orders to return — perhaps will be at a Loss how to act — The *Herald* at Boston is prepared for a Voyage in all respects, but with Men — & she has Men enough for this service — Would it not be proper to send her first to the Windward Islands, & to return by S[t] Domingo and the Havanna, with orders for all our Vessels to return to the United States.

Mar. 23. 1801. Agreed with M[r] Stoddart that he shall send the *Herald* immediately to call home all our Vessels discharge the crew of the *Connecticut*, as we have an opportunity of sending a Copy of the Convention by M[r] Lewis (former Consul) going from N. York in his own Ship. Discharge the Men of the *President*, in order that others, if wanted may be engaged for 12 Months.

13 FRIGATES TO BE KEPT IN SERVICE.

The *United States* — at S^{t} Kitt's to return in April.
The *President* — at Norfolk with her crew on board.
The *Constitution* — at S^{t} Domingo — return uncertain.
Chesapeak [*e*] — at Norfolk — her crew discharged. —
Phil^{a} at S^{t} Kitt's, to return in April — perhaps May.
New York — S^{t} Kitts — return uncertain
The *Constellation* — at Phil^{a} crew on board. —
The *Congress* — S^{t} Domingo — to return in M^{r}
The *Essex*, at New York, no crew on board, except enough to take care of her. —
Boston — on a Cruize — to protect Vessels ret^{d} from India — but to call at S^{t} Kitts about the last of April for orders. —
Jn^{o} Adams — at Charleston — no Crew.
Adams — at S^{t} Domingo — return uncertain. —
Gen^{l} Green — at Newport — without a Crew.

IN PORT — OF SHIPS TO BE SOLD.

at Norfolk,	The *Portsmouth* The Schooner *Experiment* The Brig — *Augusta.*
at Balt^{o}	The Schooner *Enterprize.*
at Phil^{a}	The Ship *Patapsco.*
at New York	The Brig *Richmond.*
at New London	The *Connecticut* with a full crew, & prepared for a Voyage to Batavia. The *Trumbull* — Just arrived Crew to be discharged.
at Boston	The Ship *Merrimack* The Ship *Herald.*

AT SEA. OF SHIPS TO BE SOLD.

Near Guadaloupe	The Ship *Warren* The Brig *Eagle.*
Near S^{t} Domingo	Brig *Scammel.*
At Havanna	The Ship *Delaware* — ordered home —
ordered for France	The *Maryland* — Capt. Rodgers.
Algiers	The *George Washington.*
Batavia	The *Ganges*

[NDA. Nom. Appts. LB, 1798–1820.]

To Montgomery & Newbold, Philadelphia, Pa., from Secretary of the Navy

[Washington, D. C.]
Navy Dep^{t} 13th March 1801

Mess^{rs} MONTGOMERY & NEWBOLD
Philadelphia

I enclose you a letter from M^{r} Dandaule of the 18th Dec^{r} last from which it appears that he has written to you, to obtain for him the record of the Condemnation of the Schooner *Guadaloupean* which

arrived at Philadelphia sometime last fall — In case of the miscarriage of his letter the enclosed will enable you to comply with his request.

I am Gentlemen

B, S,

[NDA. GLB Vol. 4, 1800–1801.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. S. *Ganges*, Friday, 13 March 1801

Moderate Breezes and pleasant

At 11 AM got underway, with the ship *Hercules* under convoy for S^{t} Bartholomews —

[NA.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. S. *Ganges*, Saturday, 14 March 1801

Pleasant Weather — At 7 AM. the northermost point of S^{t} Kitts bore S. b W. distant about 3 Leagues, S^{t} Eustatia W ½ S about 4 Leagues, S^{t} Bartholomews NbE about 6 Leagues —

At Noon came too in Gustavia Roads, in 9 Fathom water

[NA.]

Extract from Log Book of the U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, 14 March 1801

* * * * * at 9 [6?] A. M saw a sail in the S East 5 or 6 Leagues Distance

at 9 A. M Spoak the sail. She proved to be the *Morning Star* Brig from Limreck, in Ireland bound to New York 30 days out, out of water Bread & Spirets, Supplied her from the *Boston* —

Latitude Observed 28° 27′ N.

Longitude Account 49^{c} 35′ W.

[HS of Mass.]

To Captain John Rodgers, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^{t} 16th March 1801

Capt RODGERS
Baltimore

It is the Presidents opinion that the fewer persons you take with you to France the better. The French Gentlemen who have lately made application cannot go. — but M^{r} Dambrugeac is to go. Encourage no other person to expect it.

M^{r} Dawson will be with you in two or three Days. Be ready —

I am sir

B. S.

[NDA. OSW, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]
Navy Dept 16th March 1801

Capt MURRAY
to the Care of G. HARRISON Esqr

This letter may probably reach Phila as soon as your Arrival there.

I expect to be out of Office in two or three Days & it will devolve — on my Successor to direct your future operations — I can only say that you had better not in the first instance proceed higher up the Delaware than New Castle.

I am sir

B. S.

[NDA. OSW, Vol. 4, 1800–1801.]

To Captain John Rodgers, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 18th March 1801

Capt RODGERS
of the *Maryland*
Baltimore

Mr Dawson who takes the Treaty to France, leaves this tomorrow morning, to embark on board of the *Maryland* for Haverdegrace in France. You will receive him, & treat him with all the attention & respect due to his Character, & proceed with him to the place of his destination as soon as he is ready for the voyage, which will be in a day or two after his arrival at Baltimore —

I have before written you on the subject of the Stores to be laid in for his comfortable accomodation on the voyage, & have nothing to add on that Subject.

You will wait at Haverdegrace or any other port in France, Should circumstances compel you to enter any other port, until you receive Mr Dawsons Dispatches from Paris, for the Government of the United States, with which, as soon as received you will return to the United States — you will on your return, make the Chesepeake Bay, & proceed with your Ship to Baltimore, & from thence send a proper officer with the Dispatches to the Seat of Government — unless you should be detained in the Bay by contrary winds in which case, it will be proper for you to send an officer express with the dispatches from any place at which you meet with such detention.

Apply to Mr Campbell for 1000 Dolars Specie which you may want in Port in France for Fresh provisions for your Crew — for which you will account on your return.

Peace being happily restored between the United States & the french Nation, you will impress on your Officers & men, the propriety [of] cultivating harmony & Friendship with the Citizens of that Nation, not only in their own Ports but wherever else you may meet with them

Your own reputation as well as that of the American Navy will require that you keep up Strict Discipline on board of your Ship, as well on the voyage, as in the Ports of France —

Wishing you an agreeable voyage & a Speedy return,

I am sir

B. S.

[NDA. OSW, Vol. 4, 1800–1801, and LC. JRP, 1775–1801, vol. 1, 2d series.]

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

[WASHINGTON, D. C.]
Navy Dep^t 18^th March 1801

WILLIAM PENNOCK Esq^r
Norfolk

The French Frigate lately arrived at Norfolk, has a right to enter our ports, & to be rec^d as the Vessel of a Friendly Nation — I request you will make this known, to whom it may concern — & that you will offer any Services in your power to the Commanding Officer

It is said she will want some repairs — & that she can be repaird no where but at gosport which is Public property — You will let her have the use of the Public Wharf, if it should be required —

I am sir

B, S,

[NDA. GLB, Vol. 4, 1800–1801.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. S. *Ganges*, Wednesday, 18 March 1801

At ½ past 2. came too at Bassaterre Roads, S^t Kitts

[NA.]

To Master Commandant J. A. Spotswood, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 20^th March 1801

J, A, SPOTTSWOOD of the *Delaware*
of [f] the Havanna

I am honored with yours of the 2^nd inst You are to cease molesting French Vessels, Upon receipt of this you will make the best of your way to Norfolk (Virg^a) there being no longer occasion for your services off the Havanna.

I am sir

B, S,

[NDA. OSW, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]
Navy Dept 20^th March 1801

Cap^t A MURRAY

I enclose herewith for your information a Letter to me from Mess^rs Calib Howard & C^o of Providence Rhode Island, with other documents relative to the Capture of the Brig *Prude* by a French privateer her recapture by the *Constellation*, & subsequent sale in St Kitts to pay her salvage &^c As the Public has no interest in the transaction I refer the whole of the business to you, not doubting that you will take immediate steps to give to the concerned every satisfaction the Case will admit —

I am sir

B. S.

[NDA. OSW, Vol. 4, 1800–1801.]

To Accountant of the Navy from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t^ 20^th^ March 1801

THOMAS TURNER Esq^r^
Accountant of the Navy

The Law establishing a Marine Corps passed 11^th^ of July 1798, authorized the appointment of a Regimental staff to consist of an Adjutant paymaster & Quarter Master, but no paymaster was appointed until the 19^th^ Appril 1799, in consequence of which all the duties & responsibility of that Office, devolved on Major Burrows, who was promised an adequate Compensation — I consider it therefore reasonable & Just, that he should be allowed a sum equal to the full pay & emoluments attached to the Office of Paymaster of the said Corps, during the above term, as full compensation for his services, as well as to reimburse him his expenses incur'd for Clerk hire — By the full pay & emoluments of a paymaster is meant what it would have cost the United States, had there been one regularly appointed & in service the whole time mentioned — That is the full pay of a 1st Lieu^t^ acting as paymaster. —

B, S,

[NDA. GLB, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]
Navy Dep^t^ 20^th^ March 1801

Mess^rs^ S, HIGGINSON & C^o^

The French National Ship the *Berceau* captured by Cap^t^ Little, is to be restored under the Treaty —

You will please to cause her to be delivered, with all her Guns, Ammunition apparel, & every thing belonging to her, to the order of M^r^ Pichon, Commissary General & *charge des affairs* from the French Government to the Gov^t^ of the United States, whenever such orders shall appear —

This business should be done, as if no reluctance accompanied the restoration. We are now at Peace with France, & We should act as if we returned to a state of amity with pleasure. Let there be no cause of complaint against the Gov^t^ or its agents

I am Gentlemen

B, S,

[NDA. GLB, Vol. 4, 1800–1801.]

To Lieutenant Colonel Commandant William W. Burrows, U. S. Marine Corps, from Sergeant James P. Mix, U. S. Marine Corps

NEW LONDON U. S. SHIP *Trumbull*
20^th^ March 1801

RESPECTED SIR Having Safe Ariv'd at this port in the *Trumbull* I have thought proper to address you Sir relative to the Marines on board they are much in want of Clothing being very ragged and Destitute of means to help themselves to any unless assisted by you

Sir there is Six months pay or more Due them. now Your Honor will be more able to judge whether they can be now paid or in future Corporal Beeby has been unfortunate in being wounded by a Ball he rec^{d} in his arm in a late Scurmish with a French 14 Gun Brigg. he is now on Shore, the men in general are hearty —

With every Respect
I remain Sir
Your very Ob^{d} Servt.

JAS P. MIX
Serg^{t} M. C.

L^{t} Col^{o} W. W. BURROWS
Commandt Marines

[MCA. LR, 1801.]

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

PERTH AMBOY *21st March 1801*

DEAR SIR I transmit you herewith the papers belonging to the Prize Brig *Mehetable* and Schooner *Syren*, the Bill I Received & which was forwarded to Europe by Governeiur & Kemble of New York, you will get the account of from Charles Biddle Esquire of Philadelphia, who I have desired to give you Certificate of its proceeds, which by his account to me is $2021 92/100.

It is but reasonable that I should have a Commission for receiveing and paying this money &c which has laid Idle ever since I received it in Bank. but not knowing M^{r} Stodderts decession untill lately, I did not think it proper to make myself responsible by ordering a Division to Captains Samuel Barron — Campbell & L^{t} Speake who I beleive are the only Commanders Concerned in making the captures in question. I beleive also that after I left the Station that this Capture & recapture was made under my orders & before the vessels were acting under my Successor, but these points you will be pleased to ascertain and inform me accordingly, & so soon as the business is settled and I hear from you I will forward to you a check on the Bank of Pennsylvania after deducting my Com^{n} and my ½$_{0}$ if the vessels were acting under my orders at the time of making the two prizes mentioned within.

There is a little Craft that was taken by Speak and Bright the Sum trifleing, but I cannot lay hands on the papers, suppose they are on board the *President*; as soon as I get on board, I shall hunt them up, and Settle with Speak & Bright — this boat was taken before I left the Station of Course there can be no difficulty respecting her business.

Please to let me hear from you at Norfolk to which place I shall proceed to do something with the Ship, as soon as I hear from M^{r} Stoddert. —

I am in great haste
Your very Ob^{t} S^{t}

THOMAS TRUXTUN

THOMAS TURNER Esq

P S. You will please to Consult M^{r} Stoddert on the above points.

T T

[NDA. XZ.]

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

PHI^{a} *March 21st 1801*

BENJ STODDERT Esq^{r}

SIR I am honord with your favor of the 16th Ins^{t} in consequence have Moor'd the Ship two miles below the Fort in a convenient place for any purpose

Altho you contemplate leaving the naval department, I feel so desirous of having a Hint of what steps will be taken with regard to the *Constellation* that I must intrude upon you once more & as I have hitherto acted under your immediate orders so flattering to my feelings, I can't but be desirous of knowing whether I have given satisfaction in my general conduct, if I have derogated in the least degree from the line of duty attached to the duties of a Naval Commander it has been the Error of the head & not the Heart, the greater portion of my life hath been devoted to the Public service & to deserve well of my Country hath been my chief study whoever may be your successor I desire no further confidence & good will than I have rec^{d} from your hands —

I most sincerely wish you health & happiness in your retirement from public life and assure you Sir of my perfect esteem, & with every consideration am truly yours —

[NDA. A. Murray's LB, 1799–1805.]

[21 March 1801]

Presumably to Captain John Barry, U. S. Navy, from Robert Thomson, Commander-in-Chief, British forces, H. B. M. Islands, West Indies

SIR I came to Town this Evening in hopes of finding you on shore, and that I should have had the pleasure of seeing you, but I am unfortunately disappointed as I am informed you have gone on board—

I have just received Information that the french are fitting out an Expedition for the Attack of this Island or Antigua, in case of any hostile attempt upon this Island, I will beg to know from you whether you consider yourself, being in the Port of an Ally, at liberty to give your aid to repel such attempt of the Enemy, in case of its being made — If you are not restricted from giving us such assistance, I think we may eat our Dinner tomorrow in peace & safety, & therefore I will beg the favour of you to come ashore & dine with me —

I am Dear Sir

Your most Obed S^{t}

ROB^{t} THOMSON

BASSETERRE [ST CHRISTOPHER.]
March 21, 1801

[NHS, NYHS.]

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

[WASHINGTON, D. C.]
Navy Dep^{t} 23rd March 1801

GEORGE HARRISON Esq^{r}

I request your immediate attention to the execution of Dies for a Medal agreeably to the resolution of Congress, for Cap^{t} Truxtun. The enclosed devices are prefered, & the Dies may be compleated about

the Size of the Drawings, Mr Blodget will tell you where Mr J, Barralet resides who can execute them himself or recommend you to the Best Artist in Philadelphia —

I am sir

B, S,

[NDA. GLB, Vol. 4, 1800–1801.]

To Lieutenant Charles C. Russell, U. S. Navy, commanding U. S. S. *Herald*, from Secretary of the Navy

[Washington, D. C.]
*Navy Dep*t *23*rd *March 1801*

Capt C, C, Russell

It has been determined to call our Ships in the W, Indies home,

You will immediately upon receipt hereof, proceed first to St Kitts thence to St Domingo, & return to Boston by way of Havanna, & deliver the enclosed letters agreeably to their directions — If Capt Barry should not be in port at St Kitts, & you should not fall in with him, Deliver his letters to Mr Gantt Should you not have your usual complement of men, you are not to wait, but proceed the day after receipt hereof with what you have on board — as there is no probability of your meeting with an enemy.

I am sir

B, S,

[See letter to William Jones from Secretary of the Navy, 14 April 1801.]
[NDA. OSW, Vol. 4, 1800–1801.]

[Enclosure No. 1.]

To Thomas T. Gantt, Navy Agent, St. Kitts, from Secretary of the Navy

[Washington, D. C.]
*Navy Dept 23*rd *March 1801*

Thomas T. Gantt Esqr
St Kitts

The *Herald* goes out for the purpose of carrying orders to call all our Vessels in the West Indies to return — There will be no further occasion for a navy Agent at St Kitts — You will sell all the Public property on hand, & return if you think proper in one of our Vessels of War. — If you do not return, you will send your acct to the accountant of the Navy.

If Capt Russell should not meet with Capt Barry, he will leave a letter for him with you — You will please to inform the different Vessels as they arrive in Port, that they are to return without delay —

I have the honor to be sir

Yr Obed Servt

B. S,

[NDA. GLB, Vol. 4, 1800–1801.]

[Enclosure No. 2.]

To Captain John Barry, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t 23^rd March 1801

Cap^t BARRY

It has been determined to call home, all our Ships in the W. Indies You will be pleased to give instructions to the effect, to the squadron under your command directing the *Philadelphia* to return to Phil^a, the *Eagle* to return to Baltimore, the *New York* to New York, & the *Warren*, to Boston & make the best of your way to Philadelphia —

I am sir

B, S,

[NDA. OSW, Vol. 4, 1800–1801.]

[Enclosure No. 3.]

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

[WASHINGTON, D. C.]
Navy Dept 23^rd March 1801

Cap^t TALBOT

It has been determined to call home, all our Ships in the W. Indies — You will be pleased to give instructions to this effect to the squadron under your command, directing the *Congress* to return to Boston, the *Adams* to New York the *Scammel* to Baltimore & make the best of your way to Boston

I am sir

B, S,

[NDA. OSW, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]
Navy Dept 23^rd March 1801

M^r DAVID JEWETT
N. London

I am honored with yours of the 12^th^ ins^t Your Crew must be immediately paid off and discharged; & your Ship placed in a safe situation, with Just men enough on board, to take care of her As it is intended to sell her, she is not to be repared. —

The Accountant will forward instructions to your purser, for his government in making the payments to the Crew — Your Purser must come on to this place after paying off the men, with his accounts & vouchers for settlement —

Col^o Burrows will draw on your Purser, for money to pay to the Marines on board the *Trumbull* —

I am sir

B, S,

[NDA. OSW, Vol. 4, 1800–1801.]

To Lieutenant Colonel Commandant William W. Burrows, U. S. Marine Corps, from Lieutenant Edward D. Hall, U. S. Marine Corps

U. S. S. *Adams — Cape Francois, March 23, 1801*

Lt. Col. W. W. BURROWS

SIR: The Detachment of Marines under my command has been very unfortunate, three have died since we left New York. Viz: William Connette Nov. 10, 1800, Ephriam Delong Dec. 30th, 1800, James Tailor March 1st 1800 — all the others are well and fit for duty, their cloathes are all most worn out and very dirty, so much so that I shall be under the necessity of supplying them with new suits in the Cape, if you will honor my draft for 300$ for it is impossible to keep them clean with the clothing allowed by Government. — I am happy to inform you that I have had no difficulty with the Captain or any of the officers everything concerning the Marines is submitted to me and rest assured that the honor of the Corps shall never suffer where I Command. Lt. Vanrensarliar was killed in a duel with Lt. Tinner on the 17th Inst: at the Cape. The ball fractured the skull and he died the day following, every attention was paid him during his illness and his funeral was attended by all the Americans here. — I was second to Lt. Tinner and fearfull of misrepresentations, assure you it was conducted agreeably to the strictest principles of honor, without advantage on either part. Lt. Vanrensarliar gave the challenge Lt. Tinner retained his fire. Being sensible of the honor confered on me in the distinguished command at New York I cannot avoid again to solicit that situation provided it would not interfere with your future arrangements tho I am not at all partial to the sea I will always submit with cheerfulness to any arrangements you may be pleased to make respecting me.

I am with esteem
& respect
Your Obt servt

EDW. D. HALL
Lt. Marines —

My compliments to the
officers at head quarters —

[USMC, Recruiters' Bulletin, July, 1916, p. 15.]

To Captain Richard Derby, U. S. Navy, from Lieutenant Colonel Commandant William W. Burrows, U. S. Marine Corps

WASHINGTON
March 23d 1801

Captain RICHd DERBY

SIR Be pleased to receive on board the *Connecticut*, all the Detatchment of the *Trumbull*

I believe the Sergeant who commands is trust worthy. I have ordered cloths sent to your ship, and what you have on hand I will thank you to have distributed as may be required. If Lt Hooper is with you, he will save you all this Trouble. I did write to him, ordering him to Join you, and I requested you to write him, did you? The moment he Joins you desire him to inform me, that I may make some further arrangements about the Marines, who will not continue much longer on board that ship. —

No secratary is appointed yet. Cap^{t} Jones of Phila^{a} is talk^{d} of. If one is not appointed nothing will induce him to stay beyond the End of this month. — I have heard nothing of L^{t} Amory yet

with respect

Y^{r} Ob^{t} Serv^{t}

W W BURROWS
L^{t} Col^{o} Comm^{t}
M Corps

[MCA. LS, 1800–1801.]

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

[WASHINGTON, D. C.]
Navy Dept 23rd March 1801

Cap^{t} A MURRAY

It is determined that the whole of the Crew of the *Constellation* shall be paid off & discharged; reserving so many only as may be necessary to be kept on board for the preservation of the Vessel &^{c}, which you will be pleased to have done as soon as may be, & direct your Purser to come on to this office with his accounts prepared for settlement without delay — You will have the Ship placed in a safe situation, but have no repares commenced until further orders — George Harrison Esq^{r} will advance on your requisitions Monies sufficient to pay off your Crew

I am sir

B, S,

[NDA. OSW, Vol. 4, 1800–1801.]

Extract from Journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. S. *Ganges*, Monday, 23 March 1801

At 3 P M got underway for Bassaterre

[NA.]

To Henry Hammond, Navy Agent, Cape Francois, from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^{t} 24th March 1801

HENRY HAMMOND Esq^{r}
Cape Francois

Cap^{t} Russell, of the *Herald* goes out for the purpose of carrying instructions to all our Vessels in the West Indies to return —

If Cap^{t} Russell should not meet with Cap^{t} Talbot, he will leave a letter for him, with you — You will please to inform the different Vessels as they arrive in Port, that they are to return without delay —

You will sell all the public property on hand — & forward your Acco^{ts} to the accountant of the Navy —

I am sir

B, S,

[NDA. GLB, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]
Navy Dep^t 24^th March 1801

Commodore TRUXTUN

It has been determined to pay off & discharge the Crew of the *President* — as it may be sometime before it is ascertained how that ship shall be employed.

I have this day remitted money for this purpose to Norfolk, & have given orders to the officer commanding on board, to discharge — all but a sufficient number to take care of the ship

There is yet no New Secretary of the Navy — until one is appointed it is probable the steps which the late Laws make necessary, will not be taken — all our vessels in the West Indies are to be called in it is probable, the *President* will be one of the ships to be kept in service — & I believe the President contemplates for you, a Command in the Mediterranian but I can speak with no decision, on this or any other subject — considering myself only an officer for a few Days — I have given you my conjectures, because I know your anxiety —

I suppose it will be best for you to go on to Norfolk, to see the *President* properly disposed of for the present, & if it will not be too fatiging, you had better take this place in your way.

I am sir

B, S,

[NDA. OSW, Vol. 4, 1800–1801.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. S. *Ganges*, Tuesday, 24 March 1801

At 8 AM. standing off and on Bassaterre Roads At. 10 M^r Gantt the Agent came on board — Kept away for S^t Bartholomews —

[NA.]

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

[WASHINGTON, D. C.]
Navy Dep^t 25^th March 1801

WILLIAM PENNOCK Esq^r
Norfolk

It has been contemplated to send the *Augusta* to the West Indies to call in our Vessels there — but a Vessel has been ordered for this purpose from Boston. The *Augusta* therefore — & every other Vessel at Norfolk is to be kept at as little expense — as their safety will admit, until arrangements are taken to dispose of those under the size of Frigates — & to employ some & lay up others of the Frigates. Please attend to this & communicate it to the Officers at Norfolk.

I am sir

B, S,

[NDA. GLB, Vol. 4, 1800–1801.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. S. *Ganges*, Wednesday, 25 March 1801

At Meridian came too in Gustavia Roads, S^t Bartholomews

[NA.]

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

[WASHINGTON, D. C.]
Navy Dep^t 27^th March 1801

Cap^t A, MURRAY

I am honored with your letter of the 21^st Inst^t I wrote you on the 23^rd what was to be done with the *Constellation* for the present — By the present I mean till other arrangements shall be made by my successor in office —

You know that 13 Frigates are to be retained in the Service — 6 to be kept on constant Duty & 7 to be laid up — all the inferior Vessels are to be sold. You know too that only 9 Captains 36 L^ts & 150 Midshipmen are to be retained — the number, particularly of Cap^ts is too small to include all those who would do honor to any Service — the descrimination therefore will be a most painful Duty — fortunately for my feeling it will not fall on me.

I am much gratified by your favorable Sentiments & good wishes for me. — I should not do Justice to your character, if I did not say that I was convinced you entered into the Service of your Country at a time when she appeared to require your aid, from the purest & most disinterested Patriotism & that your whole conduct in Service so fair as I have been able to form an opinion about it has been such as might have been expected from a man actuated by such a motive & possessing ability to perform his Duty, be the occasion what it might —

I am sir

B, S,

[NDA. OSW, Vol. 4, 1800–1801.]

To whom not indicated, from Joseph H. Nicholson, Centerville, Md.

CENTRE-VILLE (M^d) *March 27. 1801*

SIR As no Secretary of the Navy has yet been appointed, and as I am entirely ignorant who will be at the Head of that Department, I beg you to excuse me for addressing myself personally to you, as the subject of my letter will, I trust, be considered a sufficient Apology

By an Act of Congress passed at the last session, nine Captains only are to be retained in the Naval Service, and from some Information received yesterday from the Seat of Government, I am induced to believe that an attempt will be made to impress you with the Propriety of including Captain Nicholson in the Number of those who are to be discharged. As he is an old and experienced Officer I should have been very much at a Loss for the Reason of his being pointed at, if I did not know that deep rooted and illiberal Prejudices exist against him in New England, from which quarter I have Reason to suppose the Attack will be made upon him.

The Object of the present Letter is twofold in its Nature — I wish to ask in the first Place that if Representations injurious to Captain Nicholson should be made to you, they may not be suffered to operate against him untill he has had an Opportunity of shewing them to be groundless. I am sensible that he has no *Right* to require this; yet in his peculiar situation it is an Indulgence that may perhaps without Impropriety be granted him. Although the Executive is authorized to dismiss at Pleasure, all the Officers of Government, Judges excepted,

yet I believe this authority is seldom perhaps never, exercised towards military or naval men of high Rank, unless previously sanctioned by the Sentence of a Court martial, where the Party charged has it in his Power to vindicate himself. It is true that some of the Officers of the Navy, very deserving men I have no Doubt, must now be dismissed without any Imputation of Misconduct, but this arises *et Necessitate Rei*, and will I presume generally apply to the youngest in Commission. I hope it may not be deemed improper in me to remark that it will at least wear the Appearance of Hardship, if a man originally commissioned to and yet holding the second Rank in the service, an old, intelligent and faithful Officer, who has acted with his Countrymen in every War in which they have been engaged since he was able to "pull a Rope", from that of 1756 to the present Period, should now be dismissed unless upon the most substantial Grounds and without knowing what part of his conduct has been impeached.

I beg leave also to mention to you the only charges, which I have ever heard made against Captain Nicholson, (and I have taken some Pains to learn all that could be said against him) and to shew you that these charges were acknowledged to be groundless by the late Administration, although they entertained strong Prejudices against him arising from some other cause.

For the first charge I refer you to the copy of a Letter from General Wilkinson to Captain Nicholson, herewith transmitted, marked A, in which he says that strong Prejudices exist against Captain Nicholson at the seat of Government on account of a capture which he made and the consequences that ensued. I enclose this Letter for the purpose of shewing that this capture was used by *some one* in the Administration to the Injury of Captain Nicholson, although Mr Stoddert afterwards repeatedly in conversation with me declared it was no Ground of Charge. — Capt. Nicholson captured an armed ship of 20 Guns, called the *Niger*, which he carried into Norfolk, where she was not condemned on the Plea of her being British Property. I think his Justification will be very apparent if his Letters are referred to, now filed in the Navy Office, giving the Secretary an account of the suspicious circumstances under which the ship appeared when the capture was made. These circumstances were so strong that the ship was liberated *without costs* or *Damages* in the District Court, although, upon Appeal, the sentence was reversed by the Circuit Court as far as related to costs and Damages. From the Tenour of General Wilkinson's Letter I am persuaded that Mr Stoddert mentioned this capture to him as a ground of charge against Captain Nicholson, although he afterwards denied it to me, saying he did not know from whom General Wilkinson could have got his Information, and although I had seen a Letter (or rather the copy of a Letter) from Mr Stoddert, where he says that "Capt. Nicholson was strictly within the Line of his duty in bringing this Ship into Port". — If in passing through Richmond you should have an Opportunity of conversing with Mr Tazewell, of the House of Representatives, it may be in his Power to convince you that the true Grounds on which the ship was liberated were not totally unlike those upon which Jonathan Robins was surrendered by Judge Bee. — If however the Administration really believed Capt. Nicholson to be culpable, a Court Martial ought to have been held upon him, and if guilty he ought to have been dismissed from the Service — If they really thought him chargeable

with Misconduct, I do not see why it was denied to me, unless indeed the Reason may be discovered from *one* Expression in General Wilkinsons Letter.

For another charge I refer you to a Paper marked B which is the copy of a communication made by me to Captain Nicholson giving the substance of a conversation with Mr Stoddert relative to him. In Relation to this Paper it is necessary to remark that in the Winter of '99, 1800 Captain Nicholson came to Philadelphia for the Purpose of demanding the Reasons of his being divested of his command; as he appeared very much irritated at the conduct of the Administration towards him, I was apprehensive that he might use some Expressions which would furnish an Excuse for dismissing him altogether, and therefore prevailed on him to let me manage the affair for him. — This charge you will see was mentioned by Mr Stoddert himself, not as one made, or indeed entertained by the Government, and answered as fully by him at the same time as it could be by Capt: Nicholson himself. Permit me to add that the only Laxity of Discipline with which the citizens of Boston could be acquainted must have been confined to the Port and visible there only; and if there was a Want of due subordination on shore, I think I am justified in saying that this Imputation does not rest on Capt. Nicholson alone, for I believe there is scarcely a Port in the Union frequented by our Ships of War in which some of the inferior Officers have not committed the most shameful Outrages. — The conversation above alluded to was reduced to writing on the Evening of the Day on which it was held, at the Request of Capt. Nicholson as he wished to relieve the anxieties of his family and a few friends who thought his Prospects very unfavorable at that Period.

The only other charge which I have ever heard, was mentioned to me by my friend Captain Murray, and I thought it of too degrading a Nature to make it the subject of a formal Vindication, particularly as Capt. Murray told me he had entirely removed it. — This was, that Captain Nicholson was in Habits of Intoxication; than which a more base and infamous falsehood never was propagated against any man.

In a former part of my Letter I have observed that Prejudices of some kind or other against Capt. Nicholson had their Weight with the late Administration — If I know my self, I think I should be one of the last men in the World to make a Remark of this kind to you at the present Juncture, if I did not conceive it necessary to the complete Establishment of his Innocence. My own feelings convince me that his case will be decided, as it ought to be, entirely on its own merits. But if it appears that these Prejudices were entertained, that Mr Stodderts' Professions of friendship and Promises of service, were mere Professions and Promises, that he treated Capt. Nicholson with neglect the most pointed, and omitted no Opportunity of wounding his Feelings; that he did not regard, in the slightest manner his repeated Applications to be again called into active service and that to all this, personal Insult was added by the late President, it clearly proves to my mind that they entertained strong Enmity towards him; and feeling this Enmity the fair Presumption is that they would have given it the fullest scope if any charges of a serious nature could have been brought to bear upon him.

In the Document marked B already referred to, it appears that Mr Stoddert made repeated Professions of friendship to Captain Nicholson, and spoke of Mr Adams as feeling the same Disposition towards him; that he promised to give him with Captains Barry and Tingey some further Emoluments; that these were afterwards specified by me in the same conversation and a Promise made that they should be given if the thing was practicable. I thought it reasonable, as it would make no Difference to the United States, and would be affording a compensation for the Loss of all chance of Prize money, arising from their not being in actual service. The Paper marked C is in Reference to this Head, and contains a Letter from me to Mr Stoddert repeating the Request, and his Answer repeating the Promise, to which he adds "I will endeavour to make Captain Nicholson's situation as good as I can"; a kind of Language seldom used in Relation to a man whose conduct we think merits our Disapprobation. — That this Promise has never been complied with to this Day, nor the slightest Notice taken of Captain Nicholson's Letters reminding him of it, I consider as an Evidence of Mr Stoddert's Duplicity and inimical Disposition towards him.

A Court Martial has been twice held at or in the neighbourhood of Boston (one on Board the *Constitution*), Officers sent from a Distance to compose it, and no Notice taken of Captain Nicholson, thereby wounding his Feelings in a Point of very great Delicacy with Military men. — Mr Stoddert likewise sent men from Philadelphia at a very great Expence to survey the shore, sound the Bottom and give the Depth of Water of the very spot before Captain Nicholson's Door, leaving him entirely unnoticed, and evincing a Want of confidence which has been used very much to his Disadvantage — No Documents from me are necessary to support these facts, as they are of Record, I presume.

In the Paper marked D it will be found that Captain Nicholson made two Applications to the Secretary of the Navy to be again called into service, which applications have hitherto remained unanswered; and the Paper marked F shews the manner in which the late President treated the Application when personally made to him.

The Paper marked G I do not consider as very much connected with this subject, but I transmit it because it contains some facts which ought to be enquired into by the next Secretary of the Navy — It is the copy of a Memorandum from a Mr Gibbs, the Clerk of the Navy Yard at Boston, delivered by Capt. Nicholson to the late President for the Purpose of shewing that the Agents Stephen Higgi[n]son & Co. had defrauded the United States. He deemed a communication of this kind to be a part of his Duty, although I believe it has never been enquired into.

From all this I think it fair to infer that the late Administration were inimical to Capt. Nicholson, and inasmuch as he has never been charged before a Court Martial, nor dismissed from the service, it may reasonably be concluded that he is really innocent. That Representations unfavorable to him may have been made from the town of Boston, and injurious Reports circulated in other Parts of Massachusetts, I can readily believe. He is a Man of nice feeling and high sense of Honour, with a Haughtiness of Demeanour that has refused to bend with his declining Fortune — to this circumstance together with that of his being a Southern Man I can readily ascribe

the local Prejudices which may have been conceived against him; but I have no Hesitation in saying that I look to another cause for those entertained by the late Executive. Although in common with many others both in the Army and Navy, he felt every Disposition to accommodate himself to the Views of those under whom his "narrow fortune" obliged him to act, and therefore took very little Part in the political Differences of the Day, yet he was unfortunate in his connection with men who never concealed their unalterable attachment to the Principles of the Revolution; I mean M^{r} Gallatin and Commodore Nicholson of New York; his other friends were too obscure to attract notice.

I have thus, Sir, laid before you, as briefly as I could, the case of a man who appears to me to have some little claim, if not upon the Bounty, at least upon the Justice of the country, and who I am satisfied will not be discarded upon light and trivial Grounds. In May 1799 he was divested of his command under the Pretence of favoring him; but the subsequent conduct of the Executive has convinced me that they wished to get clear of him by compelling him to resign — His Necessities overcame his feelings, and obliged him to continue in a situation where every Day produced new Indignities. If he is now to be dismissed, his case will be peculiarly hard — He has already passed his sixtieth year, and has spent his best Days in the service of his Country — His Family is large, his Resources small, and he is now too far advanced in Life to engage in any other Business. — Under these Impressions permit me to express a Hope that he will not be thought unworthy of future confidence —

I have the Honor to be
Sir
with very high Respect
Y^{r} Ob^{t} Serv^{t}

JOSEPH H. NICHOLSON

It is not my Wish that you should consider this as a confidential communication, but that you will feel yourself at perfect Liberty to shew the whole or a Part of it, to any Person who you think will be able to add to or diminish the Weight of the Observations I have made —

[NDA. Misc. L., Vol. 2, 1801.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. S. *Ganges*, Friday, 27 March 1801

At 7 A M got underway for S^{t} Kitts

[NA.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. S. *Ganges*, Saturday, 28 March 1801

At ½ past 11 came too in Bassaterre Roads

[NA.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. S. *Ganges*, Sunday, 29 March 1801

At 1 PM came on board. Captn Barron of the US.S. *Warren*
At. 2 got underway for St Bartholomews

[NA.]

Memorandum of Secretary of the Navy concerning Nathan Levy, late Navy Agent, Cape Francois

[Washington, D. C.]
Navy Dept. 30th March 1801,

Mr Nathan Levy late Navy Agent for the United States at Cape Francois in the Island of St Domingo, having exhibited to this Department a statement of his proceedings, and made a final and satisfactory settlement of his accounts, relating to the said Agency; It has been found on investigation, that whatso[e]ver jocose expressions may have escaped him in conversation, his conduct at least has been fair and upright, and that the charges which have been alledged against him in this respect are unfounded —

Signed Ben. Stoddert

[NDA. GLB, Vol. 4, 1800–1801.]

To Secretary of the Navy from Philip Moore, Clerk of District Court of Maryland

Baltimore *March 30th 1801*

Sir, Your letter of the 26th inst came duly to hand and I have the Honor to inform you that there has been no French Vessel libelled against in the District Court and not condemned prior to the 1st Octbr 1800, that the French armed Schooner *La Pauline* has been libelled against and Condemned as Lawful Prize and hath Been Sold by the Marshall of this District and the one half of the proceeds of said Sale hath been paid to the captors say 200 Dollars 44 cents the other half due to the United States is now ready and Subject to your Disposal,

I Beg leave further to inform you that the French Armed Schooner called the *L'Amour De La Patrie* hath been libelled against and condemned as Lawful Prize, Proceeds of Sale not yet ascertained

Those two Vessels have been condemned since the 30th September 1800, The French armed Brig *L'Italie Conquise* hath been condemned and sold and the sum due to the United States hath been paid to the Cashier of the Office of Discount & Deposit here agreeby to your Orders in the Month of December last

I have the Honor
To be Yours &c

Philip Moore

The Honble
Benjamin Stoddart

[NDA, Area 7.]

To Master Commandant Cyrus Talbot, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 30th March 1801

CYRUS TALBOT

You have doubtless seen the Act of Congress, directing a reduction of the Navy — there are to be retained only 9 Captains & 36 Lts in the Service — no masters Commandants, which is the Commission you hold.

You will of course be deranged unless you can bring your feelings to consent to be reduced to the rank of Lt this I wish you may do, because I think your Country will one day reap great advantages from your Services. If you consent to this inform Genl Smith — my Successor in Office as soon as may be —

I am sir

B. S.

[NDA. OSW Vol, 4, 1800–1801.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. S. *Ganges*, Monday, 30 March 1801

Pleasant breezes —
At ½ past 6. A M came too in Gustavia Roads

[NA.]

To the Commanding Officer of U. S. Sloop *Patapsco*, from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 31st March 1801

Commanding Officers
of the *Patapsco* Philadelphia

Immediately on receipt hereof you will be pleased to divest the Ship *Patapsco* of her Military & other stores, & under the direction of George Harrison Esqr deposit the same in charge of the Navy store keeper — You will make out a complete Inventory of the Ship, her tackle apparel & furniture, which with duplicate receipts of the Navy store keeper for the articles delivered you will present to Mr Harrison

I request that these directions may be obeyed with every possible dispatch,

I am sir

B, S,

[NDA. OSW, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]
Navy Dep^t 31^st March 1801

GEORGE HARRISON Esq^r

After the Ship *Patapsco* is divested of her Military & other stores for which orders are now issued to the commanding Officer on board, & which under your direction are to be deposited in charge of the Navy store Keeper Cap^t Gill; & after having given 15 Days public notice thereof, in the papers of Philadelphia, New York & Baltimore, I request that you will be pleased to sell at public vendue, the Ship, her sails rigging tackle apparel & furniture, on a credit of 3 & 6 Months in equal payments, the purchaser giving notes with two approved securities. You will also have sold at the same time & in like manner the Iron, Ballast & such provisions as may now be on board the *Patapsco* on a credit of 90 Days — The Ballast may remain on board until after the sales.

You will receive from the commanding Officer duplicate receipts for the Military stores &^c delivered to the Store keeper, one of which you will retain, the other transmit to this Office — the commanding officer will also furnish you with an Inventory of the Ship & her equipments, Copy of which you will forward to this department —

The season is far advanced for the sales of such Ships, therefore every dispatch must be given in preparing for the sales

For this service a Commission of one P^r Cent will be allowed on the nett amount of sales.

I am sir

B, S,

[NDA. GLB, Vol. 4, 1800–1801.]

To the Commanding Officer of U. S. Brig *Augusta*, from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 31^st March 1801

COMMANDING OFFICER
of the *Augusta*. —
Norfolk.—

Immediately on receipt hereof you will be pleased to divest the Brig *Augusta* of her military and other Stores, which you will deposit in charge of William Pennock Esq^r Navy Agent at Norfolk, taking duplicate receipts for the same one of which you will forward to this office — you will make out a complete Inventory of the Brig, her tackle apparel & furniture, which you will present to M^r Pennock

I request that these directions may be obeyed with every possible dispatch.

I am sir

B, S,

[NDA. OSW. Vol. 4. 1800–1801.]

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

[WASHINGTON, D. C.]
Navy Dep^t 31 March 1801

WILLIAM PENNOCK Esq^r

After the Brig *Augusta* is divested of her Military & other stores, for which orders are now issued to the commanding Officer on board, & which are to be deposited in your charge and after having given 15 days public Notice thereof in the News papers of Norfolk Richmond & Petersburg, I request that you will be pleased to sell at public Vendue, the Brig her sails, Rigging, tackle apparel & furniture, on a credit of 90 Days & 120 days in equal payments the purchaser giving notes with two approved Securities. you will also have sold at the same time & in like manner the Iron Ballast and such provisions as may be now on board the *Augusta* on a credit of 90 days — The Ballast may remain on board until after the sales — You will receive from the commanding Officer a complete Inventory of the Brig & her equipments, copy of which you will forward to this department, and you will give him duplicate receipts for the stores he may deliver into your charge — For this service a commission of one p^r Cent will be allowed you —

[NDA. GLB, Vol. 4, 1800–1801.]

To Captain Stephen Decatur (Senior), U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 31^st March 1801

Cap^t DECATUR

I have received your letter of the 27^th^ ins^t^ As soon as the *Philadelphia* can be brought up to the City which must be immediately done, you will be pleased to have her crew paid off & discharged, & the repairs of the Ship at once put in hand to refit her for a Service of which you will hereafter be informed — when the Crew is paid off you will have all the accounts of the Ship made up for Settlement & send your Purser on with them to this place for that purpose.

George Harrison esq^r will furnish the necessary monies to pay your people on your requisitions — With respect to the Monies in your hands accruing from salvage on recaptured vessels, the Law provides for the distribution It is a business in which the public have no interest, therefore the responsibility rests with yourself, & being correct, you will I presume meet with no difficulty in making the distribution among the concerned

I am sir

B, S,

[NDA. OSW, Vol. 4, 1800–1801.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. S. *Ganges*, Tuesday, 31 March 1801

At ½ past 12 AM. Got underway with a Convoy

[NA.]

To Stephen Higginson & Company, Navy Agents, Boston, Mass., from Thomas Dillaway

BOSTON *April 1801*

STEP HIGGINSON & Co
D^r to Tho^s Dillaway
for making a platform on board Sloop *Eliza Ann* a Cartel for french prisoners

752 feet board at 2 Cts	$15. 04
109 ft spruce Saice [probably Joists] @ 1^d	1. 52
9 ft Oak d^o	1. 50
4 days work on board	7.
1^m 10^d Nails	1. 75
carting	1.
	$27. 81

Correct
STEPHEN HIGGINSON & Co

Rec^d Twenty seven Dollars
& 81/100 in full from Samuel Brown

THOMAS DILLAWAY

[Mass. HS, Brown Papers.]

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

[WASHINGTON, D. C.]
Navy Dep^t 1^st April 1801

Col^o BURROWS

The Frigates *President, Philadelphia & Essex,* & Schooner *Enterprize* are under orders to prepare for a cruize of 12 Months, with full compliments of men including marines — They are to rendezvous in Hampton Road by the 1^st of may — The *Patapsco* at Philadelphia, the *Augusta* at Norfolk the *Richmond* at New York, are ordered to be sold — The *Portsmouth* is ordered from Norfolk to Baltimore, & the *Connecticut & Trumbull* from New London to New York for the same purpose — Orders to sell the *Merrimack* at Boston will issue to morrow — The navy Agent appointed at N. York to succeed Messrs Watsons is Daniel Ludlow Esquire at Boston Samuel Brown Esq^r will succeed Mess^rs Stephen Higginson [& Co.]

By order

AB THOMAS

[NDA. GLB, Vol. 4, 1800–1801.]

To Captain Richard Derby, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 1 April 1801

Capt. RICHARD DERBY

Upon receipt hereof you will repair with the Ship *Connecticut*, to New York, & there turn over all your able Seamen ordinary Seamen & boys to the frigate *Essex*, rendering an account to the commanding officer of the time they respectively entered & the advance made to each — you will then direct [divest] your Ship of her military & other stores, under the direction of Dan[l] Ludlow Esq[r] Navy Agent, deposit the same in charge of the Navy Store keeper — You will make out a complete inventory of the Ship her tackle, apparel & furniture which with Duplicate receipts of the Navy Store keeper for the articles delivered, You will present to M[r] Ludlow — I request that these directions may be obeyed with every possible dispatch —

Accept my resptful salutations

By order of H DEARBORN [*Secretary of War*]
Act[g] Secr[y] of the Navy
S, SMITH

[NDA. OSW, Vol. 4, 1800–1801.]

To Captain Daniel McNeill, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 1[st] April 1801

Cap[t] M[c]NIELL

Immediately on receipt hereof you will be pleased to dismantle the *Portsmouth* of her Guns & other Military stores, which you will Deposit in charge of William Pennock Esq[r] N. Agent at Norfolk, taking duplicate receipts for the same, one of which you will transmit to this office — You will engage as many men as may be necessary to Navigate the ship to Baltimore & proceed with her to that place with as little delay as possible, where you will receive further instructions. — As you will have no advances to make to the men you engage at Norfolk, you will want but little of any money there, such a sum however as you find essentially necessary M[r] Pennock will advance on your requisitions

for H DEARBORN [*Secretary of War*]
acting as Sec[y] of the Navy
S, SMITH

P. S. By the act providing for the naval peace establishment Nine Captains, thirty six Lieutenants & 150 Midshipmen are to be retained in service, you will be pleased to say how many & add the names of the Lieutenants & Midsh[n] of the *Portsmouth* who prefer being retained —

[NDA. OSW, Vol. 4, 1800–1801.]

To Master Commandant David Jewett, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t 1^st April 1801

DAVID JEWETT Esq^r

As soon as may be after the receipt hereof you will be pleased to proceed to New York with the Sloop of war *Trumbull*, where immediately on your arrival you will divest her of her Military & other stores & deposit the same in charge of Daniel Ludlow Esq^r Navy Agent, taking his duplicate receipts, one of which you will transmit to this office.

If you have not compleated the payment of your last crew you may retain as many of those who are willing to serve as may be necessary to Navigate the Vessel to New York & there discharge them — otherwise you will engage the necessary number for this purpose, & as you will have no advances to make the men in either case you will want but little if any money at New London such a sum however as you find essentially necessary Mess^rs Howland & Allyn will advance on your requisition —

By the act providing for the Naval Peace establishment, Thirty six Lieutenants & 150 Midshipmen are to be retained in service, you will be pleased to say how many & the names, of the Gentlemen of there grades belonging to the *Trumbull* who prefer being retaind in service —

I request that these directions may be obeyed with all possible dispatch

I am sir
your M^o ob Serv^t

For HENRY DEARBORN [*Secretary of War*]
acting as Secretary of the Navy
S, SMITH

[NDA. OSW, Vol. 4, 1800–1801.]

To Master Commandant Richard Law, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t 1^st April 1801

Cap^t R LAW
or Commanding Off^r
on board the *Richmond*

Immediately on receipt hereof you will be pleased to divest the Brig *Richmond* of her Military & other Stores, & deliver the same in charge of Daniel Ludlow Esq^r the Navy Agent, at New York, taking duplicate receipts for the same, one of which you will forward to this office. You will make out a complete Inventory of the Brig, her tackle, apparel & furniture, which you will present to M^r Ludlow —

By the act providing for the Naval peace establishment thirty six Lieutenants & 150 Midshipmen are to be retained in service, be pleased to say how many, & add the names of the Gentlemen of those grades belonging to the *Richmond* who prefer being retained in service —

I request that these directions may be obeyed with all possible Dispatch —

By order of H, DEARBORN [*Secretary of War*]
act^g as Sec^ry of the Navy
S, SMITH

[NDA. OSW, Vol. 4, 1800–1801.]

[about 1 April 1801]

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

BENJ STODDERT Esq[r]

SIR In obedience to orders I shall directly proceed down to the Ship & bring her up to the City to discharge the Crew reserving a due proportion to keep her in order & to take care of the Stores, you have not said anything with regard to the number & Rank of Officers, you wish to remain on board, which I will thank you to notify to me —

I suppose it will not be necessary to have any thing landed at present except the Sails Powder & Provisions which are liable to Waste & damage on board, reserving a due proportion for consumption, of the latter article —

As it will take some time to make proper arrangments & a good deal of heavy work to do I will not discharge the Crew till then & as soon after as possible the Purser will proceed on to Washington, when I shall avail myself of the opportunity of going there, if you have no objection as I wish to take a range among my friends for a few Weeks—

Yours &c &c

[NDA. A. Murray's LB, 1799–1805.]

[1 April 1801]

Account of Sales of French Schooner *Decade*, captured by U. S. Frigate *John Adams* 13 June 1800

Sales of the French Schooner *Decade*, captured by U. S. Ship *John Adams* George Cross Esq[r] Commander.

Sold to William Barnes, Schooner & Tackle		£	231	—	—
Charge					
Commission 7½ p[r] C[t]			17	6.	6
N[t] proceeds $518		£	213	13	6
Errors Excepted Saint Kitts July 12[th] 1800 (Signed) DAVID M CLARKSON					
Amount paid to W[m] Craft for net Sales of this prize by Cap. Cross £ 213.13.6 curc[y]	*drs* 518	*cts* —			
Deduct Commission on receiving & paying 518 dollars @ 5 p[r] C[t]	25.	90			
	$492	10			
This sum Paid the Officers & Crew of the Ship *John Adams*	$246.	5			
This Sum paid into the Branch Bank in Charleston to the credit of the Treasurer of the U S. being the Governments proportion of the proceeds of this Prize	*drs* $246	*cts* 5			
Charleston April 1. 1801 Errors Excepted WILLIAM CRAFTS					

[NDA. XZ, 1798–1800.]

To Samuel Brown, Boston, Mass., prospective Navy Agent, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t 1^st April 1801

SAMUEL BROWN Esq^r
Boston.

The high estimation of your charactor with which the President has been impressed, has induced him to express a wish that you might be requested to do the duties of Navy Agent at Boston, I flatter myself that you will accept this trust, Permit me to say that it is a duty for Gentlemen to give their aid to Government when the sacrifice is not too great, & to hope that you will on the present occasion give us the assistance of your abilities & weight of charactor.

The ship *Merrimack* now at Boston is to be sold after She is divested of her Military & other stores for which orders are now issued to the Commanding Officer on board, & which are to be deposited under your direction in charge of Major Gibbs. the Navy Store keeper, & after having given 15 days notice thereof in the News papers of Boston, Salem, Providence & Newport I request that you will be pleased to sell at Public Vendue, the Ship, her sails, rigging tackle apparel & furniture on a credit of 3 & 6 Months, in equal payments, the purchaser giving notes with two approved securities — You will also have sold at the same time & in like maner the Iron Ballast & such provisions as may now be on board the *Merrimack* on a credit of 90 days — the Ballast may remain on board until after the sales — You will receive from the commanding Officer duplicate receipts for the Military stores &^c delivered to the store keeper, one of which you will retain, & transmit the other to this Office — The Commanding Officer will also furnish you with a complete Inventory of the ship & her aquipments, copy of which you will forward to this department —

The season is far advanced for the sale of such Ships therefore every dispatch is requisite in preparing for the sale — For this service a commission of 1 P^r Cent will be allowed you on the nett amount of sales — I have directed Mess^rs Stephen Higginson & C^o to deliver over to you all the public property in their possession, or under their care, for which you or the Navy Store keeper by your direction will give duplicate receipts —

In addition to the above, I have to request that you will be pleased to ascertain without delay the state the French National Ship *Le Berceau* was in at the time of her capture, as to her armament stores & provisions, & to cause her to be put in the same condition before she is delivered up to the French Government you will please inform me what time it will require to put her in such a situation.

If it should so happen that the business of Navy Agent would be inconvenient for you to continue in, I will take it for granted that you will not refuse to proceed in the sale of the *Merrimack* as above directed, & of putting the *Berceau* in order to be Delivered up. —

A remittance of 10,000 dollars will be ordered you to morrow to enable you to commence your operations — Accept assurances of my respect & esteem.

By order of H DEARBORN [*Secretary of War*]
acting Secretary of the Navy
S, SMITH

[NDA. GLB, Vol. 4, 1800–1801.]

To Daniel Ludlow, Navy Agent, New York, N. Y., from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t 1^st April 1801

DANIEL LUDLOW
N York

Comformably to the request of the President, I hereby appoint you Navy Agent for the Port of New York in the place of Mess^rs James & Ebenz Watson.

The *Richmond* now at New York is to be sold, & the Ship *Connecticut* now at New London is ordered to New York for the same purpose, as soon as they are divested of their Military & other Stores, for which orders are now issued to their respective Commanders & which are to be deposited in your charge, & after having given 15 days Public Notice thereof in the News Papers of Boston Phil^a New York, I request that you will sell them, their Sails, Rigging, tackle apparel & furniture, on a credit of three & Six Months in equal payments, the purchaser giving Notes with two approved Securities. You will also have sold at the same time & in like manner, the Iron ballast & such provisions as may be on board these Vessels on a credit of 90 days. The ballast may remain on board until after the Sales —

You will be pleased to receive from the Commanding Officers of these Vessels, all their Military Stores &^c for which you will give duplicate receipts to each —

I have directed the Commanding Officers to furnish you with Inventories of the Ships & their Equipments, Copies of which you will forward to this Department. The season is far advanced for the sale of such ships as the *Connecticut*, therefore every dispatch must be given in preparing for the sale.

For this Service a Commission of one P^r Cent will be allowed on the nett amount of sales.

I have written to Mess^rs James & E Watson to deliver to you all the public property in their possessions for which you will be pleased give duplicate receipts.

I shall direct the *Trumbull* to New York to be sold my instructions respecting the *Connecticut* will apply to her

By order of H DEARBORN [*Secretary of War*]
Acting Sec^y of the Navy
S, SMITH

[NDA. GLB, Vol. 4, 1800–1801.]

To Second Lieutenant Philip Alexander, U. S. Marine Corps, from Lieutenant Colonel Commandant William W. Burrows, U. S. Marine Corps

WASHINGTON
April 2^d 1801 —

Lieu^t P. ALEXANDER.

SIR: Make me an Immediate Return of your Detachment that I may know what further Orders I shall give. The *Essex* will receive Orders to rendezvous at Hampton Roads 1^st May; Commodore Truxton is to have a Squ[a]dron under his Command, consisting of the following Vessels, The *President, Essex, Philadelphia* & the *Enterprise*. — I am at present uncertain whether I shall encrease the Command of the

Marines on Board the *Essex*, and send a first Lieutenant or not. Do you feel competent to the Command of 50 Men, say? —

Y^r ob^t Servant

W. W. BURROWS.
Lieu^t Col^o Commandant —
M. Corps.

Inform me when the Boxes for New London, left N. York

[MCA. LS, 1800–1801.]

To Gideon Babcock, Appointed Acting Purser, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 2^nd April 1801

M^r GIDEON BABCOCK

M^r Timothy Winn Purser of the *Gen^l Green* being ordered to the *Essex*, you will be pleased to repair on board the first mentioned ship & take upon yourself the duties of acting purser thereof under the command of Capt Hugh G. Campbell who [is] instructed to that effect — you will receive from M^r Winn all the ships stores slops &^c in his possession giving him duplicate receipts for the same, he will also render to you a statement of the accounts of all the Officers & men attached to the ship — I enclose you a Copy of the act for the Naval peace establishment, by which you are to be governed in respect to the Navy Ration — As the ship is ordered round to this place immediately, your prompt enterance on the Duties herein required are requisite — if you do not accept, be pleased to let Cap^t Campbell know at once that he may provisionally engage another purser in your stead — The pay & emoluments of a Purser will be annexed to this appointment for the time you shall be employed as such —

For H DEARBORN [*Secretary of War*]
ac^tg as Sec^ry of the navy
S, SMITH

[NDA. OSW, Vol. 4, 1800–1801.]

To Captain Hugh G. Campbell, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 2^nd April 1801

Cap^t HUGH, G, CAMPBELL

Immediately on receipt hereof you will be pleased to Ship as many men as will be necessary to navigate the *General Greene* to this City where she is to be laid up, & to which you will proceed with the Ship & come to the Eastern branch of the Potomak with as little delay as possible.

As your Purser M^r Winn is now ordered to the *Essex*, you will receive on board the *General Green* as Purser M^r Gideon Babcock who set out from this place for New Port this morning —

The Law providing for the Peace establishment of the Navy directs the President to select 36 L^ts & 150 Midshipmen to be retained in Service It will frequently happen that Lieutenants and midshipmen will prefer declining, to there being retained in service — It is therefore proper that you should, without coming under any engagement inform

me whether all the Lieutenants & midshipmen of the *General Greene* wish to continue — such who do not, will receive their discharge & 4 Months extra pay — Remember that it is desirable to continue in service those Gentlemen who are the most promising Your opinion of their respective merits would be of service. — I enclose you a Copy of the Navy Ration, as established by the late act of Congress by which you are to be governed in your estimate of provisions & agreeably to which you will cause the Rations to be issued — As it will not be necessary to make advances to the people you employ for this temporary service you will want but little if any Money at New Port — Such a sum however as you shall find assentially necessary to your operations Messrs Gibbs & Channing will advance on your requisitions

By order of H DEARBORN [*Secretary of War*]
act^g Sec^ry of the Navy
S, SMITH

[NDA. OSW, Vol. 4, 1800–1801.]

To Master Commandant Richard Law, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 2^nd April 1801

Cap^t R LAW
New York

SIR The act Providing for the Peace Establishment of the Navy of the U, S, has made no Provision for the retaining in Service any of the Masters Commandants I have therefore the painful task imposed on me of informing you that your time of service will expire on the 20^th Instant to which Period your Purser will settle & pay you & — The Law has allowed, to the officers who are no longer retained in service four Months Extra pay for which Amount your Bill expressing that it is for 4 Months Extra pay Allowed you by the Act of Congress as Master Commandant of the *Richmond* will be paid —

Permit me to assure you that the President has the highest sense of the Meritorious services rendered by you to your Countory

For H DEARBORN [*Secretary of War*]
act^g Sec^ry of the Navy
S, SMITH

[NDA. OSW, Vol. 4, 1800–1801.]

To Secretary of the Navy from William Marshall, Clerk of District Court of Virginia

RICHMOND DISTRICT OF VIRGINIA *April 2^nd 1801*

SIR I have had the Honor of receiving your Circular letter of the 26^th Ultim^o by the last post and now transmit to you the following list of the French Prizes libelled and condemned in this District Court with the dates of the respective condemnations the copies of the decrees shall be forwarded in a few days

1^st The Armed French Ship *L Insurgent* Captured by the Public Armed Ship the *Constellation* Thomas Truxton esq^r Commander condemned on the 18^th June 1799

2^nd The Armed French Ship *L Esparance* captured by the Public Armed Ship *Baltimore* W^m Cowper Esq^r Commander condemned the 9th April 1800

3rd The Armed French Ship *L Quinolla* captured by the public Armed Ship *Baltimore* Wm Cowper esqr Commander condemned 2nd August 1800 —

4th The Private Armed French Vessel called the Brig *Brilliant* captured by the American Sloop of War the *Merimack* Moses Brown esqr Commander condemned 3rd of february 1801

5th The Private Armed French Vessel called *La Jeune Creole* captured by the Public Armed Ship *Chesapeake* Samuel Barron esqr Commander condemned on 3rd febr 1801

I have the Honor with sentiments truly respectfull
Your Obt Servt

WILLIAM MARSHALL *Clk. V. D.*

The Honble
BENJAMIN STODDERT
Secretary of the Navy

[NDA. Area 7.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. S. *Ganges*, Thursday, 2 April 1801

At 1 PM. lay too with. the Brig *Good Intent* — Sent Mr Robins Midshipmen on board, to proceed, to America — At 3 parted with the Fleet —

Lat. Obd 18° 29′ N.

[NA.]

To Lieutenant Colonel Commandant William W. Burrows, U. S. Marine Corps, from First Lieutenant Henry Caldwell, U. S. Marine Corps

UNITED STATES FRIGATE *Constellation*
Philadelphia, April 3d 1801

Col. W. W. BURROWS

SIR — We arrived at Philadelphia last evening & this morning I have the honor of your letter of 22 March I have endeavoured during the cruise that my men should not disgrace the Corps by a slovenly appearance, at present tho' ragged, they are clean — I am happy in informing you that the utmost harmony has prevailed between the Sea Lieutenants & myself — My men have been treated as Marines ought to be & no duty has been assigned them out of their line — To Captain Murray I feel myself under many obligations for his polite attention to me & humanity to my men — I have completed my clothing return & should have transmitted it, had I not recd your instructions respecting the purchase of clothing for those who have drawn more than their allowance — As soon as I have effected it — I shall transmit on a return of the Arms &c

A number of the Linen Jackets laid in by the Quarter Master Sergeant have not been issued — Be pleased Sir to instruct me in what manner I am to settle with him for them

With esteem
I have the honor to be
Your Obedt Servt

HENRY CALDWELL,
Lt Marine Corps

[MCA. LR, 1801.]

To Captain Moses Brown, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 3rd April 1801

Capt BROWN
Boston

The act providing for the peace establishment of the Navy of the United States has imposed on the President a painful duty. — It directs him to select nine Gentlemen from among the Captains of the Navy of the U. States & to permit the remaining Captains to retire from public Service with an advance of four months Extra pay — I have deemed it a duty therefore as early as possible to inform you that you will be among those (whose Services however reluctantly) must [be] dispensed with. — you will transmit to the accountant of the Navy a statement of your account for pay and subsistence to the 20th inst inclusive, on receipt of which it will be adjusted & the balance due you, will be remitted to you or paid to your order — your Bill for the Extra pay of four months expressing therein that it is drawn for that precise object will be paid at Sight

By the act providing for the Naval peace establishment thirty six Lieutenants & 150 Midshipmen are to be retained in service, be pleased to say how many and add the Names of the Gentlemen of those Grades belonging to the *Merrimack* who prefer being retained in Service — Permit me to assure you that the President has a Just Sense of the Services rendered by you to your Country —

By order of H DEARBORN [*Secretary of War*]
actg Secy of the Navy
S. SMITH

[NDA. OSW, Vol. 4, 1800–1801.]

To Captain Moses Brown, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 3rd April 1801

Capt BROWN
Boston

Immediately on receipt hereof you will be pleased to direct [divest] the Ship *Merrimack* of her military & other stores, & under the direction of Samuel Brown Esqr deposit the same in charge of Mr Gibbs Navy Store keeper — You will make out a complete Inventory of the Ship her tackles apparel and furniture, which with duplicate Receipts of the Navy Store keeper you will present to Mr Brown. — I request that those directions may be obeyed with every possible dispatch —

For H DEARBORN [*Secretary of War*]
actg Secy of the Navy
S, SMITH

[NDA. OSW, Vol. 4, 1800–1801.]

To Master Commandant William Cowper, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 3rd April 1801

Capt COWPER
Norfolk.

The act providing for the peace establishment of the Navy of the United States has made no provision for the retaining in Service any of the Masters Commandants, I have therefore the painful task imposed on me of informing you that your time of Service will expire on the 20th inst The Law has allowed to the officers who are no longer retained in Service, four months extra pay you will be pleased to forward your account for [pay] & subsistence to the 20th inst inclusive to the accountant of the Navy; on receipt of which it will be adjusted & the balance due you will be remitted to you or paid to your order — Your Bill for the extra pay of four months, expressing therein that it is drawn for that precise object, will be paid at sight Permit me to assure you that the President has the highest sense of the meritorious Services rendered by you to your Country

For H DEARBORN [*Secretary of War*]
act Secy of the Navy
S, SMITH

[NDA. OSW, Vol. 4, 1800–1801.]

To Captain Christopher R. Perry, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 3rd April 1801

Capt PERRY —
New Port R I.

The act providing for the peace establishment of the Navy of the United States has imposed on the President a painful duty—It directs him to select nine Gentlemen from among the Captains of the Navy of the United States & to permit the remaining commanders to retire from public service with an advance of four months extra pay — I have deemed it a duty therefore as early as possible to inform you that you will be among those whose services however reluctantly must be dispensed with you will transmit to the accountant of the Navy a statement of your account for pay & Subsistance to the 20th inst inclusive, on receipt of which it will be adjusted, & the balance due you including the 4 months extra pay will be remitted to you or paid to your order — Permit me to assure you that the President has a Just sense of the services rendered by you to your Country;

By order of H DEARBORN [*Secretary of War*]
act Secy of the Navy
S, SMITH

[NDA. OSW, Vol. 4, 1800–1801.]

To Captain Stephen Decatur (Senior), U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t 3^rd April 1801

Cap^t DECATUR

By the act providing for a Naval peace establishment — Thirty six Lieutenants & 150 Midshipmen are to be retained in service — You will be pleased to ascertain (without coming under any engagement) & inform me whether all the Lieutenants & Midshipmen of the *Philadelphia* wish to continue, such who do not will receive their discharge & 4 Months extra pay — Remember that it is desirable to continue in service those Gentlemen who are the most promising — your opinion of their respective merits would be of service — I enclose you a Copy of the Law

By order of H DEARBORN [*Secretary of War*]
act^g Sec^ry of the Navy
S, SMITH

P. S. I consider it proper to inform you that the service for which the *Philadelphia* was directed to be prepared in a Letter to you from this Department of the 31^st Ult^o is to compose part of a Squadron to cruize in the Meditarranean 12 Months, under the command of Cap^t Truxtun, & that she must be prepared accordingly —

[NDA. OSW, Vol. 4, 1800–1801.]

To Surgeon Samuel R. Marshall, U. S. Navy, from Captain James Sever, U. S. Navy

U, S, FRIGATE *Congress*
April 3^rd 1801

SIR You will on the receipt of this consider Yourself, as in Arrest. — Upon the following charges, which I propose to exhibit against you, whenever the Secretary of the Navy, shall direct a Court Martial to be conven'd, to attend to your trial. —

1^st

For having under specious pretexts, in a letter address'd to me, on the 5^th day of January, improperly interfer'd in, and indirectly required the liberation from Arrest, of an Officer, who had been some few days previous, confin'd by my order. —

2^nd

For having on the 19^th January (then being at Sea) made use of expressions upon the Quarter deck of this Frigate; having a tendency to excite *discontent, dissatisfaction,* and *Mutiny* in the minds of the Ships Company. — *which conduct* is *destructive* of *good order,* and *due Naval discipline*

3^rd

For having on the 22^nd day of January, 1801 premeditatedly offer'd me, as the Commander of the U, S, Frigate *Congress,* the most pointed

insult, by *Officially* dictating, and addressing to me, a letter, replete with menacing, insolent, and disrespectful language: which conduct is highly indecent, and improper, and tends to the *entire subversion* of *discipline, subordination,* and *good order.* —

4th

For having made use of language in the Ward room of the U, S, Frigate *Congress,* declaratory of your *warm Approbation* of the *Mutinous, Murderous conduct,* of the Crew of His Britanic Majesty's Frigate *Hermione.* — which conduct is *highly* injurious, and tends not only to the *entire destruction* of *all order,* and *discipline:* but also renders *insecure* the lives of Officers, serving on board Ships of War. —

5th

For having disobey'd my orders, communicated to you, by Lieutenant Seton, on the 28th or 29th day of January. 1801. and *contemptuously persisted* in such disobedience, for the period of eight or ten days. —

JAMES SEVER *Capt. Navy.*

SAM[l] MARSHALL *Surgeon U. S. Navy.*

[See documents of 14 April, 23 May and 24 June 1801.]
[LC, J. Sever Papers, NDA photostat.]

To Second Lieutenant Robert Greenleaf, U. S. Marine Corps, from Lieutenant Colonel Commandant William W. Burrows, U. S. Marine Corps

WASHINGTON
April 3d 1801. —

Lieu[t] R[t] GREENLEAF.

SIR! As there is now a New Secretary, there is a new order of things, you will therefore on receipt of this, take your Detachment by Land or water, as may be most convenient, and place them on Board the *General Green* at Newport; You will then all be conveyed to Head Quarters, where that Frigate is ordered to come. —

Your Contractor will see to supplying you with Rations, and a Conveyance from Boston to Newport. If you have not drawn on me yet, you may draw for Two Hundred Dollars, for the use of yourself and the Detachment. M[r] Samuel Brown the new Navy Agent will purchase your Bill on me, & this is your Authority. All Superfluous marine Clothing &[c] must be left in the care of the Navy Agent for the use of the first Marine Officer who may arrive there. All Musketts out of Repair you may bring with you to be repaired here. Whatever monies you expend for the use of the Corps, or any advance you make to the Men, you must be careful to take vouchers for, as Nothing will be admitted without it, and the loss will ultimately fall on you. —

Y[r] Ob[t] Serv[t]

W. W. BURROWS.
Lieu[t] Col[o] Comm[t]
M. Corps.

[MCA. LS, 1800–1801.]

To Second Lieutenant Thomas W. Hooper, U. S. Marine Corps, from Lieutenant Colonel Commandant William W. Burrows, U. S. Marine Corps

WASHINGTON
April 3d 1801. —

Lieut T. W. HOOPER.

SIR! I hope this will meet you at New London, where I have been long expecting you, having wrote ever since 5 March. Mr Dalton promised to write you also. — If this meets you, you are to take the Command of the Marines of the *Trumbull & Connecticut* and proceed to New York in the *Connecticut*. when arrived there the Marines are immediately to be transferred to the *Essex*, and put under the Command of Lieut Alexander, and report the same to me immediately after. All Clothing &c you will take with you, and write me from N London what you have on Board. Clothing is sent on for the Marines on Board the *Trumbull*, which you will see to. —

Yr Obt Servt

W. W. BURROWS.
Lieut Col Commdt
M Corps.

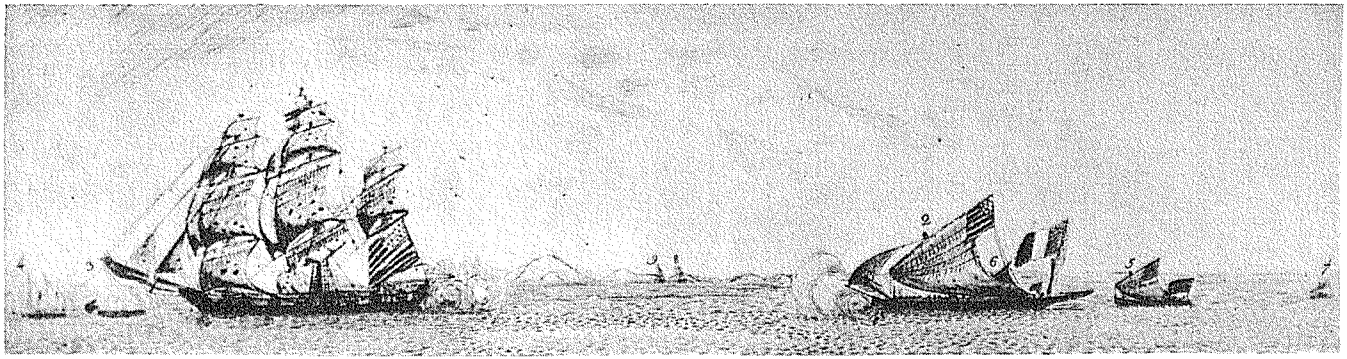
[MCA. LS. 1800–1801.]

To Lieutenant Colonel Commandant William W. Burrows, U. S. Marine Corps, from Second Lieutenant Samuel Llewellin, U. S. Marine Corps

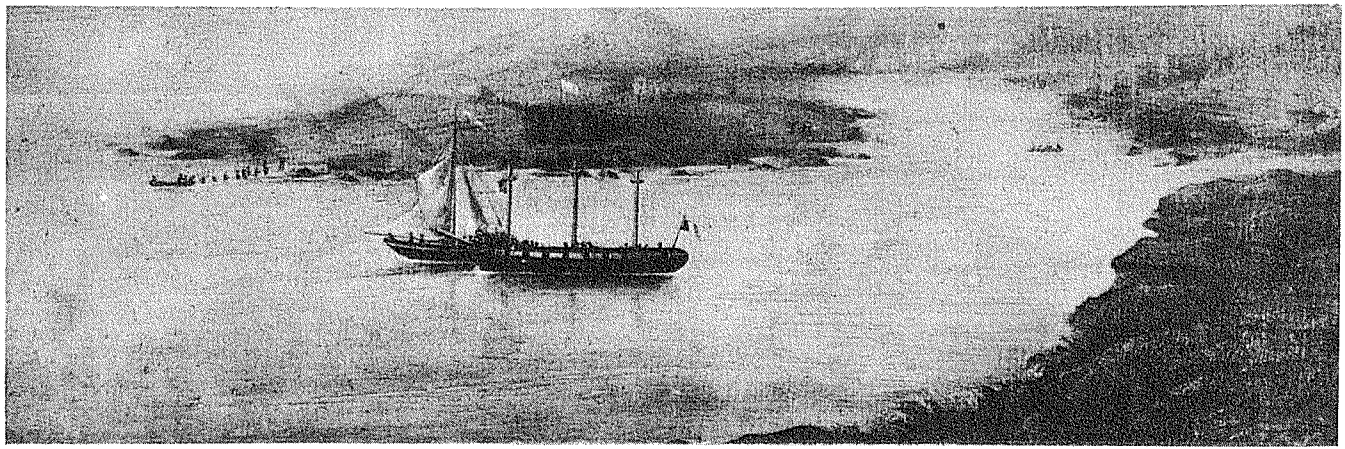
FRIGATE *Congress*, President Roads — Boston
April 3d 1801

Col W. W. BURROWS

SIR I do myself the Honour of imbracing the Earliest opportunity to inform you of the arrival of the Frigate *Congress* From a cruize during which we have done nothing worthy to remark — our passage from Cape Francois has been long & unpleasant — owing to adverse & heavy gales of wind. I herewith enclose you a Size Roll & Cloathing Return of this Detachment Including all the articles of clothing delivered since I was Hono'd with the Command. Since leaving Norfolk I have lost Stanly Johnson, as noted in the Size Roll. Sergt John Hayward has not been able to do duty for upwards of Six months. John Terry & Colborn Parker has also been unfit for duty several months past, they are in the last Stage of consumption & no hopes of their recovery. Hayward may perhaps recover but never will be fit for the Service he has a wife & family in Boston to whom I shall give him leave to Return till further orders — the others will probably be sent to the Hospital. There are several others unfit for the service. My letter of the 27th June, I informed you that Eagerty & Quinlin wished their powers of Attorney to cease — in consequence of which I made no deduction in the pay Roll but Retained half their pay till further advice from you on the subject. Quinlin afterwards beged me to request you to cause his wife to Receive the money — which I also noted in mine of the 24th July — you have no doubt Received my letter of the 28th Decr advising you of a Draft which necessity obliged me to draw on you for fifty Dollars — in favour of Lt John W. Whedbee formerly of this Ship — I am now in great want of money — but have withheld sending on my account for the purpose of Soliciting your permission to bring it up to the first of June — or to permit me to draw on you for Three Hundred Dollars — less than that sum will not I believe Extricate me from the present Embarrass-



AMERICAN SHIP MOLLY ENGAGING THE FRENCH PRIVATEER LA BELLE-POULE AND OTHER FRENCH PRIVATEERS.



CAPTURE OF THE FRENCH PRIVATEER SANDWICH IN THE HARBOR OF PUERTO PLATA BY A CUTTING-OUT EXPEDITION FROM THE U. S. FRIGATE CONSTITUTION.

ments & pay my Expenses to the City of Washington whare I hope you will order me as soon as my Services here can be disposed with. Should you order a payment to be made to this Detachment it can be done with the greatest dispatch as their accounts of every description are adjusted & Correctly Stated & in a train[?] to meet any contingency whatever. You will find by the Return that I have been pretty liberal in Issuing Cloths, which is in consequence of our coming on the Coast at so Verry Inclement a season of the year This I had long had in view & was prepared. Having reserved all the Woolen Clothes I could for that purpose & indeed it had the desired Effect for we have had a great deal of Verry Cold & wet weather Some Heavy gales & a Considerable portion of snow & hail — owing to those & other circumstances — the Marines are I believe better Clothed at present than they have ever been at any previous period. all Except Uniform hats in which we are generally deficient, provided you should direct a payment to be made, the person acting will Stand in need of a list of prices as there will be some deductions for Cloths overdrawn when the Ship was first fitted out there was a number of watch coats given to the people by way of loan, some of which the Marines got, they was to be returned at the Expiration of the cruise which has proved so long that most of the coats are worn out — & those that are not are worth little or nothing to the publick. The Purser to whose depart this belongs, has written to the Secretary respecting it & beged me to mention it to you — he is of opinion that the men will not have to pay for them in consequence of their having Served two winters. However be this as it may I am responsible to him for the coats and if they are to be paid for, must deduct it from the pay of those Marines who have been so unfortunate as to use them.

I am sorry Sir, To be under the necessity of assuring you that things on Board our Ship are in a Strange & unpleasant train. I allude to the Officers — I have by some means kept out of difficulties so far & hope to continue so untill you will be good enough to have me Relieved which I trust will be by the return post — I was informed by Captain Clarke in the West Indies that there was one or two Marine Officers in Boston, whether they are there now or not I dont know — as have not yet heard from the Shore — Could I by the next post, be relieved of [MS illegible] Order. If it was only for Ten days it might be of importance to myself & perhaps to others — I should remain in Boston & would with great pleasure Devote my whole time to the making of any arrangement that you may please to order — The object is only an acquittal from the Ship, which will no doubt appear Strange to you, when I assure you that Captain Sever Still continues to Treat me with respect — I have for some time past been considerably indisposed & shall be in great Suspense untill I have the pleasure of Receiving your answer.

I have the Honor to be with the
greatest Respect
Sir
Your Verry Humb[l] Sev[t]

SAM, LLEWELLIN
[*Lt. of Marines*]

Lieut. Col[o] W. W. BURROWS

[MCA. LR, 1801.]

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

CHARLESTON *April 3 1801*

SIR I had the honour to receive Your favour of 14th Ulto and agreeably to Your directions, have deposited in the Branch Bank, to the credit of the Treasurer of the United States, the sum of One thousand Seven hundred & Seventy four dollars 13/100 being the United States proportion of Two Prizes Viz[t] the *Jason & Decade* captured by the Frigate *John Adams*, George Cross Esq[r] commander — duplicate of the receipt, and the Accounts of Sales, of these two Vessels are enclosed to you.

I am waiting an answer from M[r] Humphreys, to a letter I wrote him, containing your instructions, relative to the removal of the live Oak timber from Bulls Island; I stated to him the absolute necessity of his coming himself, or sending some one, capable of surveying this Timber, for here, it will be impossible to get one in whom confidence can be placed; — It will not be difficult, I beleive to obtain Vessells to transport it to Washington when it is ready. —

I duely received your letters, respecting French Prisoners, but no application has been made to me on behalf of M[r] Letombe for the Prisoners in Goal, I have discharged from his Parole the only officer here, but he has not applied to me for the Subsistence which in a letter received subsequently to his discharge I was directed to pay him —

I have the honour to remain
with great respect
Sir Your Obed[t] Serv[t]

WILLIAM CRAFTS

Hon[e] Benj[n] STODDERT Esq[r] —

[NDA. Area 8.]

To Secretary of the Navy from Simeon Baldwin, Clerk of District Court of Connecticut

NEW HAVEN *April 3[d] 1801* —

Hon. BENJ[n] STODDERT

SIR I have this day received your Circular Letter of the 26th Ult requesting a List of french Vessels libelled in the District Court of Connecticut, & not finally condemned prior to the 1st Day of October 1800, & a List of those libelled since the 30th of Sept[r] 1800, & how disposed of —

I answer, that the only french Vessels ever libelled before that Court, are the Schooners —

Peggy
Vengeance &
La Tullie [or *Cullie*?] —

The Libel against the *Peggy* was dated, allowed & filed on the 2[d] Day of June A D 1800 the trial before the District Court was on the 24th of the same month when she was acquitted — An appeal was taken to the Circuit Court holden at Hartford on the 17th of Sept[r] 1800 & the *Peggy* & her Cargo were finally condemned as lawful prize by the Decree of that Court on the 23[d] Day of Sept[r] 1800. — On the appeal the property was delivered over to Joseph Buisson the Claimant on Bond with surety to refund the apprized Value if condemned — That Bond has since been collected & the money is in my hands waiting the order of the Court for distribution. —

In the Case of the *Vengeance* a Libel was filed & allowed on the 17th of Septr 1800 & the trial ordered for the 8th of Octr 1800 & on the 9th a Decree of Condemnation was published — The property has since been sold & the avails distributed by order of the Court. —

The *La Tullie* & Cargo were libelled on the 7th of Octr & by agreement of the parties concerned was tried on the 8th it appeared the Vessel had been sunk by the Captors — The Effects were acquitted & restored to the Claimant Charles Lys, but under the Circumstances of the Case — without Damages. —

So that it appears that the *Vengeance* is the only French Vessell libelled & not finally condemned prior to the 1st Octr 1800 — that *La Tullie* is the only one libelled since & that her effects have been restored to the Claimant

I am with great respect
Your Obdt Sert

SIMEON BALDWIN *Clk Dt Court*

[NDA. Area 7.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. S. *Ganges*, Friday, 3 April 1801

Light Breezes and pleasant —
At 7 AM came too in Bassaterre Roads St Kitts
[NA.]

To Captain Richard Derby, U. S. Navy, from Abishai Thomas for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 4th April 1801

Capt R DERBY
N London.

By the act providing for a Naval peace establishment, Thirty Six Lieutenants, & one hundred & fifty Midshipmen are to be retained in service, you will be pleased, without coming under any engagement, to inform the Secretary of the Navy, whether all the Lieutenants & Midshipmen of the *Connecticut* wish to continue, such who do not will receive their discharge & 4 months extra pay — Remember that it is desirable to retain in Service those Gentlemen who are the most promising — Your opinion of their respective merits would therefore be of Service.

I enclose you a Copy of the Law & am with respect sir your mo obt Servt

By order of H DEARBORN [*Secretary of War*]
actg Secy of the Navy
A. THOMAS
P.[*rincipal*] *Clk*

Address to
"The Secretary of the Navy" This will be proper to prevent Letters intended for this department, being sent from the Post Office to the War Office, which would frequently happen if addressed to Genl Dearborn —

The Same to [Captains, U. S. Navy]
George Cross [commanding U. S. S. *John Adams*]
Samuel Barron [" " *Chesapeake*]
Henry Geddes [" " *Patapsco*]

[NDA. OSW, Vol. 4, 1800–1801.]

To Lieutenant Colonel Commandant William W. Burrows, U. S. Marine Corps, from Second Lieutenant John Howard, U. S. Marine Corps

ST. KITTS, *April 9th, 1801*

L^{t} Col WILLIAM BURROWS

SIR We arived her February 24 on Acc^{t} of the Ship not being fitt for the Intended Cruise we have rep^{d} Her fitt to procede home and Expect to go on the Arival of the Commodore which we expect daily & from what I can learn the *Ganges* will be sold as not fitt for Service L^{t} Sheredon is on Shore as an Invalead — I had a Marine died at Sea Febuary 16th after a severe spell of Sickness Name Thomas Hickman all the rest are well on Board — The list of Marines on Board are as follows Viz.

Sergeant	George Kinsinger	Private	John Williams
Ditto	Hezekiah Hale	"	James Fennell
Corporal	Philomen Green	"	William Southard
Ditto	John Hamilton	"	James Proply [?]
Drummer	James Ross	"	John Smith
Private	Thomas Murphy	"	William Watt
"	William Coulter	"	Benjamin Griffith
"	Jeremiah Mohoney	"	Nathan Bumpus
"	James Kelbin [?]	"	James Caskery
"	John Caseley	"	John Doyle
"	John Benner	"	Josep Smith
"	William Barry	"	William Thurston
"	Joseph Galbraith	"	Daniel Denney
"	Ebenazer Morris		

John Hamilton was promoted to Corporal January 1st 1801 and has beheav'd himself extronary well as yet. Please to give my Compliments to L^{t} James Thompson. and Am

Sir Your Most O^{bt} Servent

JOHN HOWARD *Lieu^{t} of Marines.*

[MCA. LR, 1801.]

To Captain Henry Geddes, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 10th April 1801

Cap^{t} GEDDES
Philadelphia

A complaint has been instituted against you by Mess^{rs} James de Wolfe & Brothers of Bristol R. I. that after having agreed with his brother to bring $30,000 for their account from Havanna for 1 p^{r} Cent you had compelled payment of 2 p^{r} C^{t} Permit me to inform you, that where Bargains have not actually been made there has never been allowed more than ½ p^{r} C^{t} on 10 thousand dollars & ¼ p^{r} C^{t} on any am^{t} beyond that sum & in no instance has more than

1 p^{r} C^{t} been allowed, You will therefore see the propriety of refunding without delay whatever amount you may have received above one p^{r} Cent on the specie brought in the *Patapsco* for those Gentlemen & oblige

For H DEARBORN [*Secretary of War*]
act^{g} Sec^{y} of the Navy
S, SMITH

[NDA. OSW, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]
Navy Dep^{t} 10th April 1801

SAMUEL BROWN Esq^{r}
Boston

I have received a letter of the 27th Ult^{o} from Mess^{rs} S Higginson & C^{o} who informed me that they expected to transport all the white French Prisoners to New York, & that about 70 Blacks would remain in their Custody, whom they intended to send to New York, as soon as they could provide a Vessel to take them round — If their intentions in either or both cases have been frustrated, I request that the Prisoners may be retained at Boston, as the Whites will be wanted for the *Berceau*, & the Blacks will be sent direct from Boston by M^{r} Pichon —

For H DEARBORN [*Secretary of War*]
Act^{g} Sec^{y} of the Navy
S, SMITH

[NDA. GLB, Vol. 4, 1800–1801.]

To Secretary of the Navy from Edmund T. Ellery, Clerk of District Court of Rhode Island

RHODE ISLAND DISTRICT
Newport April 10th 1801.

SIR, I have received your letter of the twenty sixth of last March, and beg leave to inform you, that no French Vessels have been at any time, libelled in the District Court of Rhode Island —

I am very respectfully
Your obedient servant —

EDMUND T: ELLERY *Clk*
of the District of Rhode Island

BENJAMIN STODDERT Esq^{r}
Secretary of the Navy

[NDA. Area 7.]

To Captain Henry Geddes, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 11th April 1801

Capt GEDDES
Phila

The act providing for the Peace Establishment of the Navy of the United States has imposed on the President a painful duty — It directs him to select nine Gentlemen from among the Captains of the Navy & to permit the remaining Commanders to retire from public service with an advance of four months extra pay. It is hoped that the selection by a distribution (as nearly as circumstances & the Commission will permit) from the different States, will render this duty as little painful to the individuals as any mode that could be adopted.

Taking this mode as a general guide, I have deemed it a duty as early as possible to inform you, that you will be among those, whose services (however reluctantly) be dispensed with

You will transmit to the Accountant of the Navy, a Statement of your account for pay & subsistence to the 20th inst inclusive — which will be adjusted & the ballance due to you will be remitted or paid to your order.

Your bill for the extra pay of 4 months expressing therein that it [is] drawn for that object, will also be paid at sight.

Permit me to assure you that the President has the highest sense of the meritorious services rendered by you to your Country.

For H DEARBORN [*Secretary of War*]
Actg Secty of the Navy
S, SMITH

[Same letter sent to Captain Thomas Baker, U. S. Navy 13 April 1801.]
[NDA. OSW, Vol. 4, 1800–1801.]

To Captain Alexander Murray, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 11th April 1801

Capt MURRAY
Phila

The *Constellation* being one of those ships intended to be laid up no unnecessary expence must be incurred in her repairs.

You will therefore decline purchasing a Cable & mizenmast unless the latter should be absolutely necessary — It is the Presidents desire to have all the ships intended to be laid up, ordered to this place, if their draft of water will allow it — Be pleased, therefore to let me know the least draught of water, the *Constellation* can be made to draw —

Your first Lieutenant Watson is this day permitted to retire from the service of the United States

It is probable that Mr Gordon will be ordered on board the *Enterprize.*

For H DEARBORN [*Secretary of War*]
actg Secy of the Navy
S, SMITH

[NDA. OSW, Vol. 4, 1800–1801.]

To Lieutenant Josias M. Speake, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 11th April 1801

Lt JOSIAS SPEAKE
Present.

The same to James P. Watson Philadelphia; [Lt. Gerald Byrne Philadelphia 14 April 1801.]

The arrangements of Congress relatively to the Navy has imposed upon me the unpleasant task of dismissing from Service. all the Gentlemen. of your grade, except thirty six. You will therefore consider your term of Service, as expiring on the 20th inst The law has allowed to the officers who are no longer retained in Service, four months extra pay

You will be pleased to forward your account for pay & subsistance to the 20th inst inclusive to the accountant of the Navy: on the receipt of which it will be adjusted, & the balance due you, will be remitted or paid to your order.

Your bill for the Extra pay of 4 Months, expressing therein that it is drawn for that precise object, will be paid at Sight.

For H DEARBORN [*Secretary of War*]
actg Secy of the Navy
S, SMITH

[NDA. OSW, Vol. 4, 1800–1801.]

To Lieutenant Colonel Commandant William W. Burrows, U. S. Marine Corps, from Captain Thomas Truxtun, U. S. Navy

At Sea off the CHESAPEAKE BAY
12th April 1801.

DEAR SIR Very many have been the quarrels and disputes, between the Sea Lieutenants and that of the Marines in our Navy, all tending to destroy that Subordination so essential, and indispensibly necessary to the good government of the fleet esspecially in its infancy. I have uniformly endeavoured, by all ways & means in my power to prevent these Misunderstandings, where I have Commanded, Notwithstanding which, they have happened even on board the *President*, under my immediate orders.

Various causes have been mentioned to me as the harbinger of these disputes: what has come however, under my immediate notice, have originated principally in my beleif, from an improper Idea of rank in the marine officers, and if so it would be well for you, to obviate in future these disagreements by putting the officers of the marines right in this respect, before they embark on board any ship, for the fact is, that the youngest sea lieutenant in the Navy takes seniority by an old and general custom over the oldest marine officer in service under the Lieutenant Colonel Commandant of marines.

As no naval or military service, can answer the purpose for which it was raised or intended, without regular subordination being kept up therein, It is high time that a good understanding should take place between the sea officers and Marines and that an end be put to their bickerings. If this cannot be done it may be thought best, to do

without marines hereafter in the ships of the U S, by adding an equal number of ordinary seamen to the crew of each ship, and training them under a good & Skilful master at arms, so that they would soon become excellent Musqueteers; those men in that case would answer every purpose of marines, by being placed as guards and Centinals &c they would also under the Sea officers only, (having no other officers on board) be handy in doing duty aloft, and supply the place of men, killed or wounded in action at the cannon, or of such as are wanted to be replaced (by the like misfortune in the hour of battle) at repairing the rigging in splicing &c, which duty marines cannot do, as they are never taught it. It appears to me probable that such a plan as the above may be adopted with convenience if a good understanding cannot be effected, between the Sea officers and marines especially in time of peace, and more especially as a number of Soldiers can always be embarked with their officers on board the fleet in case of any emergency or should Soldiers be wanted for any expedition or particular service, and I will add further, that it is not uncommon for all vessels of war, under the rate of line of battle ships in the service of several European Nations in time of peace particularly, to sail without having a detachment of marines on board, other than a seargeants guard, and in the year 1794 when the first Navy act was passed, no marine corps was contemplated, but for each ship a Certain number of marines under a Lieutenant was ordered to be raised. I shall not however advocate the above plan unless I find the two discription of officers, Say the sea officers & marines cannot be brought to live in harmony, and should unfortunately that be the case, necessity will compel me to advice a cure for the evil

If the marine officers where I command conduct themselves with propriety & respect to all their senior officers, and the Sea officers treat them disrespectfully or improperly, on a complaint being made to me, I shall always see ample Justice done to them; and so will every other commander of prudence & propriety. —

Many officers are not aware of the consequences of court martials and of the Expence and inconvenience in holding them. A long life at sea in all sort of ships, has given me a thorough knowledge of the different kinds of men that compose the crews of vessels hence it is I always govern my conduct according to my experience, and by taking a thorough view of every subject before I act decidedly on it.

I have as much pride and as much pleasure in seeing a neat detachment of marines (on ship board) kept clean and well organized, & at the same time understanding their duty, in all its parts, as any officer in any navy, but I would sooner forego that pride and pleasure than to have a ship continually kept in hot water, and I fear that Lieutenants Lewis & Fenwick will never after what has passed, live in that cordiality with M^{r} Chauncey the Lieutenant of the ship, and the Chaplain M^{r} Thomson, that I could wish, and as M^{r} Thomson is an excellent schoolmaster, and under my instruction will be a great acquisition to our young midshipmen, I intend putting him in his station again on board the *President*, having parted with him in the west indies to the disadvantage of my young Gentlemen on board, meerly for the sake of peace untill I returned to America, & I was induced also to do it as my health was bad when among the Islands, and the quarrels that happened on board in the state I was then in rendered my situation very disagreeable, for nothing effects me so

much as disorders among officers on shipboard: in fact disorders destroys all that sort of disipline which gives a country the greatest security of its ships performing their duty well, and answering the purpose for which they were built.

It is unnecessary for me to add at present, as what I have written appears to me to be sufficient to effect the object what ought to be wished in future, by all concerned in the welfare of the Navy (good order and harmony) tho I could say much more on the subject and to the point.

I have the honor to be dear Sir
your very obedient Servt

Col. BURROWS
Washington

NORFOLK 15th *April 1801.*

Since I copied the above which I wrote on my passage from New York, I find two officers of marines have been sent on board the *President* in place of Messrs Lewis & Fenwick, in Future I request you will not be in a hurry in sending me officers, It is no compliment but an old custom, and a right due to the Commander of a ship of war particularly that of a squadron, to make a choice of his own officers where it can be done, and not Sir for the head of a marine corps to send at his pleasure, officers on board without even consulting such commander, In fact Sir this is not the way to preserve that harmony so much to be desired. —

[HS of Pa. NDA photostat, Truxtun's LB, 1800–1.]

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

APRIL 12th *1801*

The SECY OF THE NAVY

SIR I have the painfull task of informing you of the very disasterous situation in which the *Constellation* now lays,

On Friday night last while blowing hard from the N. W. she brought home one of her bower Anchors & drifted about 15 faths when she grounded nearly at high Water upon a hard Rock & saind bottom but little known to the best Pilots in this River & was only dangerous to Ships of our great draft of Water, but before timely assistance coud be afforded, the Tide Ebb'd so fast that she lay down almost on her Beem ends, every effort was made to prevent the mischief that hath ensued, but to no purpose, she soon filld with Water, with all her guns & stores on board the Powder & Sails excepted we are now making every exertion in our power to get her upon an even keel so that we may be enabled to get out her guns &&c —

As the Tongue of calumny is very vociferous upon occasions of this nature & generally imputed neglect, be the consequence what it may it woud afford me pleasure to under go a Court of enquiry to investigate the matter & it will be found to be one of those hard brows of fortune that coud not be parried —

I am
Yours —

[NDA. A. Murray's LB, 1799–1805.]

Extract from Log Book of the U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, Sunday, 12 April 1801

* * * * * N B — by repeated Tryals with the Patent Log, Running on a North & South Corse, I find it to be the most Acarate Log that I have Ever ben acquainted with, all though I have bin at Sea Upwards of 30 Years,

GEO LITTLE

Latitude Observed 10° 59′ N.
Longitude in 51° 26′ W.

[HS of Mass.]

To the Vice President of the United States, from Captain Thomas Truxtun, U. S. Navy

NORFOLK *13 April 1801.*

DEAR SIR, On my arrival here, I took the necessary measures, to prevent in future any misunderstanding between the American and French Seamen, & I hope as you expressed to me there will be no more of it — I presented in your name to the lovely L— the homage due to superior beauty, Talent &c, and I should rejoice to see her madam President; and who knows but an event of that sort may happen one day or other, accept my dear and valuable friend the assurances of my

highest respect & esteem. —

The Hon^{e} the Vice President
of U. S. —

[HS of Pa. NDA photostat, Truxtun's LB, 1800–1.]

To Lieutenant William Smith, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 13th April 1801

L^{t} W^{m} SMITH

Your Letter of 1 Ins^{t} signifys your Intention of retiring from the service even if the *John Adams* should be ordered for actual service you also decline being put on the half pay List & yet are desirous of retaining your Rank — you will find by the Law Inclosed that they are not Compatible

The *John Adams* is intended to be laid up in Ordinary — You will therefore Ship as many men as will be necessary to Navigate her & proceed to this City, immediately — You will enquire at the Mouth of the Potowmack for a proper Pilot — If you can get John Gough who lives near Leonard town you will prefer him to any other — he has lately sounded the River & can bring (as he says) 20 feet to the Mouth of the Eastern Branch if your ship should draw more you must bring her by the Head —

Should you however find it inconvenient to come with the ship. You may if the other Officers are Capable send her under their Charge after having first prepared the ship in every Respect for her Voyage — You will in such case settle up your account with the Purser — untill

the day of her Departure & draw for the four Months pay allowed by Congress to the Officers who are permitted to retire from service taking care to specify that the Bill is for that precise Object. Mr Crafts the Navy Agent will furnish the money necessary to ship the Crew & to pay up the Officers untill the day the ship is ready for sea, which It is presumed they may have Occasion for

Be assured that your Determination to retire from service is a subject of Regret & that I am &c

For H DEARBORN [*Secretary of War*]
actg Secy of the Navy
S, SMITH

[NDA. OSW, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]
Navy Dept 14th April 1801

Col. BURROWS

The following arrangement is decided on in respect to the Ships & Vessels of the Navy Named, Viz,

The *United States*, to be laid up in ordinary
Ganges---------- Sold at Phila
New York-------- laid up
Adams---------- prepared for active Service
Eagle }
Scammel}--------- sold at Baltimore.
Constitution------- prepared for Service
Congress---------- laid up
Boston---------- Do
Herald }
Warren}---------- to be sold at Boston
Delaware--------- Do at Baltimore
John Adams------ Laid up
Chesapeake-------- prepared for active Service
Constellation------ Laid up
General Greene----- Do
George Washington, to be paid off, orders respecting her Destination suspended, until her condition is ascertained —
Experiment is under orders to carry Troops to St Marys in Georgia

The *United States* & *Ganges* are expected to arrive early in next Month at Philadelphia

The *New York* & *Adams* at New York

The *Constitution, Boston* & *Warren* at Boston,

The *Congress* has arrived there,

The *Delaware* will arrive & discharge at Norfolk, & thence proceed to Baltimore — The *Chesapeake* is repairing at Norfolk — The *George Washington* is expected to be at Philadelphia by this time — The *John Adams* & *General Greene* are ordered round to this place, & all the Ships to be laid up in ordinary will receive similar orders if their draughts of water do not forbid it —

For H DEARBORN [*Secretary of War*]
Actg Secy of the Navy
S, SMITH

[NDA. GLB, Vol. 4, 1800–1801.

To Captain James Sever, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 14th April 1801

Capt JAMES SEVER

A Letter of the 3rd instant from Messrs S. Higginson & Co to the Secretary of the Navy announces the arrival of the *Congress* at Boston; as soon as may be after the receipt hereof you will be pleased to discharge & have paid off the crew of the *Congress* except so many of those who have longest time to serve, as with the Marines on board, may be necessary to bring the Ship round to this place, where it is the intention of the President that she shall be laid up, I request therefore that you will have her prepared to come round at once & either come in her yourself, or send her under the charge of a capable vigilant Officer — A proper pilot must be engaged at the mouth of the Potomak

If you can get John Gough who lives near Leoneard town, you will prefer him to any other, he has lately sounded the River & can bring, as he says, 20 feet to the mouth of the Eastern Branch — If your Ship draws more, you must bring her by the head. —

The Law providing for the Naval peace establishment directs the President to select from the Captains nine Gentlemen, from the Lieutenants thirty six & from the Midshipmen 150 to be retained in service.

It will frequently happen that Gentlemen will prefer declining to the being retained in the service — It is therefore requested that you will, without coming under any engagements inform me whether all the Lieutenants & Midshipmen of the *Congress* wish to continue — such who do not will receive their discharge & 4 Months extra pay — Remember that it is desirable to continue in service those Gentlemen who are the Most promising — Your opinion of the respective merits will therefore be of service —

I enclose you a Copy of the Law For the Monies necessary to pay off your Crew & the repairs & supplies essential to bringing the Ship round to this place you will make your requisitions on Samuel Brown Esqr N. Agent at Boston — Accept assurances of my respect & esteem —

For H DEARBORN
[*Secretary of War*] *act*g *Sec*y *of the Navy*
S, SMITH

P. S Immediately on completing the payments of your Crew &c your Purser must make up his Accounts for settlement & come to this place for that purpose

[NDA. OSW, Vol. 4, 1800-1801.]

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

[WASHINGTON, D. C.]
Navy Dep^t 14^th April 1801

SAMUEL BROWN Esq^r
Boston

* * * * * * *

The *Boston & Constitution* are both ordered to your port. Those ships are among those retained. The former will be ordered to this port: The latter will be continued at Boston & held ready for active service. The *Warren* is also ordered for Boston, on her arrival, deprive her of her arms & military stores, & proceed to sell her agreeably to the orders given respecting the sale of the *Merrimack:* only reserve the Kentledge & have it safe kept. Reserve also, if not too late, the kentledge of the *Merrimack*

For H DEARBORN [*Secretary of War*]
Act^g Sec^y of the Navy
S, SMITH

[NDA. GLB, Vol. 4, 1800–1801.]

To William Jones, Philadelphia, Pa., from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t 14^th April 1801

Cap^t W^m JONES

It is to be regretted that the application for an armed ship to bring Specie from La Vera Cruz & Havanna had not been earlier made. The *Delaware* now there might have been directed to have effected that object the *Herald* sailed from Boston the 4^th Ins^t with orders to Call in all our Cruizers. She goes first to Windward & might perhaps be so long going down as to give opportunity for a Vessell to go from your Port in time to — prevent her from Calling in the *Delaware* but this would be attended with great uncertainty —

By the enclosed Law you will see that six frigates are to be employed Seven laid up & the other ships of the U, S, Sold. Of Course that It would perhaps not be deemed proper by the President to man a frigate for that object However as six are to be employed and may well be employed for a purpose so useful as that of bringing specie to america, I will lay the subject before the President on his Return the 1^st of May — In the mean time It will I presume be expected that every person applying shall on Oath declare that the Specie he intends to bring is Bona fide the property of Citizens of the U, S, and that no foreigner is directly or indirectly interested therein —

I should hope that with such Document to lay before the President that he might be prevailed upon if an object to send a ship

A personal Acquaintance with you will give me pleasure — I shall soon I hope to have that satisfaction. & that of operating with you on subjects that will Conduce to the real happiness of our Country

For H DEARBORN [*Secretary of War*]
Act^g Sec^y of the Navy
S, SMITH

[NDA. GLB, Vol. 4, 1800–1801.]

To Surgeon Samuel R. Marshall, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t 14^th April 1801

Doctor SAMUEL MARSHALL

Your letter of the 3^rd instant has been received —

The arrangements of Congress relatively to the Navy, have imposed upon me the painful duty of permitting all the Gentlemen of your Grade in the Navy excepting six to retire from the public service with an allowance however of 4 months extra pay

You will be pleased, therefore, to consider yourself out of the service of the United States after the 20^th inst^t to which day inclusive, you will make out your account & transmit it to the Accountant of the Navy, who will adjust it & transmit or pay to your order any balance that may be due to you.

Your bill for the four months extra pay, expressing therein that it is drawn for that particular purpose will be paid at sight.

It is to be exceedingly regretted that there is no provision for retaining in service all the Gentlemen of your talents & abilities & I sincerely hope that the same success which has attended your medical practice in the service of the United States, may accompany you in private life —

For H DEARBORN [*Secretary of War*]
act^g Sec^y of the Navy
S, SMITH

[NDA. OSW, Vol. 4, 1800–1801.]

To John Swartwout, New York, N. Y., from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t 14^th April 1801

JOHN SWARTWOUT Esq^r
New York

Such French Prisoners as are now at New York, or may hereafter arrive there to be sent out of the Country & for whom Provisions shall be required by the Commercial Agent of the French Republic, you will be pleased to have supplied with the Customary Rations allowed to prisoners of war on the best terms to be obtained by contract, or money in lieu thereof at the contract price The Ration to consist of 1 ^lb Bread ½ ^lb Meet 1 ^lb Potatoes or other Vegetables equivalent For the Money necessary to this object you will be pleased to call on Daniel Ludlow Esq^r Navy Agent, who on your producing to him this Letter will consider himself authorized to make the advance accordingly

You will also please to call on the commercial Agent for information on the subject.

For H DEARBORN [*Secretary of War*]
Act^g Sec^y of the Navy
S, SMITH

[NDA. GLB, Vol. 4, 1800–1801.]

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

NORFOLK *15 April 1801*

SIR I have written Lieutenant Col. Burrows a letter copy of which I enclose herewith; If Sir something is not done to effect a due observance of propriety in the marine officers, I shall address another copy of this letter with some remarks directly to the President, and this I do not wish to do as I am sensible of the unimportance of the Marine corps, especially in time of peace, and of the injury it might be of to the Colonel of Marines, whoes situation unfortunately renders his present Commission a desirable thing, and as I would sooner promote his interest than do him the smallest injury, but I must do my duty so long as I am in service, without respect to persons, and our Naval affairs are in such a dreadful state of disorder, that total ruin to the service or a well organized system must speedily take place. Lieutenant Colonel Burrows takes upon himself too much, and it is time he should be put right, you will be pleased to Judge on reading my letter to M[r] Burrows, of the necessity of such a letter, without my going into any statement of particular circumstances, as unnecessary, very many of the circumstances being but too generally known here and abroad.

Lieut[t] Col. Burrows puts it in the power of marine officers to quit a ship, without any notice to the commander, and appoints others without even paying the compliment of asking, whether A B or C, be agreeable or not, this conduct is as unprecedented as it is highly improper and disrespectful, and you may aid a reformation, without my noticing the business to the officer acting at the head of the department of the Navy, tho if it was not on account of Burrows himself I would report the marine corps in time of peace unnecessary.

I have the honor to be Dear Sir with great esteem, your very Obd[t] humble Serv[t]

P S M[r] Cocke will deliver to you & to Cap[t] Tingey a present I brought round from Cap[t] Prebble of two Kegs and four Jars to be divided between you.

BENJ[a] STODDERT Esq.

[HS of Pa. NDA photostat. Truxtun's LB, 1800–1.]

To Lieutenant William Flagg, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 15[th] April 1801

L[t] W[m] FLAGG
Charleston S. C

Your letter of the 4[th] ins[t] have been received — It is certainly agreeable to find that Gentlemen in the service of their Country, consider themselves of no party, that they are Americans & bound to support the honor & dignity of their Country — Permit me here to remarke that you are mistaken, when you suppose that the Politics of the Party will be the criterion by which the selection of officers will be made — Merit & services & a due proportion for each state, will be a better criterion — They will govern this Department, &

this rule cannot fail to meet your entire approbation & that of every good American —

The law enclosed does not authorize your holding your Commission in the manner you propose — your resignation is of course accepted —

That your success in life may reward you, for the services you have honorably rendered your Country, I sincerely wish.

You will settle with the Purser up to the day you leave the ship & transmit his Certificate of such settlement —

Your Bill for the 4 Months extra pay, allowed by law to such of the officers as are not retained, expressing therein that it is drawn for that particular object, will be paid at sight —

For H DEARBORN [*Secretary of War*]
actg Secy of the Navy
S. SMITH

[NDA. OSW, Vol. 4, 1800–1801.]

To Lieutenant Samuel Haywood, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 15th April 1801

Lt HAYWARD
Charlestown, S. C

The arrangements of Congress relatively to the Navy have imposed upon me the unpleasant task of permitting all the Gentlemen of your grade excepting thirty six, to retire from the public service —

You will be pleased to make out and transmit your account up to the 1st May inclusive to the accountant of the Navy the balance that may be due you upon an adjustment, will be remitted or paid to your order.

Your Bill for the 4 months extra pay allowed by Law to such of the officers as are not retained in service expressing therein that it is drawn for that express object, will be paid at sight

For H DEARBORN [*Secretary of War*]
actg Secy of the Navy
S, SMITH

[Same letter sent to Lieutenant Cornelius O. Driscoll, U. S. Navy, and to Lieutenant Samuel McCutchen, U. S. Navy, 15 April 1801.]

[NDA. OSW, Vol. 4, 1800–1801.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. S. *Ganges*, Wednesday, 15 April 1801

Light breezes and clear — At 3. PM came too in St Thomas Roads

[NA.]

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

NORFOLK *17th April 1801.*

SIR I have the honor to enclose to you the Commission of Mr Rice a Surgeons mate discharged from the Frigate *President* agreeable to an act of Congress passed the 3rd of March last past.

Mr Martin will be up with his accounts, so soon as he is releived by some other purser. It is not certain I shall proceed in the *President*, I have however ordered my accounts made out, to the first of may, or rather to the last day of april, having received no part of my pay or rations since the 31st day of August last.

It appears to me all commissions and warrants delivered up on an officers being discharged, should be forwarded to the accountant to Justify the payment of extra wages, directed by the act of Congress of the 3d of March as aforesaid: The Secry will of course receive those of officers who resign

I have the honor to be Sir
your very Obt Servt

THOMAS TURNER Esq
Accountt Navy Department

PS perhaps Garretson, Carr or Cocke may be Idle, it is immaterial to me, which is sent, but my former promise as well as Mr Stodderts to Garretson, should be attended to, if he wishes to go, but I have heard he was about to take wife, I wish that prize money account settled, so that Cambell, Speake and others get their money, and that I have done with it, pray aid the finishing of that business.

&c

[HS of Pa. NDA photostat. Truxtun's LB, 1800–1.]

To Lieutenant Colonel Commandant William Ward Burrows, U. S. Marine Corps, from First Lieutenant Newton Keene, U. S. Marine Corp

FRIGATE *President*
17th April 1801

Colo BURROWS

SIR, Your letter of the 9th I received by the Mail of Yesterday and am Sorry to find you have not heard from me Since my arrival at this place, having Written you by Lt Lewis who expected to have left Norfolk for the City of Washington on the 25th of last Month. but being unexpectedly detained he inform'd me, he forwarded the letter by Post.

In my letter of the 14 Inst I mentioned not having seen Capt Truxton, Since which I have Waited on him and being informed he was much displeased with you; I endeavour'd to draw from him by every Possible means (consistent with decency) from what cause his displeasure originates. This he evaded giving me, but during the course of conversation mentioned you had given Orders to your Officers which were improper, or, words to that effect, in answer I told him, he must not believe every thing he heard & that I was convinced you had never given any Orders but those you thought right, he Immediately observ'd that the Duty of Marines on board of Ships in our Service was not Sufficiently understood, he had, had much conversation with you on that Subject & had Written you lately —

In Justice to Capt Truxton I must say he treated me with the utmost Politeness & upon my representing to him the duty which the Officers on board this Vessel wished my Marines to do; & which I would not Suffer, he very Politely observed I was right & that he would give me Written Instructions by which I was to be govern'd,

but as I can never think of Sailing with a man who Views the Corps to which I belong in the Most contemptuous light, together with my ill State of Health & the Probability of a long Cruize in a sickly Climate, you will pardon me my Dear Col[o] for request'g of you to send on Some other first Lieu[t] to releive me. Should you Suppose this request Proceeds from a Wish in me to continue in Service without doing duty, you will in that event consider this letter as my resignation from the Marine Service of the United States — Pray let me hear from you as soon as Convenient & for the Confidence which you have reposed in me during my continuance under your Command, I beg you will accept of my most cordial thanks, & I have the Honour to be,

Your Obd[t] Serv[t]

NEWTON KEENE,
Lt of Marines.

P. S. There will be Wanting to complete the Detachment on b[d] the *President* (if Flannigham is discharged) five Privates & one Corp[l] which men Cap[t] Truxton has order'd me to take from Portsmouth. This I would not wish to do without your Orders —

N. K.

[MCA. LR, 1801.]

[18 April 1801]

To Stephen Higginson & Company, Navy Agents, Boston, Mass., from John May & Son

1801

Dr. Mess. Stephen Higginson & Co. (Navy Agents) for. U. S. Ship *Le Berceau* — To John May & Son

Ap[l]	12	To Rent of Stoves N[o] 16 & 17 from Jan[y] 18 to April — 3 Months @ 18[d]	54	
		" Whfg 24 Guns & Carriages p[r] M[o] 37¢ 9 lb cannon . . . . 3 Months	26	64
		" Whfg 92 Empty Butts, Puncheons &c. 3 months Ea. 5¢ p[r] m[o]	13	80
		" Dockage Ship *Berceau* f[m] Jan[y] 15 to Ap[l] 11. is 85 Days. . . @ 3[d]	255	
			349	44

Boston, April 18. 1801. I certify that y[e] above Account is True & free from Error

ISAAC COLLINS
(*Ship Keeper*)

Boston 24 Aug[t] 1801, Received of Samuel Brown Acting Naval Agent Three Hundred & forty nine Dollars & forty four Cents in full per Duplicates

JOHN MAY & SON

[Mass. HS, Brown Papers.]

Extract from journal of U. S. Frigate *United States*, kept by Surgeon Edward Cutbush, U. S. Navy, 19 and 20 April 1801 (with note of 12 May 1801)

Cloudy and moist

Supposing that we are near the Gulf Stream; I have examined the temperature of the Water every hour.

84 miles on the Log since Noon, Course N by W

I now suppose, we are in the Gulf stream, by the rise of the Thermometer, but, the Water sparkles very much, which is contrary to the observations of Dr Franklin, he says "I find that it (meaning the stream) is always warmer than the Sea on each side of it, and that it does *not sparkle in the night.*"

There was an irregular heavy sea at Six and Seven O'Clock, at this time, the *Seamen* suppose, we enter'd the edge of the Gulf; When the Thermometer rose to 73°; it became more Calm. —

A vast number of Porpoises Seen

Tacked ship and stood N E by N

Cape Henlopen bearing N. 23° W dist 191 miles. Tacked

No bottom with 80 fathoms of line. Very heavy fog. —

This sudden fall of the Thermometer, from 64° to 45° was so remarkable; that I mention'd it to some of the Officers on board, who immediately, had a cast of the Lead, but obtain'd no bottom; sounded every half hour. — Continued foggy. Blows very hard, obtained soundings in the night with 50 fathoms of line, this morning 23 fathoms. 1 OClock 15 fathoms. Took a pilot on board 3 PM. Wind blows very heavy, with Thunder and Lightning. —

I am convinced from the above experiments, in Addition to those of Dr Franklin, Jonathan Williams Esqr and others that the Thermometer may become an Instrument of great utility in the hands of Navigators; it doubtless, gave notice, when we enter'd the Gulf Stream in Decr last, by a rise of 15°; and in April 1801, by 10° increase of heat. The sudden fall of the Thermometer, when we approached Soundings on the Coast of America; is in my Opinion sufficient to Convince Every unprejudiced mind, that it is a useful and valuable Nautical Instrument. —

NB The Experiments to ascertain the temperature of the Air and Water, were uniformly made from the Ship's gallery. —

FRIGATE *United States*
May 12th 1801. —

[Am. Philosophical Society, copy Wm. B. Clark.]

To Master Commandant J. A. Spotswood, U. S. Navy, from Abishai Thomas for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 20th April 1801

J. A. SPOTSWOOD
Norfolk

Immediately on your arrival at Norfolk you will discharge the Crew of the *Delaware*, except so many as may be necessary to navigate her to Baltimore, and have them paid off, for which Wm Pennock Esqr N Agent will furnish the necessary monies to your Purser on

your requisitions — you will then divest the Ship of her Guns & other Military stores which you will deposit in charge of M[r] Pennock taking duplicate receipts for the same one of which you will be pleased to transmit to this department, & as soon as may be proceed with her to Baltimore where she is to be sold & where you will receive further instructions —

By the act providing for a Naval peace establishment, Thirty six Lieutenants & one hundred & fifty Midshipmen are to be retained in service — you will be pleased to let me know without coming under any engagement, the names of all the Gentlemen of those Grades belonging to the *Delaware* who wish to continue, such who do not will receive their discharge & 4 months extra pay — Remember that it is desirable to retain in service those Gentlemen who are the most promising your opinion therefore of their respective merits would be of service —

I enclose you a Copy of the Law —

For H DEARBORN [*Secretary of War*]
act[g] Sec[y] of the Navy
sign'd A THOMAS

[NDA. OSW, Vol. 4, 1800–1801.]

To William Pennock, Navy Agent, Norfolk, Va., from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep[t] 20[th] April 1801

WILLIAM PENNOCK Esq[r]

On the arrival of the Ship *Delaware* at Norfolk, which may be daily expected her Crew is to be paid off & discharged except so many men as may be necessary to navigate her to Baltimore to which place She is to proceed as soon as may be, being first divested of her Guns & Military stores which you will be pleased to receive in charge giving duplicate receipts therefor to Cap[t] Spotswood — Gen[l] Smith being now at Baltimore it may be three or four days before a remittance will be made you to meet the above object, If it should happen that the Ship arrives before the funds to pay her off, I pray you not to let her be delayed on that account, even if you are obliged to advance money of your own, you may assure yourself of being reimbursed immediately

The Brig *Eagle* L[t] Bunbury & *Scammel* L[t] Jones, on returning from their present Cruize are destined for Baltimore, if they should touch at Norfolk without particular orders, be pleased to communicate this information to them — I likewise give you the destination of the following vessels for a similar reason — The *United States & Ganges* are intended for Philadelphia The *New York & Adams* for New York The *Constitution, Boston, Warren, & Herald* for Boston —

For H DEARBORN [*Secretary of War*]
Act[g] Sec[y] of the Navy
S, SMITH

[NDA. GLB, Vol. 4, 1800–1801.]

Extract from Log Book of the U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, Monday, 20 April 1801

* * * * * At 7 A. M Saw Sail in the S E Made Sail & gave Chase —

At 10 Spoak the Chase. A Brig from Cork Bound to Barbados the brig *Trinety*, Peter Foster Master —

At Meridian Wore Ship to the Northard

Latitude Observed 13° 04′ N.

Longitude Observed 53° 24′ W.

[HS of Mass.]

[21 April 1801]

Memorandum of agreement between William McClennen and John Sanders, of Boston, and Samuel Brown, Navy Agent, of Boston, with reference to rigging the *L'Berceau*

Memorandum of an Agreement made and concluded between William M^{c}Clennen and John Sanders of Boston Riggers on the one part, and Samuel Brown of said Boston acting as Naval Agent for the United States on the other part

WITNESSETH

That for and in consideration of the sum hereafter mentioned the said M^{c}Clennen and Sanders do agree with the said Brown in the manner following — viz^{t}. That they will completely rig the French Corvette *L'Berceau*, now in the port of Boston, in every part, excepting in such particulars as are hereafter mentioned, and more particularly that they will take out all the Spars and Masts now on board, and get in and step the lower Masts and Bowsprit gammon and rig the bowsprit and bumkins, rig the jib-boom and flying jib-boom, with spritsail and spritsail topsail yards across and completely rigged for bending Sails — That they will rig the foremast fore topmast and fore top gallant mast, with royal, top gallant, topsail and lower yards across, and completely rigged for bending Sails — with top mast and top gallant steering sail booms on the yards and their rigging rove, with two runners and tackles on the mast with lower yard tackles two top burtons and rolling tackles to the topsail yard. The topmast with top tackle pendant blocks and falls — the lower yards to hang with slings and geers. Also, to rig the mainmast, main topmast and main top gallant masts with yards in same form and manner as is particularly specified for the fore rigging. Also to completely rig the mizen mast, mizen topmast & mizen top gallant mast as before particularly mentioned for the other masts, and with studding sail geer, gaff, spanker, & ring tail boom with tackles to the lower mast and topmast. And the said M^{c}Clennen & Sanders do agree that the said rigging shall be well and sufficiently stretched, properly wormed, parslined, sewed and leather'd in a workmanlike manner, and to the satisfaction of the said Brown. And the said M^{c}Clennen & Sanders do agree that the said rigging shall be ready & fitted for going on the Mast heads on or before the fifth day of May next and that the top gallant yards shall be across & every thing completed for bending Sails on or before the twentieth day of May next.

And the said Samuel Brown doth on his part agree, with the said M^{c}Clennen and Sanders, that the Bowsprit, Masts Yards and Spars

shall be delivered along side the said Ship free of expence to the said M^{c}Clennen and Sanders — and that the Truckage of the Rigging to their loft and from thence to the Ship shall be at the expence of the United States. And the said Brown doth agree to pay to the said M^{c}Clennen and Sanders in consideration of their faithful performance of their Contract, and in full of their services the sum of Seven Hundred & ten Dollars to be paid them at his the said Browns option as the work progresses and at the completion of the said work to pay them the Ballance which may be then due on demand. And that no misunderstanding may take place it is understood between the parties, that the said M^{c}Clennen & Sanders, are not to fit the necessary rigging for the Anchors or Cables as the davids, fish, tackle, geer, Stock tackle, Anchor deck, bit, dog or wing Stoppers, — the luff tackles, jigger or stay tackles, nor fit the top or boarding nettings.

And to the true and faithful performance of this Agreement we do hereby bind ourselves in the penal sum of five hundred Dollars,

Signed sealed and delivered this twenty first day of April 1801.

M^{c}Clennen & Sanders

Witness.
Sam^{l} A. Wells
J Prince

[Mass. HS, Brown Papers.]

To Purser John Martin, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

Norfolk 22nd *april 1801*

Sir I received this morning your letter of yesterday, with one enclosed from Luther Baldwin it appears that Baldwin will expect pay for his Negro Jim for one year, and in order to prevent his disappointment, and to convince him there was no deception intended, as is the case sometimes by recruiting officers, you will make up his mans account to the first of may, and lodge the balance with Thomas Turner Esq^{r} Accountant for the department of the Navy, on whom I shall direct Baldwin to draw for the same the slave must remain on board and not be discharged, untill the time for which he entered expires, which will be the fourth of September next, the day that the *President* sailed from Sandy hook.

You will also before you go to Washington leave with your successor as Purser (should you have one which from the mode of transacting business at the Navy office seems necessary as the accounts are settled of every ship or so intended, as soon after she is paid off as possible) an order to detain the pay of this slave Jim and to pay the same into the hands of M^{r} Turner as aforesaid subject to the order of his master.

I find M^{r} Dent has a furlough from the late Sec^{y} of the Navy M^{r} Stoddert, dated the 27th of april, he can only therefore be paid up to that time by you, but I will give him a certificate of the time he has been on service since, those that have resigned can only be paid up to the day of their resignation, but those officers who continue may be paid up to the first of may next, as you know how particular (and very properly) they are at the department of the Navy in settling

Accounts it is highly necessary for every person doing business therewith to be as much so.

I am your Ob^{dt} Serv^{t} &c.

JOHN MARTIN
Purser.

[HS of Pa. NDA photostat. Truxtun's LB, 1800–1.]

To Lieutenant John Mullowny, U. S. Navy, from Abishai Thomas for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 22nd April 1801

Cap^{t} MULLOWNY
Philadelphia,

Immediately on the arrival of the *Ganges* at Philadelphia her crew must be discharged paid off, & your purser must make up his accounts for settlement & come on with them to this place for that purpose as soon thereafter as may be

M^{r} George Harrison will furnish the necessary monies on your requisitions.

You will then be pleased to divest the ship of her Guns & other Military Stores and deposit them in charge of Capt Gill Navy Store keeper, taking duplicate receipts for the same — You will make out a compleat Inventory of the Ship her sails, tackle apparel & furniture which with the Navy Store keepers receipts for the articles delivered him, you will present to M^{r} Harrison

The Act providing for a Naval Peace establishment directs the president to select from the Captains nine Gentlement, from the Lieutenants thirty six & from the Midshipmen 150, to be retained in service — It will frequently happen that Gentlemen will prefer declining to being retained in service, it is therefore proper that you should, without coming under any engagement inform the Secretary of the Navy, whether all the Lieutenants & Midshipman of the *Ganges* wish to continue, such who do not, will receive their discharge & 4 Months extra pay

Remember that it is desirable to retain in service those Gentlemen who are the most promising, your opinion therefore of their respective merits would be of service — It is also desirable that you should point out in your report who of the Officers are Americans & who if any are foreigners —

For H DEARBORN [*Secretary of War*]
act^{g} Sec^{y} of the Navy
Ab, T,

[NDA. OSW, Vol. 4, 1800–1801.]

To Secretary of the Navy from Lieutenant M. Simmones Bunbury, U. S. Navy

On board the UNITED STATES BRIG *Eagle*
April 22nd 1801,
S^{t} Pierres Martinico

SIR I have wrote you by several opportunities since my arrival on this Station, nothing particular had occurred untill the beginning

of this Month, at which time I was obligated to arrest Charles Webb Surgeon, for Ill Language to me in presence of my Officers & Crew, & likewise Cruel treatment to one of the Crew, the 11 Ins[t] Commadore Barry order'd a Court Martial to be held on board the *Ganges*, where Doctor Webb, was tried & Cashierd by the decission of the Court, I was order'd by the Commadore to have him paid his wages & land him at S[t] Kitts at which time I was then at Anchor, Thomas D Price was sent on board the *Eagle* from the *United States*, as surgeon, It has ever been my practice to support my Officers in the several Duties & Stations but never to uphold them in their Cruelty, which has been done by the aforesaid Surgeon,

Sir I am with due respect &
have the Honor to be
Y[r] M[t] Obed[t] Hum[le] Serv[t]

M, SIMMONES BUNBURY

SECRETARY OF THE NAVY
City Washington —

[NDA. Misc. L., Vol. 2, 1801.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. S. *Ganges*, Thursday, 23 April 1801

Moderate Breezes & pleasant
At 6 PM the Island of Navaza bore N N W about 5 Leagues Distance—
At 5 see Six Large Sail standing to South[d] & Eastw[d]
Lat Ob[d] 18°26′ N.

[NA.]

To Captain Daniel McNeill, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 25th April 1801

Capt M[c]NIELL
Baltimore

Imm[y] on your arrival you will deliver to Mess[rs] Lemmon & Johonnot Auctioneers who will present this letter a Compleat Inventory of the *Portsmouth* & her Equipments of every kind except armament the whole of which It is presumed has been Landed at norfolk Retain one of your officers & a few Men to take Care of the ship untill she should be sold — the Remainder you will discharge —

By order of H DEARBORN [*Secretary of War*]
act[g] as Sec[y] of the Navy
S. S.

[NDA. OSW, Vol. 4, 1800–1801.]

To Lemmon & Johonnot, Auctioneers, Baltimore, Md., from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 25th April 1801

Messrs LEMMOND & JOHONNET

Present the Inclosed to Capt McNeill Immy on the Arrival of the *Portsmouth* from whom receive an Inventory of the [Public stores] & her Equipments, Advertize her for sale at public Auction, giving fifteen Days Notice in the Papers of Alexandria, Balte & Philadelphia The term of sale will be 6 & 9 Mos Creadit for notes with two approved securities — The Provisions that may remain on Board must be landed & sold seperate from the ship as well as the Iron Ballast —

For H DEARBORN [*Secretary of War*]
Acting Secretary of the Navy
S, SMITH

[NDA. GLB, Vol. 4, 1800–1801.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. S. *Ganges*, Saturday, 25 April 1801

Pleasant Weather & cloudy — At 6 PM. Cow bay bore NW ½ W distance about 2 Leagues. Yellow Point NNE, 1 League & Port Royal W b N about 7 Leagues — At ½ past 6 PM. A Pilot came on board At 10 as we entered Port Royal, fired a salute of 15 Guns which was answered by the Admirals Ship — At ½ past 10 Came too in 7 fathom Water — and saluted Port Royal, which was returned —

[NA.]

To General Samuel Smith, for Acting Secretary of the Navy, from Captain Alexander Murray, U. S. Navy

PHIa *April 26th 1801*

Genl S. SMITH

SIR The state of Mind I have been in since the unfortunate Event of the *Constellation* hath precluded every thought but that for the preservation of the Ship I am now so far releived from apprehensions of any material damage & so certain of floating her in a day or two, & that the cost will not much exceed $5000 that I can now reply to your Letters of the 11th & 15th Inst —

As it is the desire of the President to have all the Ships destined to be laid up removed to the City of Washington, I must inform you that the *Constellation* is of the greatest draft of Water of any Ship in the U S. service & cannot be brought to a less draft than 19 or 20 feet with all her guns & stores out her common draft is 22.6 Inches, & had this circumstance been made know to me a few days earlier she might have [been] taken round at little expence as the time of two thirds of her Crew were unexpired but now the late disaster will occasion a very great expence to move her as every Article must be got out & dryed and a great part of her Riggin is very much injured or destroyed from the situation in which she lay when we strip'd her of her Tackling & if I may be allowd to give my advice on that head

I woud recommend a Public sale of all the damaged cordage & stores of every nature which at this time may command a good price and by the time the Ship is wanted the same articles might be had new & nearly what it woud now sell for & which must be useless in its present state —

I have notified to the Midshipmen that are to be retaind in service & informd them of their destinations but several hath behaved very improperly since our misfortune particularly Mr Mason, Mr Cox & Mr Yancey — who are living here in a discepated manner, and never been near the Ship since that period —

I must now beg leave to intrude further on you with what regards myself, as a public officer I have nothing to expect but slander & malicious reports tho I regard it but little being supported by a conscious rectitude of conduct, but as malice will somtimes bear a sterling worth unless confuted by truth I must in vindication of myself to the President state the real facts respecting the calamitous state of the *Constellation* —

Reports have gone abroad that this circumstance happened through neglect & that I had neither Officers or Men on board at the time, the report is as faulse as it is injurious to my reputation the Ship was perfectly well moord at half Cables length Ebb & Flood and as I beleived in as wide a part of the Channel of the River as any near the City never harbouring a thought of being so near a hard sand bank as not to admit of room to swing to her Anchors, tho I will admit that she brought home her Ebb Anchor about 15 fathoms as will frequently be the case before an Anchor can get a good set in the ground, the Wind blew very hard from the N W & in the night or about 1 A. M. in tending she got on the bank the tide then runing down very strong so that there was no chance of heaving her off[f] at that time but the Officers then on board Viz two Lieuts the sailing Master Gunner, Sail Maker with the whole Corps of Marines in all about 50 Men, presumed the Ship woud make a bed in the Mud & float the next tide but contrary to every expectation they soon found the nature of the Bottom & upon perceiving the Ship crean [careen] they shut in all her Air Ports long before the Water got to them & secured the Ship as well as time & circumstances woud admit of, sending me due notice, when I got down I found the tide uncommonly low but had no fears of the Ship falling over as she has done when in a few minutes she went over without giving time to the Officers then on deck to save their baggage in the Wardroom the Water entering the Hachways so suddenly, after which we began to strike Yards & top masts as quick as possible & ever since the utmost exertions have been made day & night for the preservation of the Vessel & stores, striving against the very elements for the Weather hath been uncommonly bad & hath retarded our operations very much — You Sir from a long standing acquaintance I hope will form a right conjecture of this business as I beleive & hope you are convinced that I am not nor ever was in the habit of neglecting my duty to the public we have served arduous Campaigns together in which I never flinch'd from my duty & as the greater portion of my life hath been devoted to public service much to the prejudice of my fortune as well as Constitution I shall deem it a hard case at the close of a War to labour under any bad

impressions so illy founded, all I beg is a candid review of all my transactions in public Life from the first to the present period —
Yours & &c —

Gen[l] SMITH [for]
Act[g] Sec[y] of the Navy

[NDA. A. Murray's LB, 1799–1805.]

To Midshipman Robert C. Rosseter, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 28[th] April 1801

M[r] R. C. ROSSETER
Midshipman Baltimore

The act providing for the Naval peace establishment has imposed on me the painful task of permitting all the Gentlemen of your grade to retire from the service of the United States except one hundred and fifty — You will be pleased to make up your account for pay & subsistence to the 1[st] of may next. from which period you will consider yourself as out of service, & transmit the same to the accountant of this department for settlement — your bill for the 4 months extra pay allowed by the said act, expressing therein that it is drawn for that particular object will be paid at sight —

FOR H. DEARBORN [*Secretary of War*]
act[g] Sec[y] of the Navy
S. SMITH

[NDA. OSW, Vol. 4, 1800–1801.]

To First Lieutenant Anthony Gale, U. S. Marine Corps, from Lieutenant Colonel Commandant William W. Burrows, U. S. Marine Corps

WASHINGTON
28[th] April 1801

L[t] A. GALE.

SIR you will collect the Marines of the *George Washington* & the *Ganges*, and Ship them round to me, you may add to them, all the worst men at Barracks, so as to leave none but sound good looking men, as there will be but few there I wish them to be of the best. — such as require to be discharged, will be, when, I receive the Certificate of Doctor Strong. — The Contractor must get a Passage for the Marines & lay in at least 15 Days Provision, I suppose their Passage might be procured at about $3 or 4 each, The sergeants & Corporals of each Detachment to come round with their men, when the Marines arrive here, they shall be clothed & paid. —

Remember to send Guard, Fifer, Truxton has permission to stay on shore, & Cap[t] Dale is ordered to Command the Squadron. —
Your Ob[t] Ser[t]

W. W. B.
L[t] C. C
M. C

[MCA, LS, 1800–1801.

Extract from Log Book of the U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, Tuesday, 28 April 1801

* * * * * At 3 p. M Come up with the Chase She proved to be the Brig *Commors* From Norfolk. Bound to Tobago out 19 days; Sam[l] Childs Master Bore away to the westward, Expecting to mak Barbados at the sons seting At 8 P M Took in the Light Sails and Dubble Reefe[d] the top sails, Hawld the Wind to the Northard —

At 12 wore ship to the Southward

At 4 A. M bore away to the westward and made sail —

At 6 A. M made the Island of Barbadoes Bairing W S W Distance 6 Leagues At 10 Hauld to the N W —

At Meridean the N W point of Barbadoes Bore South ½ East distance 4 or 5 Leagues

Pleasent weather —

Latitude Observed 13° 34′ N.

[HS of Mass.]

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

[Washington, D. C.]
Navy Dept 29th April 1801

Samuel Brown Esq[r]

Your letters of the 12[th] & 17[th] Inst have both been received during my absence from the seat of Government, the former declining the appointment of Navy Agent will be a subject of real regret to the President who is expected this day & to whom I will shew your Letter — Gen[l] Dearborn has already written you that your Services must be made use of until he will have the pleasure of seeing you. — Indeed [word illegible] on the change of any of the officers of the Government it is of immence importance that they be replaced by characters of the first respectability — To commence the new administration Gentlemen who wish its success must make some sacrifices — I am aiding here without any emolument whatever until the President can fix on a proper character & I must trespass further on your time — The payment of the Crew of the Ship *Congress* I presume is finished & the Ship nearly ready to proceed to this city Agreeably to orders sent to Capt Sever the 16[th] ins[t] If she should want provisions there were in public store 205 Blls beef & 55 of Porke, from which supply her.

Agreeably to returns from the late agents Mess[rs] Higginson & C[o] there were in Store on the 1[st] Ins[t] 164 Tons 2[C] : 0[Q] : 2[lb] Hemp & 8[T] — 15[C] : 2[Q] : 8[lb] of Cordage from the latter you can supply the *Burceau* & *Congress* with what Cordage they may require If not you can engage hemp for cordage on the best terms in your power to supply any deficiency —

It appearing scarcely probable, that there will be any immediate want for the large quantity of hemp and Cordage now in the public Stores & hemp being now at a high price & a real want thereof being already felt by our Commerce, it is deemed proper to sell a part thereof. I therefore request that you will sell on the best terms in your power sixty Tons of Hemp now in the Public Stores — taking care to inform all the Rope Makers that you mean to sell. I believe the present price at New York is from $350 to $400 P[r] ton —

The timber for the 74 Gun Ship as it arrives must be placed with that already at the Old Navy Yard — Every operation respecting the Navy Yard, which can be, must be suspended, until the whole subject can be fully understood & digested.

For H DEARBORN [*Secretary of War*]
[*Acting Secretary of the Navy*]
S, SMITH

[NDA. GLB, Vol. 4, 1800–1801.]

To Secretary of the Navy from Nathan Goodale, Clerk of District Court of Massachusetts

BOSTON *April [29] 1801*

SIR! Pursuant to a circular Letter from the Navy Department I have the Honor to inform you of the French Vessels which have been brot into this Dist^{t} and of the Decrees respecting them. —

At a Special Dist^{t} Court 24th March 1800 —
George Little Commander of the Ship *Boston* for himself Officers & Crew Libell^{ts}
vs
Ship *Le Deux Anges* —
Jean Chevrett Claimant —

This Ship was a private arm'd Vessel sailing as a Letter of Marque under a Commission from the Republick of France — And at an adjourn'd meeting of the same Court viz^{t} on 21st April following the said Ship & Cargo were decreed forfeit, when the said Jean Chevret claim'd an Appeal to the then next Circuit Court, which was granted — And at the Circuit Court June Term 1800, the Decree of the Dist^{t} Court was affirm'd and the Vessel & Cargo order'd to be sold at public Auction — Cap^{t} Talbot having interpos'd a Claim for a moiety of the Captors part, the money arising from the sale to be paid into Court to be Kept for the further order of Court — At the next October Term Distribution was order'd to be made according to law

At the same District Court of March 24th 1800 —
Charles Russell Libell^{t} — Commander of the Ship *Herald* —
vs
The Schooner *Mutine* —

This Sch^{r} was a Guadaloup Privateer — Decreed forf^{t} and sold by order of Court —

At the Dis^{t} Court June Term 1800 —
Benjamin Hillar Commander of Brig^{t} *Pickering* — Libell^{t}
vs
Sch^{r} *L'Active* —

This Sch^{r} was also a French Privateer — Decreed forf^{t} and sold by order of Court —

One half of the N^{t} proceeds of these Vessels paid to the Treasurer of the Un^{d} States thro' the Branch Bank —

At the Dist^{t} Court Sep^{t} Term 1800 —
George Little Libell^{t}
vs
Proceeds of the Sloop *Hereux* & Cargo

This was a small French Vessel laden with Coffee being in a Leaky

condition, when taken, very soon sunk, previous to which Cap[t] Little took out a quantity of Goods which he sold at Cape Francois for $7213.25 Cents deposited in Court in Specie — this case is still in Court & undecided for want of Proof, Cap[t] Little having put all the people of the Sloop on shore at Cape Francois — and no Claimant has appear'd —

At the District Court Dec[r] Term 1800 —
Geo: Little et al: Libell[ts] —
vs
Ship *L'Berceau* —

Decreed forfeit & order'd to be sold giving time for Government to have an opportunity of purchasing her if they should think proper She was a fine Ship belonging to the Republic of France

N[t] Am[a]. Sales		$20, 687. 40
One half to Un[d] States	10, 343. 70	
Ditto to Captors	10, 343. 70	
		20, 687. 40

The Un[d] States part in Branch Bank —

The greatest part of the Vessels taken by the American Cruisers have been sent in to the W. I. Islands the fate of which I know nothing of —

I am very respectfully —
Your h[umble] st,

N GOODALE —

[NDA. Area 7.]

To Captain Daniel McNeill, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 30[th] April 1801

Capt M[c]NEILL

I observe the *Portsmouth* has arrived at Baltimore — you will please haul her a long side the Wharf at which the Public Vessels are generally placed and discharge her crew as directed in my Letter to you of the 25[th] instant M[r] A Campbell will furnish money on your requisitions sufficient to pay them off —

For H DEARBORN
S. SMITH

[NDA. OSW, Vol. 4, 1800–1801.]

To William Maley, formerly Lieutenant, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 30[th] April 1801

M[r] William Maly
Philadel[a]

It is understood that there are Monies in your hands arising from the sales, & Cash taken out of French Armed Vessels captured by the Schooner *Experiment* when under your command in the west

Indies, particularly the sloop *Bon Amie* & the Schooner *Amphitheatre*, of which no account has been rendered to this department —

I request therefore that you will without delay transmit to this department, an complete statement of the transactions with the accounts of sales of the Vessels or articles taken from them, your account of the application of the Monies, in Short a comprehensive view of the whole business that it may at once be ascertained where & how that portion of the monies accruing to the United States may be obtained —

For H DEARBORN
S. SMITH

[NDA. OSW, Vol. 4, 1800–1801.]

To Lieutenant John B. Cordis, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 30th April 1801

Lt J B CORDIS
Norfolk

The Arrangements of Congress relatively to the [Navy] have imposed upon me the unpleasant task of permitting all the Gentlemen of your grade in the Navy, excepting thirty six to retire from the service with an allowance however of four months extra pay. You will therefore be pleased to make out your account up to the 15th May next inclusive & transmit it to the accountant of the Navy who will have it adjusted & the balance that may be due sent. you or paid to your order:

Your bill for the 4 Months extra pay perticularly expressing that it is drawn for that object will be paid at Sight

For H DEARBORN
S SMITH

[NDA. OSW, Vol. 4, 1800–1801.]

Extract from Log Book of the U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, Thursday, 30 April 1801

Morderate and thick Cloudy weather.

At ½ past 3 took in all the Light Sails —

At 6 P M the North part of Dominico Bore E N E distance 3 Leagues, a Ship in sight bairing Down on us, took in Sail, Cleared Ship for Action All Hands to quartors.—

At 7 the above mentiond hauld the Wind from us, Come on Dark lost sight of her —

At 8 A M, abrest of Guardalupe severeal Sail in sight —

Spoak a Schooner from Martinico Bound to Plymouth, Loucas Commander * * * * *

[HS of Mass.]

To Captain John Barry, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 1st May 1801

Capt BARRY
Philadelphia

The arrival of the *United States* in the Delaware is announced — Immediately on receipt hereof you will be pleased to discharge & have paid off the Crew of that ship except so many as may be necessary to Navigate her round to this place where it is intended she shall be laid up & where you will be pleased to proceed with her as soon as may be, having first deposited your powder under care of Capt Gill Navy store keeper, at the arsenal on Schuylkill, taking duplicate receipts for the same which you will deposit with George Harrison Esqr who will furnish the necessary monies to pay your crew on your requisitions, when you proceed with the Ship as far as the mouth of the Potomak a proper pilot must be engaged If you can get John Gough who lives near Leonard Town, you will give him a preferenc to any other, he has lately sounded the River, & can bring, as he says, 20 feet to the mouth of the Eastern Branch, if the *United States* draws more, you must start her water & bring her by the head.

The Act providing for the Naval peace establishment, directs the President of the United States, to select from the Captains Nine Gentlemen, from the Lieutenants 36 & from the Midshipmen, 150 to be retained in service — It will frequently happen that Gentlemen will prefer retiring to the being retained in service, It is requested therefore that you will without coming under any engagement inform me whether all the Lieutenants & Midshipmen of the *United States* wish to continue, such who do not will receive their discharge & 4 Months extra pay — Remember that it is desirable to retain in service those Gentlemen who are the most promising — Your opinion of their respective merits will be highly acceptable —

If you have Officers on board your Ship in whose capacity to bring her round you have perfect reliance, you may commit that duty to them instead of coming in her yourself — If you have more provisions on board than is necessary to bring the Ship to this place you will deliver to Capt Gill in Philadelphia all the surplus which will serve to lighten the ship — taking duplicate receipts as in the case of the powder —

For H DEARBORN
S. SMITH

[NDA. OSW, Vol. 4, 1800–1801.]

To Jacob Sheaffe, former Navy Agent, Portsmouth, N. H., from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 1st May 1801

JACOB SHEAFE Esqr
Portsmouth, N. H

Mr Woodbury Langdon being appointed to succeed you in the Navy Agency at Portsmouth. I have to request that you will be pleased to

deliver into his hands all the public property in your possession, or under your care, taking Duplicate receipts therefore one of which, you will transmit to this office. And as soon thereafter as may be, you will prepare & forward to Thos Turner Esqr Accountant of this Department, all your accounts as Navy Agent, so as to effect a final settlement of your transactions in that Department

For H. D
S, S,

[NDA. GLB, Vol. 4, 1800–1801.]

[1 May 1801]

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

	Dollars
Amount of bill of Exchange received from Mr Biddle	2021. 92
£100 Error in Clarksons account for which H Benbridge has drawn a bill of Exchange	242. 42
Amount of the *Syren & Mehitable*	2264. 34
of the *Lewis* [or *Louis*] pr Clarksons account £1117.4.7 St Kitts currency calcul[ated] @ 9/ the dollar	2482. 66
	4747. 00

Dear Sir I have received a letter from Lieut Speak this day, that officer writes to me in as pressing a manner, as if I was benefitted by the money above stated, none of which have I had any advantage from, the whole amount having laid in the bank of Pennsylvania since it was received except the $2021.92 which was the same thing, as it lay dead in Mr Biddle's hands as will appear by his account current with me

The Schooner *Lewis* & Cargo I am certainly entitled to ½₀ of as the commanding officer when she was taken and sent to St Kitts where she arrived previous to my leaving the station: and tho the *Syren & Mehitable* was captured after I left the station, I beleive the Captors were acting under my orders, and if so I am entitled to ½₀ of each of those prizes, but if they were acting under the orders of my successor to the command on the St Kitts Station he & not me must be paid the said proportion, I am also entitled to a Commission on this unsought business passing thro my hands and causing me both trouble & expence, Captain Campbell, Lieut Speak & Captn Bright of the Revenue Cutter are stated to be the Captors: If no other U S Vessels were in sight, they and their crews, are entitled to the proportion allowed by Law to Captors in prize cases & should be paid, the remaining proportion should then be disposed of as Congress have directed by an Act.

It is impossible for me to give up my time, to this sort of Agency which I never wish to be troubled with & never should, had it not been for the misfortune of Henry Bainbridge in trade which as soon as I heard of (having lost by him $17,000) I took this Publick business out of his hands tho I dont beleive he would have blended it with his other concerns, Clarkson did wrong and disobeyed my orders, in not

settling with the Captains respectively for their prize money on the spot, and he had no business to send Benbridge a dollar of it, however the above three vessels, are the only prizes that he did not settle or negotiate with the Captains or pursers immediately concerned therein.

I do suppose that there must be due to me prize money for a number of vessels taken by the Squadron in the West indies but none of the Captains as yet have paid a shilling except Hilliard, who directed his agent to pay me before he last sailed some two or three hundred dollars which M^{r} Biddle says was correct. Captain Campbell being absent you will not be enabled to proportion perhaps the share due to each crew concerned in these Captures, but I must beg of you to consult M^{r} Stoddert, & Captain Tingey as well as M^{r} Speak, & get this business settled, so that I hear no more about it, and for the balance, deducting what is coming to me request the Secr^{y} of the Navy to draw on Charles Biddle Esquire Philadelphia, and he will pay it.

I have this day examined all my bills and expence since 1794 & have stated an Account, & find after giving credit for pay & rations, I should have sunk 12000 dollars since I laid the Keel of the *Constellation* besides my lost time & Support of family from private fortune, had I not captured the *Insurgente*, Consequently it is not for me now to throw away a commission that is due to me or ½₀ of any prize taken where I have commanded & am entitled, there is gun & head money that the Government owes, which should be paid in several cases But I have not leisure now to think of it.

I am very respectfully your
Obed^{t} humble Serv^{t}

PS Clarksons Sales of the *Lewis* I enclose you that of *Syren* & *Mehitable* you have got pray settle this business and make my compliments to Tingey

THOMAS TURNER Esq^{r}
Accountant of Navy Department

NORFOLK *May 1 1801*

[HS of Pa. NDA photostat. Truxtun's LB, 1800–1.]

Extract from Log Book of the U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, Friday, 1 May 1801

* * * * * At 10 A M Come to Anchor in Basstar Rhode, S^{t} Christphors A fleet of English Ships Consisting of 300 Sail, in the Rhode — Waiting for Convoy —

[HS of Mass.]

To Daniel Ludlow, Navy Agent, New York, N. Y., from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^{t} 2nd May 1801

DAN^{l} LUDLOW

I have received yours of 2nd ult^{o} The ship *Connecticut* must be sold for what she will bring.

With respect to the water Casks it appears to me that you had better leave on board enough to serve her fully for an India voy-

age — & sell the rest separately. It would perhaps be a saving, to take from on board the ship every thing superfluous or unnecessary in the Merchant service & sell them separately — of this you will be better able to judge —

Calvin Stevens bill for 76 dollars in your favor is placed to your credit.

Not having Cap^{t} Derbys return I can give no directions about his officers —

For H, D
S. S.

[NDA. GLB, Vol. 4, 1800–1801.]

To Lemmon & Johonnot, Auctioneers, Baltimore, Md., from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^{t} 2^{d} May 1801

Mess^{rs} LEMMON & JOHONNOT
Balt^{o}

You will be pleased to sell with the *Portsmouth* 50 of her Water Casks, all her sails, Carpenters Joiners & Coopers stores, and reasonable cabin Furniture — The Armourers stores must be landed & preserved —

The extra Cabin furniture, Pig & Kentledge Ballast, extra Water Casks, & provisions to be sold in seperate lots, say 10 Ton Ballast in a lot. You may have the ship discharged by the men now on board, or labourers as you judge best.

For H D —
S S —

[NDA. GLB, Vol. 4, 1800–1801.]

To Captain P. W. Marrener, New York, N. Y., from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 2nd May 1801

Cap^{t} P. W MARRENER
New York

Upon coming into the Navy Department I find your letter of the 8th March. —

Knowing of no prize taken by you, I cannot answer your Quary upon the subject, in relation to the mode of your obtaining satisfaction therefor —

You have been paid for the services of the Brig *Resistance* eighteen hundred & Seventeen Dollars & 2 Cents which I presume covers all your demands against the United States for that service —

For H. D
S. S.

[NDA. GLB, Vol. 4, 1800–1801.]

To Captain George Little, U. S. Navy, from Samuel Smith for Acting Secretary of Navy

[WASHINGTON, D. C.]
Navy Department May 2nd 1801.

SIR I wrote you on the 4th instant directing the *Boston* to repair to this City — Since that it has been thought proper that She Shall remain at Boston for further orders — You will therefore direct your crew to be paid off, reserving only So many as may be necessary to take care of the Ship — You will as before directed report the names of those Officers who wish to remain in Service, & will apply to Mr Samuel Brown for the Money necessary to pay off your crew & for other charges

Accept assurances of my respect & esteem —

For HENRY DEARBORN
Actg Secy of the Navy
S. SMITH.

Capt GEO. LITTLE
Boston

[F. D. Roosevelt Col.]

To Samuel Smith for Acting Secretary of the Navy from Captain Alexander Murray, U. S. Navy

MAY 3rd *1801*

SIR Tis with real satisfaction that I can now have the Honor of advising you of our success in floating the *Constellation* & have her now entirely pumpd out, after incredible toil & perseverance tomorrow I shall haul her to the Wharf & proceed to the discharging of every thing from on board to cleanse her of the Mud & filth collected since the misfortune, I feel myself under the greatest obligations to Mr Humphreys for his uncommon merit & exertions throughout the whole of the business & I may say with thruth that there are but few men equal to him for this hath not been a common easy Job the raising such a burthensome ship almost entirely enveloped in Water in which all the Powers of genious & industry were required Mr G. Harrison hath no small share of merit in this affair, his exertions attention & anxiety hath been very serviceable to us — tis unnecessary to detail to you all the methods persued to secure success our plans hath been generally thought judicious & as economical as circumstances woud admit of —

Yours &c

Genl SMITH

[NDA. A. Murray's LB, 1799–1805.]

To Captain Richard V. Morris, U. S. Navy from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 3rd May 1801

Capt MORRIS

I am honored with yours of the 29th ult. It is the intention of Government to discharge all the Crew of the *New York*, excepting a

number with the aid of the Marines on board to navigate her to this place — You will be pleased, therefore, to have this done immediately, & when done, send the ship round to this place under the command of your first Lieutenant as your health will not permit your accompanying her — A proper pilot must be engaged at the mouth of the Potomac — If John Gough, (who lives near leonard town) can be procured, he must be prefered to any other — He has lately sounded the river & can bring as he says 20 feet to the mouth of the Eastern Branch — If the *New York* draws more she must be brought by the head In the event of your not comming with the Ship you will give these instructions to your first Lieutenant —

Should the ship want Provisions you will make your requisitions upon Dan[l] Ludlow Esq[r] who will also supply the necessary monies for paying off your crew. —

The Law providing for a naval Peace Establishment, directs the President to select from the Captains nine Gentlemen from the Lieutenants 36 from the Midshipmen 150 to be retained in service — Be pleased to inform me (without coming under any engagement) whether all the Lieutenants & Midshipmen of the *New York* wish to continue — those who do not will receive there discharge & 4 Months extra pay — Be pleased also to give me your opinion of the respective merits of your officers —

After taking the necessary measures, for the execution of the instructions, you have permission, to remain on furlough until called upon —

For H Dearborn
S. Smith

P. S. All the powder on board must be deposited at N York, under the directions of M[r] Ludlow — Should it be absolutely necessary, the Ships Decks may be caulked before you bring her here —

[NDA. OSW, Vol. 4, 1800–1801.]

To Daniel Ludlow, Navy Agent, New York, N. Y., from Samuel Smith for Acting Secretary of the Navy

[Washington, D. C.]
Navy Dept 3[rd] May 1801

Dan[l] Ludlow Esq[r]
New York

It is the intention of Government that the crew of the *New York* be paid, reserving only a sufficient number with the aid of the Marines on board, to Navigate her to this place, where she is to be laid up in ordinary.

Should she require provisions, you will be pleased to furnish them, upon the requisition of Capt Morris or the first Lieutenant —

A remittance will be made you by Tuesday's mail sufficient to cover all the demands of the ship

For H D
S. S.

[NDA. GLB, Vol. 4, 1800–1801.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. S. *Ganges*, Sunday, 3 May 1801

At 4 A M the Pilot came on board from Port Royal — ½ past 4 — got underway — with 9 Sail of Merchantmen under Convoy
Moderate breezes and clear
Lat. Ob^{d} 17° .46′ N.

[NA.]

To Captain George Little, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept. 4th May 1801 —

SIR Immediately on the arrival of the *Boston* at Boston, you will be pleased to pay off & discharge the Crew of that ship, except so many as will be necessary with the Marines on board to navigate her to this place, where it is intended she shall be laid up, and where you will be pleased to proceed with her as soon as may be, having first deposited your powder under the care of M^{r} Samuel Brown the Navy Agent, who will furnish the necessary monies to pay your crew on your requisitions. On your arrival at the mouth of the Potowmac, a proper Pilot must be engaged — you will be pleased to give the preference to M^{r} John Gough, who lives near Leonard Town. He has lately sounded the River, and can bring, as he says, 20 feet to the mouth of the Eastern Branch —

The Act providing for a Naval peace establishment directs the President to select from the Captains nine Gentlemen, from the Lieutenants Thirty six, and from the Midshipmen one hundred & fifty, to be retained in Service. — It will frequently happen that Gentlemen will prefer declining to the being retained in Service. It is requested therefore, that you will ascertain, (without coming under any engagement), and inform me whether all the Lieutenants and Midshipment of the *Boston* wish to continue; such who do not, will receive their discharge and four months extra pay. — Remember that it is desirable to retain in Service those Gentlemen, who are the most promising. Your opinion of their respective Merits would be of Service —

Accept assurances of my Respect & esteem —

For HENRY DEARBORN
Acting Sec^{y} of the Navy,
S. SMITH

I inclose you Copy of the Law, providing for a Naval peace establishment &c.

Captain GEO. LITTLE.

[F. D. Roosevelt Col. and NDA. OSW, Vol. 4.]

To Captain Silas Talbot, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 4th May 1801

Capt TALBOT

Immediately on the arrival of the *Constitution* at Boston Her Crew must be paid off, & discharged except a Sufficient number to take Care of her, She is selected for active Service & will remain at Boston until she is ordered out — Mr Samuel Brown will furnish the necessary monies on your requisitions, your Purser must make up his accounts for settlement & come on with them to this place as soon thereafter as may be —

The act providing for a Naval peace establishment directs the President to Select from the Captains nine Gentlemen from the Lieutenants 36 & from the Midshipmen 150 to be retained in Service — It will frequently happen that Gentlemen will prefer declining to the being retained in Service, it is therefore proper that you should, without coming under any engagement ascertain & inform me, whether all the Lieutenants & Midshipmen of the *Constitution* wish to continue; such who do not will receive their discharge & four months extra pay. Remember that it is desirable to retain in Service those Gentlemen who are the most promising — your opinion therefore of their respective Merits would be of Service —

For H DEARBORN
S. SMITH

[NDA. OSW, Vol. 4, 1800–1801.]

To Lieutenant Charles C. Russell, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 4th May 1801

Capt RUSSELL

Immediately on the arrival of the *Herald* at Boston, her Crew must be discharged & paid off & your Purser must make up his accounts for settlement, & come on with them to this place for that purpose as soon there after as may be —

Mr Samuel Brown Navy Agent will furnish the necessary monies on your requisitions

You will then be pleased to divest the Ship of her Guns & other Military stores & deposit them in charge of Mr Gibbs navy store Keeper, taking duplicate receipts for the Same —You will make out a Complete Inventory of the Ship, her Sails tackle, apparel, & furniture, which the Navy Store keeper's receipts for the articles delivered him, you will present to Mr Brown —

The act providing for a Naval peace establishment directs the President to select from the Captains nine Gentlemen from the Lieutenants 36 and from the Midshipmen 150 to be retained in Service — It will frequently happen, that Gentlemen will prefer declining to the being retained in Service — it is therefore proper that you should without Coming under any engagement, inform me whether all the Lieutenants & Midshipmen of the *Herrald* wish to continue, such who do not, will

receive their discharge & four months extra pay. Remember that it is desirable to retain in Service those Gentlemen only who are the most promising. Your opinion therefore of their respective merits, would be of Service —

For H DEARBORN
S. SMITH

I enclose you a Copy of the Law providing for a naval peace establishment &c

[NDA. OSW, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]
Navy Dept 4th May 1801

SAMUEL BROWN Esqr

I have this day directed you a remittance of Twenty five thousand dollars to pay off the Crews of the ships as they arrive. Capt Talbot will have orders to pay off the Crew of the *Constitution*, reserving as many Seamen as will be necessary to take Care of her. She will remain at Boston Immediately on the arrival of the *Boston* her Crew must be paid off & discharged reserving a sufficient number of seamen with the Marines on board to navigate her to this place. The Powder on board this ship must be landed & Stored at Boston — The Crew of the *Warren & Herrald* are also to be paid off & discharged on their arrival These ships are to be sold: with respect to the sale, I must refer you to, instructions relative to the *Merimack* The water Casks & other things on board, not necessary to the Merchant Service, you will sell with them or seperately, as you will Judge most advantageous to the Public — The Signal Flags, Flags of Foreign Nations & Kentledge are to be reserved —

For H. D.
S. S.

[NDA. GLB, Vol. 4, 1800–1801.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. S. *Ganges*, Monday, 4 May 1801

Clear and pleasant
At 4 AM. Light breezes
Lying too for the Fleet
At Meri[n] Savanna S Mar bore North — All the Convoy in sight
Lat. Ob[d] 17°.48′ N.

[NA.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. S. *Ganges*, Wednesday, 6 May 1801

Light breezes
At 4 P M. the S W end of Jamaica bore, NE ½ E distance 11 Leagues — Seven of the Convoy in sight
Light breezes and Hazy —
Lat ob[d] 18°. 40′ N.

[NA.]

To Samuel Smith, for Acting Secretary of the Navy, from Captain Alexander Murray, U. S. Navy

PHI[l] *May 7th 1801*

SIR The Danish Schooner *Charming Betsey* recaptured by the *Constellation* from the French & coming clearly under my Instructions authoriseing me to send her to the U. States hath been long in the Admiralty Court here & the claimants contending for damages, my Council Mess[rs] Lewis & Ingersol have required me to write to you suggesting the propriety of putting the affair into the hands of the Att[y] Gen[l] (M[r] Dallas) as they conceive there is not the least cause to shew why damages shoud be awarded & as the U States are interested in the Cause I hope you will see the propriety of the measure — I am &c

Gen[l] S. SMITH

[NDA. A. Murray's LB, 1799–1805.]

Extract from Log Book of the U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, Thursday, 7 May 1801

This 24 hours begins with Moderate and pleasant Weather sent the Jolly boat up to Basseteere with M[r] Stickney the Midshipman returnd again and found the U, S Ship *Herald* had just arrived from Boston — and the U S Ship *Warren* & Brig *Eagle* at Anchor from a cruze — Rec[d] on board 80 casks of water Ends clear and pleasant

[H. E. Huntington L & AG.]

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

NORFOLK *8th May 1801*

SIR To prevent irregularity in future with the Pursers, I enclose you a copy of my letter which I made M[r] Garretson take in his own hand writing.

There was no general system in the Beginning for the pursers, and of course no two of them were alike in keeping their accounts, tho I early recommended a mode to M[r] M[c]Henry which was not taken up, I suppose from his having at that time more business than any one man could well attend.

Garretson is a very honest man as I beleive having never had the smallest cause to be suspicious of any of his transactions *Great or Small*. He complains of the Hardship in his accounts not being wholly passed as it is a disadvantage to him in having some of his money detained in the office. I wish you would facilitate his final Settlement with your department as far as you can consistently (with the duty you owe to the publick) do it.

Accept the assurances of my respect and be assured I am with Great regard your Ob[t] S[t]

THO[s] TURNER Esq[r]

[HS of Pa. NDA photostat, Truxtun's LB, 1800–1.]

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

[WASHINGTON, D. C.]
Navy Dept 8th May 1801

Col BURROWS

For the safety of the Public papers & the building occupied by the respective Officers of the departments of State, War & the Navy, it is deemed expedient that a Guard from the Marine Corps be stationed thereat, to consist of a Non Commissioned Officer & as Many privates as will be sufficient to furnish one Centinel from sunset each evening until sunrise next morning, when they may be with drawn — Be pleased to take order that it be done —

For H. D
Ab, T.

[NDA. GLB, Vol. 4, 1800–1801.]

To Aaron Burr, Vice President of the United States, from Abishai Thomas for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 8th May 1801

A. BURR Esqr
Vice President

Genl Smith being absent at Baltimore I have the honor to inform you. that your letter to him of the 4th instant with Capt Buisson's power of Attd to you to receive the proceeds of the Schooner *Peggy* & Cargo, is received; and that immediately on his return which may be expected in a day or two, I shall lay it before him — That you might not be kept in a state of suspence, I have Considered it my Duty which is also prompted by inclination to give you the preceding information — I pray you to accept the assurance, of my very high Consideration —

For H D
Ab, T,

[NDA. GLB, Vol. 4, 1800–1801.]

Extract from Log Book of the U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, Friday, 8 May 1801

First part of this 24 hours begins fresh Breezes from the East & rain the U, S Ship *Warren* & Brig *Eagle* came to Anchor in old roads the U S S *Herald* saild from Basseteere at 2 AM bound to the Leeward Islands

Ends calm and pleasant Weather all hands Employd scrubbing and a cleaning the ship —

[H. E. Huntington L&AG.]

To Secretary of State from Benjamin Hammell Phillips, U. S. Consul at Curacao

CURACAO *9th May 1801.*

SIR Since my last (of 12 Janr) I have not had any thing material to communicate; The Ships of War who occasionally impress our Men,

have in most instances restored them on my application, a few indeed have been detained who call'd themselves American Citizens, but were not able to make a satisfactory proof of it.

The permission given for One Month for Neutrals to carry away the Produce of Terra-firma from this place expires this day & I have been informed by the Governor, that no further indulgence can be shewn until he receives new instructions, & that nothing will hereafter be admitted to Entry in American Bottoms but the actual produce of America.

The Spaniards trading here under passports from the Governor are numerous, and the fruits of Terra-firma abundent, notwithstanding which no American will be allowed to take off *any thing* but Spices, because Vessels from Europe may come. — I conceive this regulation cannot remain long, except a way sh^{d} be found out to supply the Garrison inhabitants & shiping without the Aid of America.

I have the honour to send herewith my A/disbursements for the last Year amount 1976.30$ N^{o} 1 — A/disbursements on the Ships *Patapsco & Merrimack* amount 1237.55$ N^{o} 2, 3 & 4 — and my A/current with the United States up to the 1 Jan^{y} last balance in favour of the United States 371.15$ N^{o} 5 — all of w^{h} I hope will be found free from error

I have the Honour to be
Most respectfully
Sir
Your Mo Ob^{t} Serv^{t}

B. H. PHILLIPS

THE SEC^{Y} OF STATE, FOR THE
UNITED STATES OF AMERICA
City Washington
Per *Clio*, N. York

[SDA. French Spol. CA Curacao, 1797–1801.]

To Samuel Smith for Acting Secretary of the Navy from Captain Thomas Truxtun, U. S. Navy

NORFOLK *9th May 1801*

SIR I have examined the Act of Congress for providing the Naval Peace establishment. the Allowance of half a pint of rum pr day is too much for Seamen, it requires great attention to prevent their being continually in a state of intoxication from this great allowance of spirits, for they will in addition to their allowance find landsmen & Boys, who will privately Barter their rum to them for Butter Cheese &c &c or sell it, on this Account I have been obliged to prohibit from the commencement of the Navy the boys having any grog, and have made the stopping of grog to Seamen & others a principal punishment for crimes & Misdeameanors committed on board, which in the *President* has been a saving to the U S in addition to the provisions short served on Account of their not being able to consume it, of several thousand dollars, the reduced ration by the last Act of Congress is therefore a good thing, but I am of opinion that an account of health & other considerations it would have been better to have allowed the Seamen but one Jill of rum pr day, & in lieu of the other Jill, Molasses & Tea Coffee & Sugar.

In the Settlement of my pursers Accounts M[r] Turner will be enabled to inform you exactly what an over quantity of various Articles were allowed by the former Law, (that the seamen would not receive in many instances) & of some other Articles there was too little allowed them.

I have the honor to be Sir with
great respect your very &c

SAM[l] SMITH Esq
Navy Departm[t]
Washington

[HS of Pa. NDA photostat. Truxtun's LB, 1800–1.]

Extract from Log Book of the U. S. Frigate *Boston*, Captain George Little, U. S. Navy, commanding, Saturday, 9 May 1801

Easterly winds and Clear Weather 5 pm Unmoored ship & hoisted in all our Boats Midnight Clear & pleasant. at 10 Am Came to Sail from Old roads in Company with the *Eagle* Brig Left the U. S. S *Warren* at anchor but to Sail in about four hours after us at Meridian Clear & pleasant running down the land of S[t] Kitts past an American Brig to Anchor at Sandy point

[H. E. Huntington L&AG.]

Extract from Log Book of the U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, Sunday, 10 May 1801

This 24 hours begins steady breezes and pleasant Weather 3 pm past the Town of S[t] Eustatia only 3 Schooners to Anchor at 4 pm spoke the British Frigate *Amphi[t]rite* of 32 Guns at 6 pm the Island of Saba's North point bore S East about 4 Lea[s] Call[d] all hands and mustered them & found all hands on board * * * * *

At Meridian clear & pleasant Weather all Sail set — S[t] Croix bore S S W 7 Lea[s] Distance by Estimation

[H. E. Huntington L&AG.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. S. *Ganges*, Sunday, 10 May 1801

Light Airs
Hands employed at sundry necessary Jobs —
Latter part moderate breezes Made and took in sail occassionally for the Fleet to come up —
Lat Ob[d] 20°34′ N.

[NA.]

To Master Commandant J. A. Spotswood, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 11[th] May 1801

Capt SPOTSWOOD
Balt[o]

Immediately on your arrival at Baltimore deliver to Messrs Joshua Dorsey & C[o] who will present this letter a compleat inventory of the

Delaware & her equipments of every kind except armament, the whole of which it is presumed has been landed at Norfolk Retain one of your officers & a few men to take Care of the Ship until she is sold. The remainder you will discharge for which Archd Campbell Esq[r] will furnish the necessary monies, upon your requisition —

For H DEARBORN
S. SMITH

[NDA. OSW, Vol. 4, 1800–1801.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. S. *Ganges*, Monday, 11 May 1801

Moderate breezes & hazey
Current setting S S W. 5 fath
Middle part light Airs & cloudy
At ½ past 6 spoke the *Cumberland* 74. in Company with the *Sans Pariel & Carnatic* —
Lat Ob[d] 22° 01′ N.

[NA.]

To Captain Richard Derby, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 12[th] May 1801

Capt R. DERBY
New York

I have received your two letters of the 8[th] ins[t] The President has accepted your resignation though not without regret for the loss of your abilities & I beg leave to assure you sir, that your conduct, since you have been in the Naval service, has met with his entire approbation.

Be pleased to draw a bill on this Department for the 4 months extra pay allowed you by Law, & M[r] Ludlow will pay you the amount thereof — express in the bill the purpose for which you draw it — you will also be pleased to settle your account with the purser, up to the day you leave the service —

Direct the Purser to come on immediately to this place & bring his accounts & Vouchers for settlement —

For H DEARBORN
S. SMITH

[NDA. OSW, Vol. 4, 1800–1801.]

To Alexander J. Dallas, Pennsylvania, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 12[th] May 1801

A, J, DALLAS Esq[r]

Capt Murray informs me that the Swedish Consul, on the part of the claimants demand a compensation for damages alleged to have been sustained by the recapture of the Danish schooner *Charming*

Bets[e]y a case now in the Admiralty Court for the District of Pennsylvania. Capt Murray conceived himself authorized, by his instructions, to make this recapture, & send the Vessel into Port.

Messrs. Lewis & Ingersoll have suggested the propriety of putting the affair into your hands The United States have no interest in it the Salvage being entirely for the advantage of the Crew of the *Constellation* but if you can give Capt Murray & his Crew, any assistance in the business, your interference will be acceptable.

For H. D
S, S,

[NDA. GLB, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]
Navy Dep^t^ 12^th^ May 1801

Co^l^ BURROWS

Be pleased to engage the Sloop *Hilliard* Capt Hand, to take the French Prisoners to New York on the best terms in your power & let him be prepared to receive them on board & to sail immediately on their arrival from Frederick Town, for which place you will dispatch without delay a detachment of Marines to be Commanded by a Commissioned Officer, who will conduct them to this place — An order for their delivery to this Office is enclosed, their number about Eighty —

For H. D
S, S,

[NDA. GLB, Vol. 4, 1800–1801.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. S. *Ganges*, Tuesday, 12 May 1801

Light breezes

At 5 PM made signal for the Fleet to tack ship also to keep close to the Commodore —

Lat ob^d^ 22°.38′ N.

[NA.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. S. *Ganges*, Thursday, 14 May 1801

Moderate breezes and clear

At 5 PM see a Strange sail to Windward standing towards us made signal for the Fleet to keep close to the Commodore —

Made the private Signal to the Strange sail, which was answ^d^

Lat. Ob^d^ 23°6′ N.

[NA.]

To Samuel Smith for Acting Secretary of the Navy, from Captain Alexander Murray, U. S. Navy

PHI^{a} *May 15th 1801*

SIR I am honord with your respected favors both of the 12th Ins^{t}, I have had a conference with M^{r} Dallas respecting the Appeal in the case of the *Charming Betsey*, as it is a case wherein the U. States is interested, & as she was recaptured under very suspicious grounds, he has undertaken the business & will I have no doubt be enabled to shew the injustice done us by the Judge of the Admiralty Court,

M^{r} Collins late Sailing Master of the *Constellation* is I presume entitled to the 4 M^{o} extra pay, tho he only acted under my orders with a promise to procure him a Warrant — —

I must refer you to my letter of the 10th Ins^{t} respecting the situation of the *Constellation* & presume you will see the necessity of sending me Officers to replace those detached from the Ship as I have none on board except one Lieu^{t} Sailing Master & Gunner, that is, in case of going round to the Eastern branch, but stripp^{d} as she now is, of all her tackling & missorted [?] it will be a work of time and great expence to refit her for the purpose of going round, & a ship of her size cannot be moved with a less number of Men than 200 in number, the term of Shipment will be another consideration, however I beg you will not infer from these observations, that I have any hesitation about the matter, I am always ready & willing to obey superior orders, tho it is my duty to state matters you cannot be aware of

I have now assertaind the draft of Water she draws, (stripped as she is of every thing but her Ballast,) which is 20 feet aft & 19.4 foreward but as no time shall be lost on my part we will go on & receive every thing on board again as fast as possible —

Yours & & —

Gen^{l} SMITH

[NDA. A. Murray's LB, 1799–1805.]

To Samuel Smith for Acting Secretary of the Navy, from Captain Alexander Murray, U. S. Navy

[PHILADELPHIA]
May 18th 1801

SIR The weight & influence you possess under our Administration, induces me confidentially to address you on the subject of the unfortunate *Constellation* & the observations I shall make be assured have no local views whatever, not knowing whether I may be deemd worthy of being placed among the chosen few to be retaind in service —

As Economy hath ever been my guide and feeling for the Interest of the U. States equally as for the most valued individual, I have seriously contemplated as to the propriety or impropriety of sending the *Constellation* in her present situation to the Eastern Branch —

In the first place I will take a review of events since her arrival in the Deleware, you know it was upon the Eve of a general change of Administration

M^{r} Stoddert in the first instance wrote to me, requiring me to discharge all the Men whose time had expired which was about ⅓ in

number, soon after that I was ordered to discharge the whole Crew reserving only a sufficient number to take care of the Ship, I then removed her up to the City & soon after our unfortunate dissaster happened, for had I have been advised of the intention of the President to have her laid up at Washington I certainly woud not have carried her up to Phil[a] — you already know the consequences attending it, but let us now take into view what is to follow, in order to comply with the order, for he cannot be aware of the attendant expences & present state of the Ship — she now lays stripped of every thing but her lower Masts, and her Riggin from urgent necessity promiscuously scattered about without a Tally or dissignation and a good deal of it cut & otherwise abused which we are every day striving to put into a proper arrangment & from the Wet and Moisture that adheres to the iner side of the Plank next to the timbers, which were previously very rotten, if she shoud be laid up in this state, will inevitably occasion the total destruction of her in the space of twelve Months — then let us take into consideration the expence of equipment, for the removal of so heavy a Ship will require at least 200 Men even for so short a trip — one Months advance must be given and that probably at Merchants Wages which is now at $25. suppose this item @ $4000, provision @ $1200 Labour for equipment $1000, which woud nearly repair her & make her one of the best Frigates in the Navy, & after all, if ever her services are required this expence must be incurr'd, besides the repairs she requires cannot be procured at Washington again if she is to be laid up in her present state, here she lays at a good snug Wharf at the expence of only $3 p[r] day Wharfage

Your Most O[t]

Gen[l] S. SMITH —

[NDA. A. Murray's LB, 1799–1805.]

To William Crafts, Navy Agent, Charleston, S. C., from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 18[th] May 1801

WILLIAM CRAFTS Esq[r]

I have received your letter of the 2[d] instant You will be pleased to sell, either at public or private sale as in your judgment may appear best, all the public stores which you may have on hand after the sailing of the *John Adams* from Charlestown except the Cannon & their apparatus Muskets & Bayonets, Pistols, Swords Pikes, Powder & shot — for which you may give a Credit of days taking notes with approved endorsers — you will make a report of the sales as soon as may be to the accountant of the Navy also, render a return of the articles retained, how deposited, & at what expense — you will then prepare & transmit your accounts to the accountants office for adjustment when the balance which may be found due you, if any, will be immediately remitted —

I cannot now see the necessity of appointing you a successor in the Navy Agency, after the business herein mentioned is completed & the Live Oak Timber cut by M[r] Shubrick for a 74 Gun Ship is

removed, to which I hope you will continue your attention, there will be little if any business for a Navy Agent at Charleston —

For H. D
S, S,

[NDA. GLB, Vol. 4, 1800–1801.]

To Daniel Ludlow, Navy Agent, New York, N. Y., from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 18th May 1801

DAN[l] LUDLOW Esq[r]
New York

The sloop *Hilliard* Capt Hand has sailed from hence with sixty nine French Prisoners, which are to be delivered to the Commanding Officer of the *Berceau* at Boston. I have agreed with Capt Hand to pay him in N York, for their transportation from this place hither, at the rate of 8 Dollars for each prisoner, which you will be pleased to pay him —

You will send these Prisoners either by the *Hilliard* or some other Vessel to M[r] Brown Boston, & either pay the expence of transportation to that place, at New York, or advise M[r] Brown of your agreement & request him to do it at Boston.

Should Capt Hand not take the Prisoners further than N York there may be Provisions enough on board the *Hilliard* to supply the vessel that may take them; in that case you will be pleased to receive the provisions & dispose of them accordingly

For H, D
S, S,

[NDA. GLB, Vol. 4, 1800–1801.]

To Lewis Pichon, New York, N. Y., Chargé d'Affaires of the French Republic from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 18th May 1801

LEWIS PICHON Esq[r]
New York

I have the honor to inform you that sloop *Hilliard*, Capt Hand has sailed from hence for New York, with sixty nine French Prisoners: which are to be sent from thence, under the direction of Dan[l] Ludlow Esq[r] to the Navy Agent at Boston, who will deliver them to such officer as you may be pleased to appoint for the purpose of receiving them. They are intended to man the *Berceau* —

For H D
S, S,

[NDA. GLB, Vol. 4, 1800–1801.]

To Benjamin Stoddert, Georgetown, Md., from Captain Thomas Truxtun, U. S. Navy

NORFOLK *19th May 1801*

DEAR SIR I have much pleasure in saying that this short Epistle conveys to you information that the subscription paper is Complete for 100 shares of 250 Drs each, making $25000, payable in 2, 6 & 9 months for your lots as before selected & advised, the names of the subscribers are as underneath and the notes are to be given on your making the title.

Mr Wheeler (whoe's fair & every way charming daughter has given me her aid in bringing about the Completion of this business) with Mr John Cowper, I have prevailed on to act as the agents for the Company and to write you by this mail You will therefore correspond with them in future on the subject, I have made an arrangement for paying my shares with Pennock by giving drafts on him before I leave this place, payable at bank, at 2, 6 & 9 Months for my proportion & he will redraw on me at New York to reimburse himself.

In great hopes that these drafts & the notes that will be given will answer the purpose of Cash to you, and that your affairs and prospects may soon brighten. I have the honor to be dear Sir with great respect & Esteem your

friend & very Obt hum: Ser:

BENJAMIN STODDERT Esqr
George town
Maryland

[HS of Pa. NDA photostat. Truxtun's LB, 1800–1.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. S. *Ganges*, Tuesday, 19 May 1801

Moderate breezes
At 4 the Moro Castle bore E b N Distance 4 Leagues
Lay too off and on for a pilot
At ½ past 6 run in and came too in 7 Fathom Water —
Employed Mooring Ship &c —

[NA.]

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

NORFOLK *May 20th 1801*

DEAR SIR Mr Martin is about to leave this to Settle his accounts, all of which I trust you will find correct. In the Article of Spirits there is a Saving to a considerable amount owing to my mode of punishment on board, by stopping the allowance of Spirits from offenders, who were by the Articles of war punishable in a way much more severe, this loss however to the individual is a gain to the U S, and should be so considered, as no person ought to be interested in such mode of punishment, which answers the purpose intended much

better than public flogging, and is more humane, and not so degrading to man.

You will also find that a considerable quantity of provisions due by the old ration has not been taken up or consumed by some of the people as will appear by the pursers books and accounts. Now Sir a question arises in my mind on which I will simply give an opinion leaving the decision to be made by the Department of the Navy as to them it shall seem Just. Is a purser of a ship of war in the service of the United States held Accountable, as the pursers in other navies are, for a deficiency of provisions, and that too without any allowance for waste in the Issueing the various Articles, *as foreign pursers are allowed.* I think our pursers are Accountable, and if so, the surplus saved by the men not receiving their whole rations or the fractional parts thereof when offered to them, becomes fairly the right of the purser, who would & ought to pay for the same, if at the conclusion of an expedition or cruise there was any deficiency. With respect to the stopping of grog, frequent drunkenness and an over fondness in common seamen for ardent spirits, added to the allowance being to great, has induced me to adopt this mode of punishment, in addition to my other reasons in the first paragraph of this note, it is however to be hoped, that in the next Act of congress on the subject of provisions forming the Navy ration, an alteration will be made by giving the men each one gill of spirits per day, instead of half a pint, and that an equivalent for the other gill will be made up to them in molasses, Tea, Coffee, & Sugar, on different days, which will be much better for the men & for the service, for in a ships company of four hundred men there are boys & many landsmen &c, who do not use rum and such of those as receive their allowance will barter or sell it to others, which causes many of the crew of a ship to be frequently intoxicated & obliges the officers, to be more severe (in exacting from all a due attention to the regular discipline of the ship) than they otherwise would be

It may be necessary that the Secr^{y} of y^{e} Navy should see this note & if so, I have no objection.

I am Sir very respectfully
your very ob^{t} Serv^{t}

THO^{s} TURNER Esq

[HS of Pa. NDA photostat. Truxtun's LB, 1800–1.]

To Secretary of State from Major J. C. Mountflorence, Paris, France

PARIS *21st May 1801*

SIR On 16th ins^{t} arrived in Nantz-River the Cartel-Ship *Olive* Cap^{t} Concklin of & from New-York, also the Brig *George Washington*, Cap^{t} Keefe, of & from Boston — The Schooner *Caroline* which sailed from Baltimore on 19th March is arrived at Bordeaux — A Vessel from Virginia with 502 Hogsheads of tobacco on Board, consigned to M^{r} Brasyue[?] of Dunkirk, ran a Ground in the said Harbour on 13th May, and bilged very soon afterwards — I have not yet been informed of the Vessel's nor of the Master's Names — It is thought that all the Tobacco will be very much damaged —

The Council of Prizes, Sir, still keeps on the Suspension on all the Cases of our captured Vessels, till the Exchange of Ratification — M[r] Murray is expected here from the Hague —

With great Respect I have the Honor to be

Sir

Your most obedient and most humble Servant

J. C. MOUNTFLORENCE
Quay Malaynacs[?]

The Hon[ble]
JA[s] MADISON Esq[r]
Secretary of State of the United States.
Washington —

[SDA. Paris, CL, 1790–1805.]

To John Gough, Pilot, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 23[d] May 1801

M[r] JOHN GOUGH

You will proceed Immediately on board the Frigate *United States* now in the River & pilot her up into the E Branch Two Crafts each to Carry 50 Tons are ordered to meet her at Maryland Point — should there be any Crafts at Leonard Town or Nighbourhood Direct them to go along side to help to lighten the Ship — she now draws 22 feet aft —

I am Sir

S. SMITH

[NDA. GLB, Vol. 4, 1800–1801.]

To Captain Thomas Tingey, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 23[d] May 1801

Capt TINGEY

The Frigate *United States, Congress, New York Gen[l] Green & John Adams.* are now on their way to the Eastern Branch of Potomack there to be laid up agreeably to the peace Establishment of the United States —

You will on arrival of each of those ships give every aid and assistance in your power to the respective Commanders. by pointing out to them the Station for each ship & by instructing them how to anchor to the best advantage, you will receive from the Commanders an Inventory of their Respective ships Boats & Materials of every kind, Copy of which you will furnish the sailing Master who under the Law shall take Charge of the ship take his Receipt for the same & Inform him that he will be held accountable for the articles then Committed to his charge —

For H D
S, S,

[NDA. OSW, Vol. 5, 1801–1802.

To Surgeon Samuel R. Marshall, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 23d May 1801

Doctor SAM[l] R MARSHALL
Phila[a]

I have received yours of the 18th inst The tenaciousness you evince for the preservation of your character, entitles you to indulgence in the request you have made, to have an enquiry instituted into your conduct — The *Congress* is daily expected here, & immediately on her arrival, a Court Martial shall be held upon you, — you may therefore proceed to this place as soon as you please.

You will not be considered as out of the Service until you draw for your four Months pay —

For H. D
S. S.

[See Documents of 3 April and 24 June 1801.]
[NDA. OSW, Vol. 5, 1801–1802.]

To Captain Thomas Robinson, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 23d May 1801

Capt ROBINSON
New York

The crew of the *Adams* must be immediately paid off & discharged —

You must make your requisitions for monies upon M[r] Ludlow the Navy Agent, when your crew is paid off, your Purser must come on to this place with his accounts & vouchers for settlement —

You will select from among your officers, the quota contemplated by the enclosed Law for a Vessel laid up in ordinary provided your officers of that description are such as you can recommend with safety your Vessel must then be laid in some place of safety as little exposed as possible —

You will be pleased to make a return of all your officers giving your candid opinion of their respective merits, Naming those who may wish to remain in service —

For H, D
S, S,

[NDA. OSW, Vol. 5, 1801–1802.]

To Captain George Little, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 23d May 1801

Capt G LITTLE

I wrote you the 4th Inst directing the *Boston* to repair to this City — since that time It has been thought proper that she should remain at Boston for further orders — you will therefore direct your Crew to be paid off reserving only so many men as may be necessary to take

Care of the ship — you will as before directed report the Names of those officers who wish to remain in service — & will apply to Mr Saml Brown for the Money necessary to pay off your Crew & for other Charges —

For H, D
S, S.

[NDA. OSW, Vol. 5, 1801–1802.]

To Captain Alexander Murray, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 23rd May 1801

Capt A MURRAY

Upon consultation with the President, it has been determined that the *Constelation* shall receive at Philadelphia such repairs as may be necessary to her Hull

You will lay her in a situation as little expensive as possible, & have her immediately prepared in all respects to receive such repairs — the quantum to be determined by yourself & Mr Humphrays she will be put on the Peace Establishment as soon as we Can provide a proper sailing Master — Lt Brooke will remain on Board & It is expected that you will give the ship & repairs your usual superintendance & Care —

For H, D
S, S,

[NDA. OSW, Vol. 5, 1801–1802.]

To Alexander J. Dallas, Pennsylvania, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 23d May 1801

ALEXANDER J DALLAS Esqr

Capt Murray is certainly placed in a situation truly disagreable. It does not appear that the late Secretary of the Navy conceived that his Instructions had authorized his conduct relative to the recapture of the Dane I really am so pressed for time, that I cannot fully investigate the Subject. at the view I have taken, it appears that Capt Murray continues to act for himself; that the Executive cannot & ought not to take the responsibility on themselves. If the damages are confirmed, Cap Murray's only resourse will be to Congress.

For H. D
S, S,

[NDA. GLB, Vol. 4, 1800–1801.]

Extract from Log Book of the U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, Sunday, 24 May 1801

This 24 hours begins with fresh gales & hazy Weather saw several sail in sight at 2 pm spoke the Schooner *Polly* of Glouster Jon^{a} Elwell master from Alexander bound to Boston out 8 Days allso

spoke a Schooner from Philadelphia bound to Maderia out 3 Days— * * * * * *

7 AM clear & pleasant spoke the ship *Minerva* of pepperal borough from Demararah bound to boston Solomon Hawkins Master — * * * * * *

At ½ past 8 pm being Mr Mihell Roberts the Midshipman being his watch on deck could not find him at [illegible] the watch search'd the ship but could have no other newes then he was seen to go out in the fore stay sail nettings just as the Watch was call'd & the nettings being broke thru he fell over board un beknown & was drownded

Latitude Observed 40° 02″ N.

Longitude 66° 57″ W.

[H. E. Huntington L&AG.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. S. *Ganges*, Sunday, 24 May 1801

Light breezes

At 6 AM. weigh'd anchor, and got underway. with a Convoy of Six Sail — Saluted the Havana which was returned At ½ past 6 saluted the Admiral. which he answered —

At 11, see a Strange sail, standing to Leeward. Fired at her and brot her too, she proved to be a Schooner from Charlsn bound to the Havana —

At Meridian the Moro bore S S W ½ W distance 5 Leagues —

[NA.]

To Captain John Barry, U. S. Navy, & others from Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 26th May 1801

Commodore BARRY

Same To Capt Sever & Capt Morris To Capt Campbell & Lt Wm Smith 24 June

The Frigate *United States*, which you have the honor to command, being one of those, which under the peace establishment of the United States, is intended to be laid up in ordinary — You will on coming to anchor in the Eastern Branch of Potomack, cause to be prepared a complete Inventory of the Ship, her tackle, Boatts apparel & furniture, Copy of which you will deliver to Capt Thos Tingey & the original deposit in this department — You will strip your Ship & put the Cables, Sails, Rigging &c in such places & situations as your judgment shall direct; I submit to your consideration whether the sails will not be safer triced up to the Deck than in the sail Room — When this shall be done, you will direct your Purser to pay off the crew, reserving only such officers & Men as the Law directs, such Commissioned Officers & Midshipmen as prefer declining the service will receive their 4 Months extra pay, on application to the accountant of the Navy Dept —

The Sailing Master, Gunner, Boatswain & Carpenter are retained by the act, if you think them worthy of trust —

I am sir

HENRY DEARBORN

[NDA. OSW, Vol. 5, 1801–1802.]

Extract from Log Book of the U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, Wednesday, 27 May 1801

* * * * * 3 pm carried away the flying Jib Boom 4 pm took on board a pilot and at 6 pm came to Anchor at Nantaskett Roads in 5 fath^{ms} Water handed all sails — * * * * *

[H. E. Huntington L&AG.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. S. *Ganges*, Thursday, 28 May 1801

Moderate breezes and clear
At ½ past 2 PM spoke a Schooner from the Havanna bound to S^{t} Augustine —
Made and took in Sail occasionally —
Four of the Fleet in Sight.
Lat. Ob^{d} 27° 42′ N.

[NA.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy commanding U. S. S. *Ganges*, Friday, 29 May 1801

Fresh breezes and Hazey
At 1 PM. M^{r} Gillman Pursers Steward, unfortunately fell overboard, but after considerable exertions, was taken up by the Jolly boat —
Middle part moderate, three of the Convoy in Sight —
Lat. ob^{d} 29° 50′ N.

[NA.]

To Acting Secretary of the Navy from Surgeon Charles Webb, U. S. Navy

BALTIMORE, *May 30th 1801*

Honor,d SIR, In consequence of an unfortunate Circumstance which took place in April last at St. Kitts, I beg the honor of soliciting Your attention to the facts herein stated

On the second or third of March last, at anchor in Basseterre Roads St. Kitts, the officers of the different ships of war were Invited to dine on board of the Commodores Ship, John Barry then Commodore; Capt. Bunbury, the first Lieutenant and myself went From the United States Brig *Eagle*, we remain,d there till late in the night, and the inevitable consequence was we drank too much wine

When the *Eagles* boat came for us, Capt. Bunbury wou,d not suffer the officer of the boat, to acquaint me of the boat being long Side, and put off without me, when he had previously given me Orders never to stay out of the vessel of a night, how to get on board The *Eagle* I knew not, And should have transgress,d his orders, but Fortunately there came a boat for some of the Officers, and they were good Enough to put me on board the *Eagle*, It appears to me that Capt. Bunbury treated me very indifferently, after giving such orders And when I got on board being in a passion and very much treated with wine I mention,d to the Officers of the ward Room that Capt. Bunbury had treated me like a damn,d Scamp and that he did

not know his duty. In Six or Eight day afterwards, one of them informs Capt. Bunbury what I had said of him, however he Took no notice of it, though he had frequent opportunities of seeing And making it known to the Commodore, till a circumstance at Antigua occur,d Several weeks after, during which time we lived on As intimate terms as before this circumstance, which happen,d in the Following manner —

Late in the evening, word was brought to me that one of the sick men was dying in the birth deck, I immediately went to his assistance, and having him in my arms, making an easy Birth in his hammock, down came one of the men, for whom Capt. Bunbury had contracted a great partiality, and struck me on the head with his foot, knowing Capt. Bunbury,s partiality for this man, I Spoke to him mildly, and ask,d him to mind how he came down, he Very impertinently answer,d, he did, I told him to be silent and go on about his business, he gave me much of his impertinence too much to put up with, And at length I struck him, he instantly drew a stick as large As a persons arm, and swore if I touch,d him again, he would Be damn,d if he did not knock me down, Upon that I said nothing More to him and the next morning, I stated the fact to Capt. Bunbury Just as I have to You, but receiv,d no kind of satisfaction, till two days After, when the ship's cook was to be punish,d, when before the whole Ships crew, Capt. Bunbury, told this man who was the Boatswains Mate — that he wou,d not allow any officer on board to give him any Insolent language, nor him to give them any, And all the Satisfaction I got was, to hear the boatswains mate put upon an Equality with me and every Officer on board —

I must confess this was very grating, and to this decission I cou,d not consent, And Capt. Bunbury had repeatedly the Consummate assurance to ask me to dine with him, When an Opportunity offer,d of Seeing the Commodore, I stated this fact to him, but never receiv,d so much as an answer. —

Capt. Bunbury, out of revenge to me for having referred the Conduct of this Boatswains Mate to the Commodore, informs the Commodore what I had said of him in a fit of intoxication, to which Practice there is incontestible testimony of my not being in the least addicted, and the Commodore was heard to Say damn him I,ll have him try,d by a court martial, and accordingly I became arrested at Eleven O'Clock at Night, and was summons,d To attend the court at ten the next morning, And the Sentence Of the Court was, I was cashier,d. —

What I now sir have the honor to Solicit You is, that, As it evidently bears the light of a revengeful, hurried and summary Piece of business, and purely the effects of wine, You will have the goodness to take in to consideration the Sentence of the Court And if possible, to discountenance it, As it will prove injurious To me hereafter, And particularly disagreeable from the many Unmerited reflections the world may cast on it —

By granting the above petition You will do me a Favour and honor, while at the same time I have the honor to be

Your humble Servant

CHARLES WEBB
late Surgeon
Of the U. S. Brig *Eagle*

N. B. there is one transaction of Capt. Bunbury,s, Which I think is My duty to acquaint You with (to wit) that of having carried Merchandise From one Island to another

Should You think proper to give an Answer, I would be happy to receive Your commands at the Indian Queen or wait on You, for my not having the honor of being acquainted is the cause of this tedious letter —

CHARLES WEBB

[NDA. Misc. L. Vol. 2, 1801.]

[30 May 1801]

Five-day food supply for 35 men of crew of French Ship *Le Berceau*

[Translation]

List of five-day food supply for thirty-five men assigned to form part of the crew of the Corvette *Le Berceau.*

To wit

216.	lbs.	Two hundred and sixteen pounds of biscuits.
179.		One hundred and seventy-nine pounds of fresh beef.
10.		Ten casks of beer, each containing fifteen gallons.
1		Box of candles weighing twenty pounds.
2.		Two bushels of potatoes.
1		Tap for drawing beer.

The Accountant
BERLIOZ.

BOSTON, *30th of March, 1801.*

[Mass. HS, Brown Papers.]

Extract from Log Book of the U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, Saturday, 30 May 1801

clear & pleasant Weather 10 AM arrived the U, S, Ship *Warren* Cap^{t} Talbot from a cruze 3 pm the Cap^{t} came on Board from Boston Ends calm & pleasant Weather —

[H. E. Huntington L&AG.]

To John Gay, U. S. Agent, St. Pierre, Martinique, from Captain Alexander Murray, U. S. Navy

[PHILADELPHIA]
May 31st 1801

SIR Since my arrival here I find the most unfair proceedings have been carried on against [us] with regard to the *Charming Betsy* & have been cast in the Admiralty court with the heavy damages of $24,000 & have awarded the highest prices of Articles on board of her on the supposition of her having arrived safe at Guadaloup all that I now ask of you is that you will forward on to M^{r} Miller every voucher that you can obtain as to the perishable & bad state of the cargo when deliver'd into your hands with every circumstance attending the case so as to exculpate me from such unwarrantable damages & further

you must recollect my a[n]xiety to restore the property to the captain, upon his producing security, if you can send on proofs of this it will be of importance to me on the appeal.

I am aware that this will be attended with some trouble to you but I count upon your friendly & good intentions to serve him who hath now the honour of assuring you of his sincere regard & with very friendly considerations

I am
Your very Obt
& Hum: Servt

JOHN GAY Esqr

[NDA. A. Murray's LB, 1799–1805.]

[Undated. Between 31 May and 7 July 1801 in Letter book.]

To Thomas Gantt, St. Kitts, from Captain Alexander Murray, U. S. Navy

Dr SIR I have duly recd your favor of the 5th Inst with regard to the Salvage Money of the Brig *Prude*, as you have retaind it & shoud you have never recd orders respecting it from the Secy of the Navy or Owners of the Brig I beg you will remit it to me having recd instructions on that head from the Naval department —

Be assured I will promote your interest all in my power in the consignment business, but of late I have not concernd myself with private concerns —

Wishing you success
I am & &c —

THOS GANTT Esqr
St Kitts

[NDA. A. Murray's LB 1799–1805.]

To Master Commandant Cyrus Talbot, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 1st June 1801

Capt CYRUS TALBOT
Sloop of War *Warren*

Your Crew being paid off & discharged which is the first thing to be done on your arrival at Boston you will direct your Purser to make up his accounts for settlement, & to come on with them to this place for that purpose as soon as may be Mr Samuel Brown N Agent will furnish the Necessary monies on your requisitions — You will divest the ship of her Guns & other Military stores & deposit them in charge of Calib Gibbs Navy Store Keeper taking Duplicate receipts for the same, you will also make out a complete Inventory of the Ship her sails tackle apparel & furniture, which with the Navy Store Keepers receipts for the articles delivered him you will Deliver to Mr Brown —

The act providing for the Naval peace establishment directs the President to select from the captains nine Gentlemen, from the

Lieutenants 36 & from the Midshipmen 150 to be retained in service — It will frequently happen that Gentlemen will prefer declining to being retained in the service Be pleased therefore to ascertain without coming under any engagement, whether all the Lieutenants & Midshipmen of the *Warren* wish to continue such who do not will receive their discharge & 4 M^{o} extra pay —

It is desirable to retain in service only those Gentlemen who are the most promising, your opinion therefore of their respective merits will be of service —

For H, D
S, S,

[NDA. OSW, Vol. 5, 1801–1802.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. S. *Ganges*, Monday, 1 June 1801

At 5 P M Spoke the *Chymist* one of the Convoy and hove too — Cap^{tn} Mullowny went on board.

At 7 the boat returned with Capt^{n} Mullowny —

Made Sail —

Lat Ob^{d} 33°33′ N.

[NA.]

To Captain John Barry, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[Washington, D. C.]
Navy Dept 2^{d} June 1801

Commodore Barry

I regret excessively the trouble you have had in bringing your Ship up the River — The *Congress* drawing 19 feet 7 Inches has come up without difficulty, when your ship is reduced to that depth, & the wind fair, I cannot but think it adviseable to get her under weigh and try to come up The Bottom being mud, no injury can arise, if the Ship should touch —

You are at liberty to go to Phila^{a} whenever it shall be agreeable, leaving your ship in the care of your first Lieutenant —

Boatswain, Gunner, Carpenter & Cook — Such of those officers who will not stay, will be paid by the Purser, but will be entitled to no extra pay when they are discharged —

For H. D
S, S,

[NDA. OSW, Vol. 5, 1801–1802.]

To Master Commandant David Jewett, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[Washington, D. C.]
Navy Dep^{t} 3^{d} June 1801

Cap^{t} David Jewett
Norfolk

The act of Congress providing for the Naval Peace Establishment, has made no provisions for the retaining in service any of the Masters Commandants I have therefore the painful task imposed on me of

informing you, that your term of service will expire on the 10th inst up to which period, inclusive, you will be pleased to make out your account, & transmit it to the accountant of the Navy who will adjust & settle it —

Your bill for the four months extra pay [expressing therein] that it is drawn for that precise object, will be paid at sight by Mr Ludlow, in whose favor you will draw it —

For H. D
S, S,

I have no account from you as yet of the names of the officers who wish to Remain in service

[NDA. OSW, Vol. 5, 1801–1802.]

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

[WASHINGTON, D. C.]
Navy Dept 3d June 1801

Col BURROWS

Be pleased to furnish a fatigue party to Consist of 50 Marines properly officered, to march every morning at 5 OClock, with provisions for the day to the Navy Yard on the Eastern Branch, for the purpose of assisting in discharging the frigats to be laid up in ordinary, of their Guns Stores &c until further orders — The Officers commanding the Detachment will act under the orders of Capt Tingey —

For H. D
S, Smith

[NDA. GLB, Vol. 4, 1800–1801.]

Extract from Log Book of the U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, Wednesday, 3 June 1801

First part of this 24 hours calm and clear at Meridian sprange up a Breeze from S W Unmoord ship at 4 PM got underway & at 5 pm came to Anchor of[f] Long warf in Boston

Ends clear & pleasant

[H. E. Huntington L&AG.]

To Lieutenant M. Simmones Bunbury, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 4th June 1801

Lt M, S, BUNBURY
Brig *Eagle* Balt

I have received your letter of the 2d instant The crew of the *Eagle*, except so many as may be necessary to take care of her until [she] is sold, must be immediately paid off & discharged, & your Purser come on to this place with his accounts prepared for settlement as soon thereafter as may be — Mr A Campbell N agent will furnish money

to pay the crew on your requisitions — You will divest the Brig of her Guns & all other Military Stores which you will deposit with Messrs Lemmon & Johonnot or deliver to their order taking duplicate receipts for the same one of which you will forward to this department — you will also make a complete Inventory of the Brig her tackle sails apparel & furniture, which you will present to Messrs Lemmon & Johonnot & send a duplicat to this department — The act providing for a Naval Peace establishment directs the President to select from the Lieutenants 36 Gentlemen & from the Midshipmen 150, to be retained in service — It will frequently happen that Gentlemen prefer declining to being retained in the service — Be pleased to inform me, without coming under any engagement, who of those grades on board the *Eagle* prefer being continued, & those who wish to retire, the latter will receive their discharge & the 4 Mo extra pay allowed by the act — It is desirable to retain in service only those Gentlemen who are the most promising, your opinion of their respective merits would be acceptable.

For H. D
S, S,

Those Officers who choose to retire may receive their 4 Months extra pay on application to Mr Campbell & producing to him your discharge The Boatswain, Gunner, Sail Maker & Carpenter may receive their 4 Mo extra pay from the Purser, he taking their respective receipts specifying that they are for that particular object — I enclose you a Copy of the Law —

[NDA. OSW, Vol. 5, 1801–1802.]

To Lemmon & Johonnot, Auctioneers, Baltimore, Md., from Samuel Smith for Acting Secretary of the Navy

[Washington, D. C.]
Navy Dept 4th June 1801

Messrs Lemmon & Johonnot

The Brig *Eagle* has arrived at Balto Lieut Commandant Bunbury has orders to deliver to your Care the Guns & all other Military Stores belonging to the *Eagle*, the whole of which, except the Powder you will send to the Eastern Branch of the Potomak directed to William Marbury Navy Agent — They may be delivered from the Brig to the craft without going to the expense of landing or storing —

Lt Bunbury will furnish you with an Inventory of the *Eagle* & her Materials you will immediately advertise the Brig for sail, giving ten days notice & proceed to sell in the same manner as directed in the Case of the *Portsmouth* — The powder will be sold with the other articles which you sell separate from the Brig the Nett proceeds of the whole, after deducting your Commission, you will deposit in the Branch as before directed to the credit of the Treasury of the U. States & transmit receipts as already ordered —

For H. D
S. S.

[NDA. GLB, Vol. 4, 1800–1801.]

To George Harrison, Navy Agent, Philadelphia, Pa., from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 4th June 1801

GEORGE HARRISON Esqr
*Phila*a

I have not the least doubt the report received from Capt Murray & Mr Humphreys respecting the *Constellation* is correct; but on all such occasions, it will be proper to call a regular Survey, to report the state & condition the ship may be in — I therefore, request, you will without delay call a Survey of three Masters Builders on the *Constellation*— I could wish Mr Penrose & Mr Samuel Bowers may be of the number — Their report you will please to transmit to this Department, & you will pay their reasonable charge for making the survey —

Mr Humphries has made some preparation of Plank &c on purpose for her repairs — I wish to know what proportion & whether what he may have is sufficiently seasoned —

For H. D
S, S,

[NDA. GLB, Vol. 4, 1800–1801.]

To Daniel Ludlow, Navy Agent, New York, N. Y., from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 4th June 1801

DANl LUDLOW Esqr

I have received your letter of the 30th Ult° and one from Messrs Watsons Copy I now enclose for your information — I have submitted the Subject to the Comptroller whose duty it is to order suit when accounts are required to justify advances the agents have generally stated for what payments the money is required on which statement the money has been remitted and the vouchers have been furnished when their regular accounts have been made out. we want few of the articles now you need therefore make no further demand for the Present — The last return from Messrs Watsons reported Russia Duck to be on hand — Please to send the Country duck Say 50 Bolts to Mr Whelan —

The Ship *Trumbull* ought to have sold for $30,000 —

The Law directs the *Adams* to be kept — I shall leave her at New York that Congress may order her for sale when they meet. She may then sell well for a China man —

Capt Jewett being of a Grade not known in the peace establishment retires of Course. I have no information from him of the officers who wish to remain in Service & therefore cannot act with respect to them — Should any of them intend to leave the Service, pay them their four months extra pay & take their drafts on this Department

For H. D
S, S,

[NDA. GLB. Vol. 4, 1800–1801.]

To Secretary of State from John Morton, U. S. Consul, Havana

GEO. TOWN. POT^{s}. *June 4, 1801* —

SIR In addition to the verbal explanation which I gave in reply to the suggestion your kindness & candor led you to give me early intimation of a few days since, I deem it proper to bring the subject again before you, in this mode: — as being calculated to establish the explanation with more clearness & permanence.

The circumstances which principally produced, in June last, my consent to the Voyage of the U. States Ship *Warren*, Capt. Newman, from the Havana to La Vera Cruz were, as follows:

It was known to me that her term of service was nearly expired; and that she was to be replaced by the *Ganges*, — then on her passage.

That the coast of Cuba was then, & had been, so entirely cleared, that, in the several months the ship had been on the Station, she had not seen *one* french vessel: — and none were then expected, or apprehended.

That it had been customary for our public vessels to transport Specie; and that it was and is still authorized by law.

That it was very generally known, both in the Havana, & the United States, that there were very considerable sums of American property detained at La Vera Cruz for want of a safe conveyance: — and that to several applications to the Secretary of the Navy on the subject, he had expressed his willingness to accommodate the Merchants with a vessel, when one could be spared.

That the necessary steps would be taken (& which were) to inform the Secretary by the *Gen^{l} Greene*, then in port, & bound to the United States, that the *Warren* had been dispatched on that service; and which it was stated to me could be performed in a short time.

That the *Gen^{l} Greene* would convoy the vessels then preparing, & would for some time be ready: — thus supplying the essential service of the Station until the arrival of the *Ganges*.

The foregoing, Sir, are the principal grounds upon which I decided: and as I then thought, rightly: for, I supposed if any different considerations could arise, they would be solely on the point of having permitted the vessel to leave the Station, at all, until special directions had been given from the Navy-Department. This, however, in the peculiarly great pressure of public business, at the time, did not sufficiently impress my mind as a point of form on which stress would be laid.

To Gen^{l} Wilkinson, who was then at my house, and to Capt. Perry of the *Gen^{l} Greene*, I stated the projected voyage of the *Warren*; in order that additional means of informing the Secr^{y} of the Navy might be availed of, and that I might guide myself in some degree by their suggestions. But neither of those Gentlemen, to my present recollection, considered the undertaking as improper: if they had, I should certainly have benefited myself of their advice.

If private collusion in, or mismanagement of the real purposes of the voyage were entered into by Capt. Newman, it was unknown to, and therefore not countenanced by me.

The reports of the British Cruizers having lain in wait to capture the *Warren*, were circulated in the first instance at the Havana, long before it could have possibly been known what her destination was:— and if it was at all pretended to be, it was in reality nothing but suggestions of British Spies, or disaffected Americans, founded on mere suspicion & malevolence.

Considering the free & notorious Intercourse carried on with the Spaniards by the British themselves, both in their public & private vessels, the supposed restriction, if ever premediated, on ours, would have been an unjustifiable violence: And the voyage of the *Warren* has, as I believe, never been made the subject of complaint from any of the Ministers or Agents of the British Government.

I have ever trusted, Sir, that my character, & exertions, in every part of my public & private concerns, would have secured me from the suspicion or imputation of being actuated in any instance by motives of mere self-interest; or, that I could ever countenance any Transaction which might involve the interests or character of my country.

In every other act of my public duties, I had the satisfaction to meet the fullest approbation of our government, and the thanks & confidence of my fellow-citizens.

On my arrival last Autumn in the U. States, learning the reports which had been suggested respecting the affair now spoken of, I hastened immediately to Boston to visit the President; and as he left it before my arrival there, I repaired without delay to the Seat of Government, and entered into the earliest explanations with the proper officers.

The result of those, it can be proven, was my enjoying during the whole of the remaining period of the late Administration the confidence & favor of the President and his confidential officers, — the strongest evidence that they had been fully satisfied that the suggestions against me were inadmissible.

Altho' I could not therefore have readily anticipated any renewal of the subject, I have as earnest a desire to satisfy the present Administration, as I before stated to you, Sir, respecting my character, & qualifications for the office which I am desirous of retaining, as I could have to recommend myself to those who have gone out of office.

Considerable time has now elapsed since the affair in discussion originated, — yet, if any further circumstances can be required to elucidate what I have declared, I shall be disposed to make every practicable effort to make them appear in the fullest evidence.

I beg leave to repeat the satisfaction I have experienced from the candid & indulgent manner in which you have stated the cause of the present address — and to assure you that I am,

Sir,

With sincere, & respectful consideration,

Your ob. & H^{e} Serv^{t}

JN^{o} MORTON.

Hon JA^{s} MADISON,

Secr^{y} of State &c.

[SDA. CL, Havana, Vol. 1, 1783–1807.]

To Captain George Cross, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]

Navy Dept 6th June 1801

Cap^{t} GEORGE CROSS

Your Letter of the 21st & 22^{d} of March to the secretary of the Navy have remained unanswered to this time on account of your absence from the United States —

It is to be regretted that the existing regulations relative to the Navy under the act providing for a naval peace establishment will not authorize the retaining you in service of the United States on the terms you solicit — It becomes therefore my painful duty to permit you to retire therefrom — You will transmit your accounts for pay and subsistence to the accountant of the Navy, for adjustment, any balance that may be due you will be remitted —

Your bill for the 4 Months extra pay allowed by the act to officers retiring, expressing therein that it is drawn for that precise object will be paid at sight —

Permit me to assure you that the President entertains an high sense of the Meritorious services rendered by you to your Country —

For H. D
S, S,

[NDA. OSW, Vol. 5, 1801–1802.]

To Amaziah Jocelin (Captain of Galley), and Navy Agent, Wilmington, N. C., from Samuel Smith for Acting Secretary of the Navy

[Washington, D. C.]
Navy Dept 6th June 1801

A Jocelin Esqr
Wilmington, N. C.

I have received your letter of the 27th May & have directed you a remittance of 1000 Dollars — You will be pleased to have the Gallies painted &c as you propose, & kept constantly as to their Hulls fit for use —

Discharge the French Prisoner & pay the Gaoler 20 Cents Pr Day for the time he has maintained him —

For H, D
S, Smith

[NDA. GLB, Vol. 4, 1800–1801.]

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

[Washington, D. C.]
Navy Dept 6th June 1801

Samel Brown Esqr

Your letter of the 29th ultº is received I am well satisfied with the manner of disposing of the New materials prepared for the *Merrimack* — their cost will be a charge from that ship to the *Berceau* —

I observe the arrival of the *Boston*, & your intention of obeying the orders for sending her to the Eastern Branch of Potowmac you would the next day receive my orders directing her to remain at Boston & to pay off the whole of her Crew —

It has been determined that the *Boston* shall be immediately prepared to follow the Squadron that sailed on the 1st Inst for the Mediterranean; you will therefore direct that she be forthwith prepared to receive her Crew & provisions for six months. Capt Little will not command her. I should be glad to have the Characters of the Lieutenants Sailing Master & Midshipmen belonging to the *Boston*

Paul Revere has been induced to erect a Mill for rolling Sheat Copper cold by a promise of a lone of 10000 Dollars from Government payable in sheathing Copper fit for a 74 Gun Ship, altho I do not entirely approve of such Contracts yet as the faith of Government is in some measure implicated it has been determined to comply therewith — I have therefore written Mr Revere. that the money shall be remitted on his giving you a Bond with sufficient Security for the delivery of such sheathing Copper within 18 Months, to be inspected by persons appointed for that purpose by the Secretary of the Navy at the rate of 50 Cents Pr lb. — Do me the favour to take such Bond & transmit the same to this Department — and you will oblige your obt Servt

S, SMITH

[NDA. GLB, Vol. 4, 1800–1801.]

To Captain Moses Tryon, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 6th June 1801

Capt M TRYON

The act providing for the Peace Establishment of the Navy, has imposed on the President a painful duty It directs him to select from among the Captains nine Gentlemen & to permit the remaining Commanders to retire from the public service with an allowance of four months extra pay —

I have deemed it a duty as early as possible to inform you that you will be among those, whose services (however reluctantly) must be dispensed with —

Be pleased to transmit a statement of your account up to the 15th inst including the four months extra pay which the accountant will settle remit you the balance that may be due thereon, or pay it to your order — Permit me to assure you that the President has the highest sense of the meritorious services, you have rendered to your country, & that I am with sentiments of perfect esteem —

For H. D
S, S,

[NDA. OSW, Vol. 5, 1801–1802.]

To Captain Thomas Robinson, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 7th June 1801

Capt ROBINSON

Your letter of 3 & 4th Inst are received I congratulate you on your safe arrivel, Mr Dan l Ludlow will designate the proper place to lay the *Adams* for safety should she require Caulking you will direct it to be done should any Repairs be wanting to the Hull, or Spars, you will report the same to this Department together with the state of her Sails & Rigging — The law omitted in mine of 23d Ult o is now inclosed —

You will Cause to be made out a Compleat Inventory of the *Adams* her Boats Tackle Apparel & furniture & at the Bottom take the Rec^{t} of the Sailing Master for the same to whom give a Copy Certified by yourself to be a true Copy transmit the Original to this Department As it is possible the ship may be wanted for service, I do not wish her to be stripped — such of your Officers & Midshipmen as Choose to leave the service will be paid by the Purser their 4 Months Extra pay on their giving a separate Rec^{t} for that particular object, The Sailing Master is expected to remain on B^{d} agreeably to the Law Inclosed

For H, D
S, S,

[NDA. OSW, Vol. 5, 1801–1802.]

To Daniel Ludlow, Navy Agent, New York, N. Y., from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 7th June 1801

DAN^{l} LUDLOW Esq^{r}

To my great Mortification I find the orders sent to C. Ludlow did not get to him, he is stil on Board the *U. States* & has met with a disagreeable but not Dangerous accident in firing off a Howitzer off alexandria —

The *Adams* having arrived you will have her Crew paid off as soon as possible & placed with the Officers & Men Allowed by the Peace Establishment — in a place of perfect safety — should the Algierines declare War the *Adams* may be wanted you will therefore have her Caulked so that if necessary she may proceed with little Delay I do not mean that any Considerable Repairs should be gone into. The provisions of every kind & Powder now on Board you will sell Immediately & credit this Dep^{t} therewith —

For H. D
S, S,

[NDA. GLB, Vol. 4, 1800–1801.]

To George Harrison, Navy Agent, Philadelphia, Pa., from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 7th June 1801

M^{r} GEORGE HARRISON

I have received your letter of 4th Inst and observe that you have deposited all the Notes rec^{d} in payment for the *Patapsco* & the Kentledge sold in the Bank of the U. S. as directed — You will Charge your Commission & the Charges of sale to your general Acc^{t} with this Department —

L^{t} Shaw must not buy Kentledg the *Ganges* will supply him in a few days — He also must supply himself from the *Constellation* with such Rigging as she Can spare & that will suit his ship — The *Ganges* will have I suppose a Considerable quantity of spare Cordage sufficient I Expect for all he may want

The powder for sale may be advertised & sold at a Credit of 6 Months & where you have perfect Confidence in the purchaser you may take his own Note without Endorsers for It will frequently happen that the purchaser of that article requires secrecy —

For H. D
S, S,

[NDA. GLB, Vol. 4, 1800–1801.]

To Joshua Dorsey & Company, Baltimore, Md., from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t 8^th June 1801

Mess^rs JOSHUA DORSEY & C^o

The Brig *Scammel* arrived at Baltimore is to be sold Lieutenant John H. Jones has orders to deliver to your care all the Guns & other Military Stores belonging to her, the whole of which, except the powder you will send to the Eastern Branch of the Potomak directed to William Marbury Navy Agent: they may be delivered from the Brig to the craft at once, without going into the expense of Landing or storing

L^t Jones will furnish you with an Inventory of the *Scammel* & her Materials; you will immediately advertise the Brig for sale, giving ten days Notice, & proceed to sell in the same manner as directed in the case of the *Delaware* — The Powder will be sold with the other articles which you sell separately from the ship — The nett proceeds of the whole after deducting your Commission you will deposit in the Branch Bank as before directed, to the Credit of the Treasurer of the United States, & transmit receipts as already ordered —

For H. D
S, S,

[NDA. GLB, Vol. 4, 1800–1801.]

To Lieutenant John H. Jones, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^t 8^th June 1801

L^t JOHN H JONES
Brig *Scammel* Baltimore

The Crew of the *Scammel*, except so many men as may be necessary merely to take Care of her until she is sold must be immediately paid off & discharged & your Purser must come on to this place with his accounts prepared for settlement as soon thereafter as may be — M^r Arch^d Campbell N Agent will furnish the necessary money to pay the crew on your requisitions — You will divest the Brig of her Guns & all other Military Stores which you will deposit with Mess^rs Joshua Dorsey & C^o Taking duplicate receipts for the same, one of which you will transmit to this Department, you will also take a Complete Inventory of the Brig her Boats, sails Tackle apparel & furniture which deliver to M^r Dorsey & forward a Duplicate to this Department —

The act providing for a Naval peace establishment directs the President to select from the Lieutenants 36 Gentlemen & from the Midshipmen 150 to be retained in the Service — It will frequently happen that Gentlemen will prefer retiring to being continued in the service

Be pleased to ascertain, without Coming under any engagement, & inform me who of those grades belonging to the *Scammel* wish to continue & those that do not — The latter will receive their discharge, & the 4 Months extra pay allowed by the act which your Purser may pay them at once, taking their respective receipts specifying that they are for that particular object — Your Boatswain, Sail Makers Gunner & Carpenter may also receive their 4 M^{o} extra pay from the Purser, he taking their receipts in the same manner — and taking in their Warrants, In reporting your officers your opinion of their respective Merits will also be acceptable —

For H. D
S, S,

[NDA. OSW, Vol. 5, 1801–1802.]

To William Pennock, Navy Agent, Norfolk, Va., from Samuel Smith for Acting Secretary of the Navy

[Washington, D. C.]
Navy Dept 8th June 1801

William Pennock Esq^{r}

It being found in most instances that the Powder which has been on board our Vessels of War for some time, has by some means, perhaps from its original bad quality, become unfit for service, It has been determined to dispose of the whole that has made a Voyage, you will therefore sell all the Powder of that Description, which probably includes the whole, now in your possession, provided you can obtain what in your judgement may be a fair price to obtain which you may sell on 6 Months credit, taking notes with endorsers as in other cases of sales of public property & applying the proceeds when received to the Credit of this Department on your first settlement thereafter with the accountant —

For H. D
S, S,

[NDA. GLB, Vol. 4, 1800–1801.]

To Lieutenant John McRea, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[Washington, D. C.]
Navy Dept 9th June 1801

M^{r} John M^{c}Rea

You will be pleased to take Charge of the Frigate *Congress* as Sailing Master under the enclosed Law —

For H. D
S. S.

[NDA. OSW, Vol. 5, 1801–1802.]

To George Harrison, Navy Agent, Philadelphia, Pa., from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 10th June 1801

GEORGE HARRISON Esqr
*Phila*a

I am honored with your two letters of 6th & 8th Inst
The sale of powder meets my entire approbation: you are at liberty to Charge 1½ pr Cent Commission thereon —
The *Ganges* is to be sold in the same manner for the same terms as in the Case of the *Patapsco* — Be pleased to have her put in a State for sale, as early as possible —

For H. D
S, S,

[NDA. GLB, Vol. 4, 1800–1801.]

To Captain John Barry, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 11th June 1801

Commodore BARRY
*Phila*a

The Law providing for the peace establishment of the Navy, a Copy of which I now enclose directs the President to select from the Captains nine Gentlemen from the Lieutenants 36 & from the Midshipmen 150 to be retained in Service — The duty is unpleasant where Gentlemen are not retained. On the present occasion it is particularly pleasing to me to have the gratification of informing you that the President has been pleased to select you as one of those who are retained —
Your usual pay & rations will be allowed, until the 30th day of June including that day from which time the Law allows you half pay until called into actual Service —

For H. D
S, S,

[NDA. OSW, Vol. 5, 1801–1802.]

To Captain Samuel Nicholson, U. S. Navy, from Samuel Smith for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 12th June 1801

Capt SAM NICHOLSON

You are hereby appointed to Superintend the New Navy yard at Charlesto[w]n & for other purposes — your duty will be
1 To remove preserve & safe keep all the Timber plank & stuff of every kind belonging to the U. S. from the old Navy yard in Boston to the New Yard purchased by the U. S. near Charlesto[w]n you will be responsible for a due care thereof that It be so placed as

to be safe from loss — Injury from the sun, & yet so that it may be properly seasoned against it shall be wanted — The manner is left to your own Judgement —

2 You will receive from the Captains of the Ships of the U. S. in actual service as they arrive & particularly of the *Boston & Constitution* now in Port an Indent of the Rigging & stores of every kind, except the Pursers necessary for the respective ships. intended for a Cruize in the Mediterranean which Indents you will carefully examine, & if in your Judgement the Ship will require the whole articles wanted you will sign & deliver the same to the Navy Agent, if the whole of the Indent should not be wanted you will strike out the articles not wanted sign & deliver as before directed so amended — and you will act in like Manner when any of the ships of the U. S. shall arrive in future —

3 It shall be your Duty to enquire of the Captains of the ships in actual service, what Repairs their ships require what spare sails Blocks & Riggins they want & if in your Judgement, such repairs spares &c &c are required you will Certify & deliver the same to the Navy Agent — who will order the same to be done & made by the proper workmen under your direction — Occonomy will be expected a due observence thereof without an improper parcimony will be expected from you —

For this service you will be allowed at the Rate of $1200 pr Annum to Commence the first of July next to be paid quarterly, your Bill for which drawn on the Secy of the Navy will be paid until further order shall be taken — * It will also be your duty to report any Embezzlement if any have been made on the Public property to this Dept but no Report will be recd that can not be Indisputably proved —

For H D
S, S,

*4 It shall also be your duty to superintend the Building of the 74 Gun Ship or any other Vessell the building of which may be directed in the said Yard —

[NDA. OSW, Vol. 5, 1801–1802.]

To President Thomas Jefferson from Samuel Smith for Acting Secretary of the Navy

[Washington, D. C.]
Nav: Dep: 13: June 1801.

Thomas Jefferson Esqre
President U: S:

Rufus Low has written me on the subject in substance — I therefore return his Letter. — Mr Low not having a Warrant was dismissed from the Service, in December last as appears by Capt. Preble's letter dated New York 25th December from which time Mr Low has been considered as out of Service; of course he has no claim to the 4 Months extra pay allowed to Officers dismissed under the [Peace Establishment] Act.

The reason (I presume) for lessening the wages of his apprentice must have been that Mr Low represented him as an half Seaman and that on Trial he proved only fit for the lowest Grade. This is uni-

versally the Custom in the Navy. I shall write Mr Low on the subject. & am Sir with the &c.

S. SMITH.

[NDA. Nom. Appts. LB, 1798–1820.]

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

[WASHINGTON, D. C.]
Navy Dept 15th June 1801

Capt MULLOWNY

It has been represented to this department that you landed or suffered to be landed from the U. S. Ship of war *Ganges* under your command on the 8th & 9th instant, within the state of Delaware, several Passangers, & sundry Boxes & Trunks, before the Collector of the District was notified of the Circumstance —

Indeed it does not appear that there was any report made to the Collector at all — I have therefore to request that you will immediately render a statement to this department of the transaction in question, when it is hoped & expected that you be able to explain to the satisfaction of the Government, what at present seems to admit of a very unfavorable construction Orders are issued to withhold your pay & emoluments until your report shall be received —

H DEARBORN
Actg Secy of the Navy

[See documents dated 20, 22 and 25 June 1801.]
[NDA. OSW, Vol. 5, 1801–1802.]

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

[WASHINGTON, D. C.]
Navy Dept 15th June 1801

SAMUEL BROWN Esqr

It appears by Capt Littles statement to this department Copy of which you have enclosed, that he took out of the French Corvette *Le Berceau* Captured by the United States Frigate *Boston*, Cash to amount of upwards of 5,000 dollars one half of which agreeably to the act for the better Government of the Navy accrued to the United States, but which agreeably to treaty with the French Republic is to be restored —

I have therefore to request that you will ascertain from Capt Little in whose hands the moiety accruing to the United States is & that you will receive it & pay it over to Mr L Pichon chargé d'affaires of the French Republic or his order, transmitting the amount thereof to this department as soon as may be — If the money is so situated that you cannot recover it immediately be pleased to pay an equal sum out of any Money in your hands belonging to this Department & report accordingly —

H. DEARBORN

[Enclosure]

A List of Cash taken out of the French Corvette *Le Berceau* —
1343 Dollars
403 Crowns
75 Doubloons
38 Guineas
308 Half Joes—

"My Officers & Crew have made application to me for a distribution of the Captors part of the above Cash — But it will remain on board the *Boston* & shall wait your orders concerning it".

Signed GEO. LITTLE
Copy — Ab. Thomas *P Clk*
*N Dep*t *15 June 1801*

[NDA. GLB, Vol. 4, 1800–1801.]

To Acting Secretary of the Navy from Lieutenant M. Simmones Bunbury, U. S. Navy

BALTIMORE *June 16th 1801*

SIR The crew of the *Eagle* under my command is all discharged, & having every thing ready to forward to your Department, I embrace the opportunity of sending my Books & Papers by Mr Ezra Mantz Midshipman & herewith enclose you a List of them, I intended coming on to the city myself but Mrs Bunbury being very Ill would not permit me, & I hope it will be excused as it was my wish to come on with my accounts, I have settled with the Purser & hope my conduct will meet your approbation, the Purser will be on in a few Days but he wishes to have his accounts all clear before he comes, it possibly may be 7 or 8 Days, the Officers are distributed according to the orders I received from Your Department, if the President should think me worthy of retaining my Commission I shall think myself honor,d, it is not my wish to receive any Emoluments but to retain my Commission & Rank, & in case of a War I shall be happy in serving, & if you will do me the Honor to Inform me in what manner I may consider myself I will thank you, the *Eagle* is in good order & have no doubt but she will sell high as a number of Merchants are in want of her.

I am Sir with due respect
& have the Honor to be
Yr mt obt Humble Servt

M, SIMMONES BUNBURY

Honble SECRETARY OF THE NAVY
City Washington

[NDA. Misc. L. Vol. 2, 1801.]

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

[WASHINGTON, D. C.]
Navy Dept 16th June 1801

Capt SAMl NICHOLSON
Charlestown

A Court of enquiry is hereby directed to be holden at Boston composed of Captain Nicholson Talbot & McNeal to set as soon as may

be, for the purpose of inquiring into the conduct of Cap^{t} George Little Commander of the U. S. Ship *Boston* on the complaint of the officers— of the French Ship *Berceau*, a prize to the said United States Ship *Boston*, which complain[t] is herewith transmitted to Captain Nicholson as President of the Court who will please to notify the other Gentlemen of the time & place of meeting, & also give Captain Little & the said officers of the Ship *Berceau* the notice of the time & place of the meeting of the Court & after hearing the parties & their witnesses &^{c} the Court will report to this Department without loss of time a state of facts, with the evidence [space] the several charges exhibited as above mentioned If Cap^{t} Talbot & M^{c}Neill cannot both be obtained one disinterested officer of an inferior Grade may be summoned as a Member of the Court

[NDA. OSW, Vol. 5, 1801–1802.]

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

[WASHINGTON, D. C.]
Navy Dept 18th June 1801

Cap^{t} JAMES SEVER

The act providing for a naval peace establishment has imposed on the President a painful duty — It directs him to select from among the Captains in the Navy nine Gentlemen to be retained in service, & to permit the remaining Gentlemen of that grade to retire, with an allowance of 4 Mo. extra pay — I have deemed it a duty as early as possible to inform you that you will be among those whose services however reluctantly will be dispenced with from and after the 30th instant, to which period you will please settle your accounts for pay & subsistence with the Purser of the *Congress* — The 4 Mo extra pay will be adjusted & paid on your application at the Navy Office — Be assured that the President has a Just sence of the services rendered by you to your Country —

H DEARBORN
acting Sec^{y} of the Navy

[NDA. OSW Vol. 5, 1801–1802.]

To Captain George Little, U. S. Navy, from Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept^{m} 19 June 1801.

SIR I have received your Letter of the 7th instant with your report of the Officers of the *Boston* —

It is proper that you Should be informed that a Court of enquiry of which Captain Nicholson is appointed President is directed to be holden as Soon as may be on your conduct in respect to the treatment of the Officers of the French corvette *Berceau* captured by the *Boston*— Before any order is taken therefore in the Selection of Officers to be retained in the Service, or to be discharged of those belonging to the *Boston* the result of the enquiry must be known at this Office, When

it is to be hoped on every account that charges against you will have been proved unfounded.

I am Sir
Y^r M^o ob^t Serv^t

H. DEARBORN.

Cap^t GEO. LITTLE
of the *Boston*, Boston.

[F. D. Roosevelt Col.]

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

[WASHINGTON, D. C.]
Navy Dept 19^th June 1801

Cap^t SILAS TALBOT
Frigate *Constitution*

The Law providing for the peace establishment of the Navy, a Copy of which I now enclose directs the President to select from the Captains nine Gentlemen to be retained in Service. — The duty is unpleasant where Gentlemen are not retained in Service — On the present occasion it is particularly pleasing to me to have the gratification of informing you that the President has been pleased to select you as one of those who are retained —

H. DEARBORN

[NDA. OSW, Vol. 5, 1801–1802.]

To Lieutenant Colonel Commandant William W. Burrows, U. S. Marine Corps, from Captain Lemuel Clark, U. S. Marine Corps

[BOSTON, MASS.]
June 19^th 1801

SIR, Your letter of the 8^th with its enclosure came to hand. I communicated the letter concerning Lucious Clary to Capt Talbot. He answered "the letter appears to have been written in anger, I shall use the Marines as *I want them.*" & nothing more.

I delivered your orders to Lieu^t Church to be in readiness to go on with the men. He inform'd Cap^t Little of his orders. & L^t Church says that Cap^t Little sent his compliments to me & says "*I shall not take a man out of the ship.*"

The Marines are now kept in the boats & cleaning the Ships, nor can I prevent this without better authority; not having fatigue cloathing they spoil what they have — I shall pay particular attention to your orders,

I am Sir with respect
Your Obed^t Servant

LEMUEL CLARK
Cp^t of Marines

Col W. W. BURROWS

[MCA. LR, 1801.]

To General Samuel Smith, Baltimore, Md., from Acting Secretary of the Navy

[WASHINGTON, D. C.]
Copy *Navy department 20th June 1801*

SIR Herewith I transmit you a Copy of a Letter from the Collector of Delaware to the Secretary of the Treasury, complaining of the conduct of Captain Mullowny of the *Ganges*, in landing or suffering to be landed from that Ship several passengers, Trunks, cases, &c without making report thereof to the Custom House &c — As the passengers have come on to Baltimore I have to request that you will be pleased to take upon yourself the trouble to investigate the business & to favor me with the result by Capt Mullowny who goes on from this place for that purpose, & who assures me he can give satisfactory proof that nothing clandestine has been practiced or attempted in the transaction, which on every account it is to be hoped he will be able to do.

Accept Sir the assurance of my high regard

Signed H. DEARBORN

True Copy
from the files of the Office of
the Secretary of the Navy
AB. THOMAS *P. Clk*
N. Office
24 June 1801

GENERAL SMITH
Balt

[NDA. Area 7.]

To Acting Secretary of the Navy, from General Samuel Smith, temporarily in Baltimore, Md.

BALTIMORE
Copy *22d June 1801*

SIR Agreeably to your request, I have examined particularly into the complaint made against Captain Mullowny by the Collector for Delaware — I have seen all the Passengers and am satisfied that there is no cause whatever to presume that any thing improper was done in permitting them to land. However if any doubt remained in my mind, the inclosed depositions [see document of 25 June 1801.] would satisfy me, as I presume they will you, that Capt Mullowny has been perfectly correct —

I am &c

Signed S. SMITH

True Copy
AB. THOMAS *P. Clk*
N. Dep 24 June 1801

SECRETARY OF THE NAVY

[NDA. Area 7.]

Circular to the Collectors of Customs from Secretary of State

DEPARTMENT OF STATE: —
Washington June 22d — 1801

SIR, After the receipt of this letter, you will issue no Commission to any private armed vessel of the United States, but without delay re-

turn to me all such blank Commissions and the blank instructions adapted to them, which may remain in your hands, as well as all such commissions and instructions as may have been surrendered to you, and all the original application for those issued, and which you shall not have before returned.

I am very respectfully
Sir,
your mos^{t} ob^{t} Serv^{t}

JAMES MADISON

CIRCULAR TO THE COLLECTORS OF THE CUSTOMS WHO WERE APPOINTED TO ISSUE COMMISSIONS TO PRIVATE ARMED VESSELS

[R.I. HS.]

Extract from Log Book of the U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, Monday, 22 June 1801

[Boston, Mass.] Clear & pleasant Weather the *Berceau* hoisted her Flag & fired a Slaute & was answered by the U, S, Ship *Constitution* 21 Guns each she was delivered up to the French Rec^{d} on board 7 men from the shore being New Recruits Ends pleasant Weather

[H. E. Huntington L&AG.]

To Comptroller of the Treasury from Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 23^{d} June 1801

Comptroller of the Treasury

Herewith I transmit a Certificate perporting that the Brig *Eagle* late belonging to the Navy & sold at Baltimore the 17th instant is entitled to an American Register, & have to request that you will be pleased to direct the Collector of the Port of Baltimore to grant a Register accordingly —

I am Sir

H. DEARBORN

[Enclosure]

The Brig *Eagle* late belonging to the Navy of the United States & sold in Baltimore by order of this department on the 17th instant, was built in Philadelphia for a Revenue cutter, & transferred to the Navy in the year 1798 — She is therefore entitled to an American Register —

Given under my hand & the Seal of the Navy department at the City of Washington this 23^{d} day of June 1801

H. DEARBORN
act^{g} Sec^{y} of the navy

[NDA. Req. on US T, 1798–1803.]

To Captain George Little, U. S. Navy, from Samuel Brown, Navy Agent, Boston, Mass.

NAVY AGENTS OFFICE
Boston 23 June 1801 —

SIR, By a letter received this day from the Secretary of the Navy, I am directed to enquire respecting the Cash captured by you in the Frigate *Boston* from the Corvette *L'Berceau*, and to receive the same. I send you Extract of the Letter [*] & request you to furnish me as soon as may be with the Statement

Accept assurances of my Respect and Esteem

For SAM^{L} BROWN
Navy Agent

GEO. LITTLE Esq.
of the
Frigate *Boston*

[* See letter and enclosure to Samuel Brown from Acting Secretary of the Navy, dated 15 June, 1801.]

[F. D. Roosevelt Col.]

To Captain George Little, U. S. Navy, from Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 23^{d} June 1801

Cap^{t} GEO. LITTLE

I have received a paper dated the 9th instant signed by yourself Doctor Goddard & Doctor Welsh purporting that John M Haswell Midshipman John Shaply George Grooms, Gavin Walkinshaw & Francis Rose had been severally Wounded in the service of the United States — But there is no Letter or other information accompanying to shew for what purpose this Certificate was forwarded — If the object was to have the parties placed on the Pension list, it is proper that an application to that affect should be transmitted to this department It will also be proper that you forward a statement from the Ships accounts of the several periods to which they have been respective[ly] continued on full pay in order that a Correct date may be taken for the Commencement of their pensions —

If you will take upon yourself the trouble to have the business done; the parties will be at once placed on the pension list, & order taken for their regular payment — It will be proper that you mention to what state the applicants belong that we may know where the payments are to be remitted as they become due —

H DEARBORN
Acting Sec^{y} of the Navy

[NDA. OSW, Vol. 5, 1801-1802.]

[24 June 1801]

To Members of the Court Martial from Surgeon Samuel R. Marshall, U. S. Navy

M^{r} PRESIDENT & GENTLEMEN, With a conscience void of guilt and a lively impression, of the wisdom & impartiality of my Judges, I feel encouraged to make a few observations in defence of the charges, which have been exhibitted against me, by Cap^{t} Sever —

At this moment when every circumstance of a tedious confinement, is recent in my memory, I shall find it difficult to reduce my feelings to passive tranquility; but I trust — & solicit, that if any gall be observed in my remarks, it may be attributed to the unmerited persecution I have endur'd, and not to any disrespect for the Honorable Tribunal to which I now appeal. —

On the face of the first charge, the appearance of malice is depicted in Legible characters. — It displays not only the malice, but the ignorance of my prosecutor, for if he had been acquainted, with the extent & force of the English language, he certainly would never have consider'd as requisition, what was only submitted to his serious attention. —

The second charge, has been so amply refuted by the testimony of lieut[t] Seton & Llewellen, that I consider it as unnecessary at this time, to intrude it on your attention. — I shall therefore only observe, that the Odium of the charge rests with the prosecutor. —

In reply to the third charge, I beg leave to observe, that my refusal to dine with Cap[t] Sever, was extorted from me by the personal indignity & contempt which he had frequently manifested towards me in a public manner. —

His declaration that he had an aversion to all Gentlemen of the Lancet, is convicting proof, that his disposition to me was premeditatedly inimical —

It is not therefore extraordinary that he should endeavour to fulfill his declaration by making me the companion of my enslaved Brother.—

Like a father nourishes his helpless babes, so he foster'd with anxious solicitude every trivial sentiment or circumstance, as luscious food for his depraved appetite. —

The first seeds of discord were sown by his hand, and the rising plants of dissatisfaction were cherished in the hot bed of Jealousy. —

With sophistry he has endeavoured to throw a mantle over his own infirmities, and has made a bold attempt to sacrifice my life & reputation, at the altar of Jealousy & malice. —

The mist however which was occasion'd by the dew of subtilty, has been dispell'd by the influence of dispassionate reason. —

Must we, on becoming Officers, forget that we are men?

Must we on entering under the Banners of our COUNTRY, bury every tender feeling, of human nature, and destroy every out post of honour? —

Slavish indeed must be the disposition of that man, who can passively submit to insult, and contempt, without evincing some testimony of dissatisfaction & resentment. —

In the phrenzy of delirium, he has even resorted to a private conversation, in the Ward Room, for matter of Arrest — through the tool of oppression this conversation was related to him with aggravated circumstances, and in the debility of his understanding, he omitted to reflect; that the man who could once betray the unsuspecting confidence of friendship, for the trifling gratification, of being made a favorite, could never be reconciled to sincerity or honesty, by any act of Kindness or attention. —

The testimony which has been aduced on this subject, went no further, than to prove my strong aversion, to the illegal custom of Great Britain, to impress American Seamen into their service. —

In expressing my opinion in respect to the conduct of the American Citizens serving by compulsion on board the British Frigate *Hermione*, I was actuated by a sense of the Wrong they had sustain'd, by being impress'd into the British Service; I enter'd warmly into their feelings, and I spoke with Zeal in the cause of my persecuted country men. — If my sentiments on this head were erronious; it was an error in Judgment, & not of the heart. I do not indulge the doctrine of infalibility.

With all mankind, I conceive my self subject to error, but I trust from the Evidence which has been given, that those errors (if after the unmanly, ungenerous treatment, I have received, they can be consider'd as such,) will at least appear, in a variable light. —

The circumstances which attended the Mutiny on board the *Hermione*, were totally different from any thing, that can possibly occur in our Navy.

We have not adopted the Barbarous custom, of impression, unsa[n]ction'd, even by the Laws of Great Britain. — We hold out a handsome, and ample compensation, to men to enter into our service; therefore when they have enter'd they make themselves by that act, subject to the Laws of the Country, and are punishable on conviction, for any fault which they may commit; Whereas; if being the citizens or subjects of a foreign Country — and they were compell'd to enter into the service — contrary to their own Judgment & inclination, they could not be properly consider'd, as amendable for improper conduct, as their will was never consulted in their situation. —

I have enter'd thus liberally into a Justification of my opinion, in order to avoid the charge of an evasion. —

I could with propriety have comprised my defence on this subject, in a very few words; by observing what I had said was simple matter of opinion; was not express'd with any evil design; and that from every existing circumstance, could not be attended, with any unfavourable occurrences. —

To you Gentlemen I have committed every thing that is valuable to me in life; I feel myself inaddequate to express the emotions, which at this time disturb my tranquility; but conscious of my own innocence, and satisfied that your decission will be guided, by the impartial hand of Justice, I shall await the event with stoical indifference. —

S. R. MARSHALL

[See documents of 3 April and 23 May 1801. Surgeon S. R. Marshall was honorably acquitted of all charges.]

[NDA. CMR, vol. 1, 1799–1805.]

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

[WASHINGTON, D. C.]
Navy Dept 25th June 1801

Capt MULLOWNY
of the *Ganges*
Phila[a]

I have taken this early opportunity of expressing to you my satisfaction on being favoured with the very respectable testimony [*] of the Gentlemen, who were passengers on board the *Ganges* from the

west Indies forwarded by Gen[l] Smith which does most unequivocally exonerate you from the suspicions of improper Conduct entertained by the Collector of the District of Delaware. — Under the Circumstances of the Case, I thought it necessary to stop in the hands of the Purser of the *Ganges*, any monies which might belong to you & give orders to this effect on the 15[th] instant: this day I have revoked them —

I am Sir

H, DEARBORN

P. S. It is hoped & expected you will be prepared on your return to Washington to obviate the charges exhibited against you by the Spanish Minister, which you have seen, as well as a Complaint of M[r] Baring in relation to an over charge of freight of money. Copy of which will be forwarded to you to morrow —

I am Sir

H. DEARBORN

[*These documents are in NDA, Area 8.]

[NDA. OSW, Vol. 5, 1801–1802.]

To Accountant of the Navy, from Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 25[th] June [1801]

THO[s] TURNER Esq[r]
acco[t] Navy

Altho Lieu[t] Rush's expenses while a Prisoner may at first view appear to constitute a Just claim on the Department, I very much doubt the propriety of its being allowed — I know of No Law usage or Custom which will authorise the Dep[t] to pay the expences of Officers when in Captivity — M[r] Rush must of Course be refered to the salvage fund of the Ship to which he belonged, as the only alternative, except that of an application to Congress —

I am Sir

H DEARBORN

[NDA. GLB, Vol. 4, 1800–1801.]

To First Lieutenant Jonathan Church, U. S. Marine Corps, from Lieutenant Colonel Commandant William W. Burrows, U. S. Marine Corps

WASHINGTON
26[th] June 1801

L[t] JON[n] CHURCH

SIR It is now agreed that the *Boston* shall not be laid up, but prepared for active service: in Consequence, of which you will immediately proceed to clothe and pay your Marines, advancing them three Months pay, — You will receive from Captain Clark the Clothing necessary and from the Navy Agent for your Dft on me for five Hundred Dollars. —

You may Dft if necessary from the *Warren* all, or any of the Marines you may require. All Invalids from the *Constitution, Boston* and

Warren must be brought round, with the whole of the Detachment of the *Herald*, who will be clothed and paid here — The Purser of the *Warren* may pay the Men as many Months Pay, as will cover the Advances made to them and draw on me for the Amount — The Purser of the *Herald*, must send his demand gainst the Marines; and when the Pay Master pays them off, it shall be stopt here — I shall send on an Officer to take Charge of the Marines of the *Boston* — You will proceed to Head Quarters, as before directed — when your Acc^{ts} are settled I will grant you a Furlough if in My Power

Y^{r} Ob^{t} Serv^{t}

W^{m} W. BURROWS
L^{t} C. C.
M. C.

[MCA. LS, 1800–1801.]

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

[WASHINGTON, D. C.]
Navy Dept 27th June 1801

M^{r} JOSHUA HUMPHREYS
Phila^{a}

It being determined that the Frigate *Constellation* shall undergo a thorough repair, I have to request that you will be pleased to have her stripped of all her defective Plank &^{c} otherwise prepared for that purpose as early as may be & having ascertained with precision by this operation every thing necessary to be done, make report thereof to this department In the mean time it will be proper that continued [be] the procuring of the plank & thick stuff necessary to complete her repairs, which however are not to go on but as the wood shall be duly seasoned, for which you will be pleased to have the proper measures taken —

I am sir

H. DEARBORN

[NDA. GLB, Vol. 4, 1800–1801.]

To Accountant of the Navy from Abishai Thomas for Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 27th June 1801

THOMAS TURNER
Acco^{t} Navy

Doctor Samuel R Marshall is entitled to be allowed the customary travelling expences From Philadelphia to New York in January 1800 when he was ordered to join the *Richmond* From Philad^{a} to New York in October 1800 when ordered to take passage on board the *John Adams* to join the *Congress* — & from Philadelphia to Washington in may 1801 being ordered on for trial by a Court Martial on sundry charges exhibited against him by Capt Sever —

By order

AB. THOMAS *P[rincipal] Clk*

[NDA. GLB, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]
Navy Dept 28th June 1801

Captain SILAS TALBOT

It appears that doubts have existed in the minds of some Captains in the Navy as to their authority for transfering men from the Marine Corps to that of seamen, & also respecting the particular duties of Marines, especially in port — I shall presume that no officer on reflection could hessitate in determining that no such transfer could with propriety be made, but by the authority of the head of the department — The other question can be decided only by reference to common & General customs & usage — harmony between officers of differant corps in the same service is so obviously important as to preclude the necessity of any particular remarks —

I am sir

H DEARBORN

[NDA. OSW, Vol. 5, 1801–1802.]

To Secretary of State from Gibbs and Channing, Navy Agents, Newport, R. I.

NEWPORT *June 30 1801*

SIR We beg leave to lay before you sundry papers relative to the Capture of our Ship *Hercules Courtenay* Henry Hudson master, by Spanish Gun boat and a french privateer; and of the proceedings had at Algecirias in Spain on this Capture —

The *Hercules Courtenay* sailed from this port in December last, was cleared out for Gibraltar & Leghorn laden with sugars principally, some fine Teas, Nankeens & dry fish; no Goods of any kind that are contraband of War, every precaution was taken to furnish her with all necessary papers, that they should be regular, and proves as is the fact that the Ship and Cargo are wholly our property, and are on our sole account and risk, the value of which we estimate, at 80 or 90,000 dollrs It appears that this Ship was taken near the Barbary Coast on a direct course up the Mideterranean to Leghorn, and that she was carried into Algeciras, and there condemned in consequence as pretence of Gibraltar being mentioned in her clearance & our instructions, altho not entering nor steering for that port —

Ignorant of the pretended blockade of Gibraltar by Spain we mentioned that port in our clearance & instructions to guard against the depredations there committed by *Halifax* & other British Cruisers on American Vessels that were laden with the produce of the Spanish Colonies bound to Europe — but with no intention of her proceeding to Gibraltar, having given Verbal directions to our Super Cargo, to proceed to Leghorn without touching at Gibraltar, unless necessary [word illegible] the British Ship on that Station, or to obtain information of the Market at Leghorn or other ports in the Mediterranean —

It is a very Singular fact, that this pretended Blockade of Gibraltar by Spain, has not only been unsupported by actual effective investment; but that the Kings boats charged with the Blockade, are seldom or ever out of the harbour — that it may be considered only as a

license to authorize predatory depredations on the property of neutrals —

We place the utmost confidence in our Super cargo Mr Clarke that every thing has been and will be done by him in his unfortunate situation, but we apprehend it will be difficult for him to maintain our just claim against the interested influence of the Captors, or that he will be compelled to make a ruinous compromise to avoid a total loss —

We therefore beg leave to lay our claim before Government, pursuaded that every necessary measure will be pursued to obtain the restoration of our property and damages for the injury sustained —

Hon JAMES MADDISON Esq
Secretary Department of State —

[Newport HS, Gibbs & Channing LB.]

To General Samuel Smith, Baltimore, Md., from Captain Thomas Tingey, U. S. Navy

WASHINGTON *July 1st 1801*

SIR The Young man Mr Story who has continued in the Station of Sailing Master of the Frigate *New York* conceives that being obligated to act as Purser, and keep the a/cts incident thereto, is above his comprehension — and therefore wishes to decline serving longer, than 'till he can conveniently be relieved — In consequence thereof, I have it in command from General Dearborn, to apprize you of this circumstance, from having suggested to him the idea that it is very probable you could send us a suitable person from Baltimore; namely An elderly and experienc'd Shipmaster, probably such an one may be found, as may have already been a lieutenant in the Navy, and doubt not you will agree that a preference should incline that way.

You have no doubt heard of the arrival of the *General Greene* & *John Adams* — they both came up the Branch with tolerable velocity, without touching the Ground, 'till we had them up as far, as the *United States*, where there was not room to pass under sail — This morning I had the *New York* unmoor'd, in order to swing her, and give that side which has been most expos'd to the Sun — a little respite — And mean to pursue this method with the whole of the ships, that their different sides may alternately be reliev'd from the severity of the weather — The Bower Anchor of the *New York* came up with more difficulty than to assure that they may remain down 5 or 6 weeks, without causing too great a strain to recover them. I mention these particulars, as presuming from the interest and patronage you have so conspicuously shewn to the service they will not be displeasing to You

I have the honor to be &c

T T [THOMAS TINGEY]

Honbl S SMITH
Baltimore

[NDA. Tingey LB, 1798–1801.]

To Captain George Little, U. S. Navy, from Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 2nd July 1801

Capt GEO. LITTLE
Boston

Capt McNeill has been appointed to succeed you in the command of the Frigate *Boston*

I have therefore the honor to request that you will be pleased to deliver her up to him — together with an inventory of all the stores Provisions &c on board at the time — taking his receipt therefor a duplicate of which you will send to this office —

I am sir

H. DEARBORN
acting Secy of the Navy

[F. D. Roosevelt Col. and NDA. OSW, Vol. 5, 1801–1802.]

To Captain Daniel McNeill, U. S. Navy, from Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 2nd July 1801

Capt McNEILL

The frigate *Boston* requires a commander — I have therefore the honor to direct that you immediately wait on Capt Little, who has received the necessary instructions, & receive from him that Vessel

You will report to me the state of the Ship and use your utmost exertions to have her prepared for Sea —

I am sir

H DEARBORN

[NDA. OSW, Vol. 5, 1801–1802.]

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

[WASHINGTON, D. C.]
Navy Dept 3rd July 1801

SAMUEL BROWN Esqr

Your letter of the 24th Ult° is received There is no doubt that the *Berceau* has been sufficiently repaired & furnished, of course no more expence must be incurred on the part of the United States on her account — It is not necessary that you should take a receipt for the delivery of that Vessel — It will be proper however that you write a Letter to this department stating particularly the repairs & supplies she received at the public expense & the precise state & condition she was in as to her equipments of every kind, on her delivery to the Officers appointed on the part of the French Republic to receive her — the day of the delivery Should also be stated —

Sell all the old Beef & Pork you have on hand a credit of 60 or 90 Days, taking notes with approved endorsers, which lodge in the Branch Bank of the U. States for collection, transmitting the receipt of the Cashier together with the account of sales to the accountant of the Navy, & when the money is received apply it to Navy purposes, crediting the Department therefor —

Capt Little writes on the 24th June to this department that he had opened rendezvous & commenced recruiting a crew for the *Boston* — By whose orders I am at a loss to know certainly none were issued from this Department nor was it by any means intended that recruiting should commence at so early a period — It is certainly bad economy to have a Ship of War remaining Weeks in port with a Crew on board, before She receives her sailing orders — It is not yet ascertained when the *Boston* will receive hers, I pray you therefore to put a stop at once to the recruiting until further orders —

I am sir

H DEARBORN

[NDA. GLB, Vol. 4, 1800–1801.]

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

BOSTON *6 July 1801*

SIR The moiety of Cash taken by Capt. Little out of the Corvette *Le Berceau* accruing to the U States amounting to $2586.46 I found in the possession of Nathan Goodale Esq. Clerk of the federal Court in this District which I have received from him and paid it over to Commissary Giraud — agreeable to the request of Mr L. Pichon charge des affairs of the french Republic I now enclose Mr Giraud Recit for the same

As Mr Goodale is accountable to the Treasurer of the United States for this Money he consented to pay it to me on condition that I would procure directions from the Treasurer to authorise the payment. I have therefore to request that this may be done as soon as may be convenient —

About two thirds of the flour in the Navy Store on examination proved to be middlings it will be necessary therefore to purchase about a hundred Barrells of fine flour to mix with it so that the quality of the Bread may not be exceptionable

Mess Stephen Higginson & Co have informed me that they agreed to allow Mr Hart for his services in the Navy Yard — whatever sum should be allowed for the like services at New York which they found on enquiry to be at the Rate of two thousand Dollars pr ann and therefore agreed to allow him that sum pr ann for his services from the 27 of December 1799.

I shall therefore pay the Balance due on this account unless otherwise instructed by your Department.

I am Sir with great respect

Your most humble Servant

SAMUEL BROWN

THE SECRETARY OF THE NAVY
U States —

[NDA. Area 7.]

[6 July 1801]

To Samuel Brown, Navy Agent, Boston, Mass., from James Davis; receipt for mending lightning rod for *Le Berceau*

BOSTON *July 6, 1801* —

SAM[l] BROWN Esq[r]
For the French Corvette *Le Berceau*

To James Davis dr

To mending Lightning Rod ..... $8.
Received Eight Dollars in full
July 14. 1801 —

JAMES DAVIS

[Mass. HS, Brown Papers.]

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

PHI[a] *July 7[th] 1801*

SIR In consequence of its having been deemd proper to call a second survey on the *Constellation*, we have been Idle for some time waiting the result of it I was previous to my visit to Washington instructed to commence the repairs & had directed the Rotten Plank to be taken off in which business we had made a good progress, as the Season is now fine for those operations & shoud it be deemd still proper to carry on the Work, it is a pitty to loose any time

I may be officious in troubling you on this subject finding that I am not among the selected Captains but shall deem it a particular favor if you can notify to me the predicament on which I stand, as my circumstances will not justify a Life of Indolence & it may be necessary to turn my views to some other pursuit, tho I must avow my attachment to the line of Life I have lately pursued —

I hope & beleive that I have not committed myself in any degree so as to incur a slighted inattention my correspondence with the Navy department is a faithfull record of my services if all my Letters are retaind, but if any foul or ungenerous assersions hath been made to my discredit, I shoud be happy in having them made known, convinced as I am of the rectitude of my conduct, for we find insidious Enemies but too frequent in this World I may safely say the public hath not a more faithful Servant than I have ever strove to be or few who hath a better claim to patronage I served as an Officer in the Army & Navy the whole of the Revolutionary War & was the last discharged from the *Alliance* Frigate when sold out of Public service during which War, I was in thirteen different Battles by Land & by Sea & mingled my blood with many worthy Patriots no longer in remembrance, during the present naval establishment I have been in constant active service I beleive more so than any Officer in the Navy —

Why then am I put by for Young Men who have never given any brilliant proofs of superior Merit?

I wish not to urge my services upon my Country nor can I dispute the Eligibility of the present arrangment, there is no doubt good authority for it, all that I now crave, is Candor, & a Knowledge of what is the intention with regard to myself, assuring you of my readiness to yeild at all times to the Will & Decree of my superior in Office,

besides if I am to superintend the repairs of the *Constellation* I shall have to make some enquiries respecting a few alterations that I deem necessary —

With great respect & &c —

THE SECY OF THE NAVY

[NDA. A. Murray's LB, 1799–1805.]

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

[WASHINGTON, D. C.]
Navy Dept 8th July 1801

Col BURROWS

It being the opinion of the President of the United States, that four hundred rank & file with a due proportion of Sergeants & the music, of the Corps of Marines under your Command will be sufficient for a peace establishment you are hereby directed to select from the Marine Corps the aforesaid number of the best men who have the greatest length of time to serve & to discharge the remainder of the noncommissioned officers & privates of said Corps by the fifteenth day of the present month, or as soon after as may be

I am sir

H DEARBORN

[NDA. GLB, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]
Navy Dept. 9th July 1801

WILLIAM MARBURY Esqr
George Town

The Continuance of a Navy Agent at this place being considered as unnecessary, you will please to deposit in this office the contracts & other public papers now in your possession by the twelfth instant, & deliver over all other public property in your possession to Capt Thos Tingey superintendant of the Navy Yard in this City taking proper receipts for the same, & you will please to lodge your accounts with the accountant of this department for settlement as soon as may be convenient.

You will consider your Agency as discontinued upon receipt of this Letter —

I am sir

H DEARBORN

[NDA. GLB, Vol. 4, 1800–1801.]

To Amaziah Jocelin (Captain of Galley), and Navy Agent, Wilmington, N. C., from Acting Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 17th July 1801

AMAZIAH JOCELIN Esqr

An order has this day been transmitted to Capt Taylor to receive from you one of the Gallies in your charge to be employed in the

Revenue service — If any repairs should be necessary to put her in compleate order for service be pleased to have them put in hand at once, that the people Capt — Taylor may send for her may not be detained —

I am sir

H DEARBORN

Let the Galley you deliver be the best if there should be any difference & the lightest —

[NDA. GLB, Vol. 4, 1800–1801.]

To Woodbury Langdon, Navy Agent, Portsmouth, N. H., from Abishai Thomas Principal Clerk, Navy Department

[WASHINGTON, D. C.]
Navy Dept 23rd July 1801

WOODBURY LANGDON Esqr
Portsmouth

Your letter of the 14th instant with your account of stores on hand is received — General Dearborn having left us, and Mr [Robert] Smith not having arrived to take upon himself the direction of this department no order can yet be taken on your several communications — I have the honor to be sir

AB. THOMAS

[NDA. GLB, Vol. 4, 1800–1801.]

To Lieutenant Joseph Strout, U. S. Navy, from Abishai Thomas for Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept 23rd July 1801

Lt JOSEPH STROUT
Boston

No accounts have yet been received from the *Warren* during the cruize when her Commander Newman, & Purser died Numerous applications have been made by the representatives of Persons who died on board her during that cruize, for an adjustment of their claims, which it is impossible can obtain until the accounts are received — It was hoped & expected from you on whom the command devolved on the death of Newman, that you would have forwarded the accounts — & it is still hoped if it be in your power that you will see it done — at any rate, if you cannot take upon yourself to forward them, let us know where, and [in] whose hands they are, that other measures may be taken to obtain them —

I am Sir

For the Secy of the Navy
AB. THOMAS *P Clk*

[NDA. OSW, Vol. 5, 1801–1802.]



LIEUTENANT RICHARD SOMERS. U. S. NAVY.

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

[WASHINGTON, D. C.]
Navy Dept 28th July 1801

SILAS TALBOT
Boston

Having Yesterday entered upon the duties of the Dept of the Navy, I consider it proper at this time to inform you that your favor of the 10th Inst to Genl Dearborn has been received. This Communication involves considerations as important as they are delicate; and, without delay they shall have, as they Justly merit, my most serious attention. Mean while, be persuaded, that it is my unalterable determination to contribute my utmost endeavours to render the American Navy highly respectable, and that it is my decided opinion that this desirable object cannot be effected unless the strictest discipline be invariably Maintained — Allow me also sir to assure you that I am not insensible of your merits as an Officer, of your feelings as a Gentleman & of your Just pretentions to the most respectful consideration —

I am sir

R SMITH

[NDA. OSW, Vol. 5, 1801–1802.]

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

[WASHINGTON, D. C.]
Navy Dept 29th July 1801

Capt S TALBOT

From the statement made in your letter of the 21st Inst of the Condition of the Hull of the *Constitution* there cannot exist a doubt of the indispensible necessity of a thorough repair. I have therefore directed the Navy Agent to cause — to be Made the requisite repairs on this Vessel. To you and to every other person interested in the Navy Establishment it cannot but be a subject of serious distress that such insufficient Beams and plank had been used. You will therefore, I am Confident be duly careful that these places be supplied by Materials of a More durable nature —

I am Sir

R SMITH

[NDA. OSW, Vol. 5, 1801–1802.]

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

[WASHINGTON, D. C.]
Nav: Dep: 30: July 1801.

Lt Rd SOMERS

I am honor'd with yours of the 28: Inst — Your desire to be kept actively and usefully employed in the Service of your Country, does you great credit, & it is with pleasure that I comply with your request. —

You will immediately repair to Boston and report yourself to the commanding Officer of the Frigate *Boston*.

I am Sir

Rt SMITH

[NDA. OSW, Vol. 5, 1801–1802.]

[3 August 1801]

Concerning French privateer *Bellona*, and prize *Betty Cathcart*

The United States To Paul Coulon Attorney
by Substitution to the Agents for the French Privateer
Schooner *Bellona*, Cap^{t} Peter Guerin ..... D^{r}

For proceeds of the Ship *Betty Cathcart* & Cargo a prize to the said privateer, which being abandonned to the United States, was Sold by Griffith John McKee, Collector for the District of Wilmington in the State of North Carolina pr. Report No. 10,226, and the Amount placed to his debit in his account as Collector aforesaid for the quarter ending the 31st of March 1799; but which amount is now restored for use of the Captors pursuant to an Act of the President of the United States bearing date July 14 1801 ..... Doll^{s} 34, 035. 48

AUDITOR'S OFFICE
August 3^{d} 1801

FERRALL

COMPTROLLERS OFFICE
August 3. 1801
E^{d} by Jo: CHAMBERS.

[GAO. No. 12,514.]

To Captain Daniel McNeill, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]
Nav Dep. 4 Aug^{t} 1801.

Captain DAN^{l} M^{c}NEILL.

Your Letter of the 24: ult. has been received.

The Minister's [Robert R. Livingston] Family will consist of —

3 Gentlemen — 3 Ladies their Wives,
2 Single Ladies — 2 Single Gentlemen,
1 Nurse, — 1 Child. —
2 Female } Servants
3 Male }

The Minister will furnish his own Stores — Any Improvements however that may be necessary to be made in the Cabin, for their Comfort and Accommodation, may be done.

An Estimate of Hospital Stores will be sent you.

The Rations are to be regulated by the Peace Establishment Law — I am Sir

R^{t} SMITH. —

[NDA. OSW, Vol. 5, 1801–1802.]

To John Pollard, Philadelphia, Pa., from Secretary of the Navy

[WASHINGTON, D. C.]
Nav: Dep. 12 Aug^{t} 1801

M^{r} JOHN POLLARD,
Phila^{a}

Your Letter requesting information respecting Lieut^{t} Van Rennselaer [Lieut. K. H. Van Renselaer] has been received. —

He was Killed in a duel in the West Indies. — At the Time of his death, the Public owed him between 40 & 50 D^{s} which has been paid to the Purser, to whom he was indebted a much larger sum, for funeral Expenses —

I am Sir

R^{t} SMITH

[NDA. GLB, Vol. 4, 1800–1801.]

To Captain Daniel McNeill, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]
Nav: Dep. 13 Augt, 1801

Capt. DAN^{l} M^{c}NIELL,

I am honoured with Yours of the 5 Ins^{t}

On the 31 ult^{o} M^{r} Habijah Savage was appointed to supply the place of your former Sailing Master — If he declines accepting the appointment or should be absent from the Country, M^{r} Little may consider himself as sailing Master of the *Boston*. — But as M^{r} Little has received his 4 Months extra-pay, it must in such Case be considered as so much in advance on account of his pay & rations from the 20 of June last, up to which day inclusive he was paid by the Purser of the *Congress*. The Names of M^{r} Isaac Steel as Sailmaker and M^{r} Richard Stevenson as Gunner, shall be registered,

I acquiesce with You, with respect to your taking out only a sufficiency of Spirits to last You till You get to France & purchasing there what may be necessary during the Cruise; but I am not so clear with respect to Bread — If however You are certain that both Spirits & Bread can be procured, at a cheaper rate in France, than in this Country & without occasioning any detention of Your Ship, I will direct 3,500 dollars to be sent You on this Account — You will be pleased to let me hear from You again on this Subject.

I am Sir

R^{t} SMITH

[NDA. OSW, Vol. 5, 1801–1802.]

To Captain Daniel McNeill, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]
Nav: Dep: 14 Aug^{t} 1801

Capt: DAN^{l} M^{c}NEILL
Boston.

The *Boston* is allowed beside commissioned Warrant and Petty Officers, and a detachment of Marines, sixty able Seamen @ 17 Dollars per Month & one hundred and three ordinary Seamen & Boys at from 5 to 14 D^{s} according to merit: all to be entered to serve one Year,

Upon receipt hereof you will open Rendezvous at the most suitable places, & enter such a proportion of each Class of Men, as with those already on board, will complete your Crew agreeably to this allowance. —

The Men may be paid two Month's advance, but you must take care to obtain, previously to paying them advance, responsible Security to resort to in the Event of desertion.

Every Man entered must take an Oath, agreeably to the enclosed Form.

I enclose you blank forms of Shipping Paper, and Bond to be signed by the Sureties for the Seamen &ᶜ which you know too well the use of to request any information from me.

You will make a requisition for Money upon Mʳ Brown.

After the *Boston* is in all respects completely prepared for Sea, you will without further orders from me, sail for New York, where you will receive the Minister and such Persons as he may chuse to take with him, — & where Your sailing Orders will be sent You. —

I am Sir

Rᵗ Smith.

[NDA. OSW, Vol. 5, 1801–1802.]

To Robert R. Livingston, New York, N. Y., U. S. Minister to France, from Secretary of the Navy

[Washington, D. C.]
Nav: Dep, 15 Augᵗ 1801.

R: R: Livingston Esqʳᵉ
N: York,

I enclose you a letter from Mʳ Lacolombez, applying for a Passage to France in the *Boston* — I also enclose My answer, which you will send or not as you may please. —

I have the honor &ᶜ

Rᵗ Smith

[NDA. GLB, Vol. 4, 1800–1801.]

[Enclosure]

To L. Lacolombez, New Jersey, from Secretary of the Navy

[Washington, D. C.]
Nav: Dep, 15: Augᵗ 1801

Mʳ L. Lacolombez,
New Jersey

I have recᵈ Your Letter of the 27. ult.—

The *Boston* will be at N. York about 3 weeks hence; & upon showing this to the commanding officer, he will receive You as a passenger —

I am Sir

Rᵗ Smith

[NDA. GLB, Vol. 4, 1800–1801.]

To Nathan Goodale, Clerk of District Court of Massachusetts, from Secretary of the Navy

[Washington, D. C.]
Nav: Dep, 17 Augt, 1801

Nathan Goodale Esqʳᵉ
Clk. d. Ct. Massachusetts,

In your report of the 12 of Decʳ 1800 to this department, of prize Causes in the District Court of Massachusetts you have omitted to insert the dates of the Libels and Condemnation. — There is cause to

apprehend that a claim will be made for a restoration of the Ship *Two Angels* under the Convention with France, on the Ground that she was not finally condemned previously to the signing of that Instrument, alleging that there had been an Appeal. — I have therefore to request that you will be pleased to furnish me as early as conveniently may be, with an authenticated transcript of all the proceedings with their dates in the case of this Vessel, stating particularly whether an appeal had been prayed, and also when and with what Effect. —

The dates of the Libels and Proceedings in Respect to the other Vessels, will be acceptable. —

I am, sir

R^t^ SMITH.

[NDA. GLB, Vol. 4, 1800–1801.]

To James Forbes, Newburyport, Mass., from Secretary of the Navy

[WASHINGTON, D. C.]
Nav: Dep: 26 Augt 1801,

M^r^ JAMES FORBES,
Newbury Port. Massachtts.

Your Letter of the 17 Inst. is rec^d^ Under the Act of Congress the only persons entitled to the 4 Months extra pay are the commissioned and warrant officers — As you were neither a commissioned nor a warrant officer your Case is not within the provisions of the Act.

I am Sir,

R^t^ SMITH.

[NDA. GLB, Vol. 4, 1800–1801.]

To Captain Daniel McNeill, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]
Nav: Dep: Augt 28^th^ 1801,

Capt. DAN^l^ M^c^NIELL,
Boston,

In Answer to your Letter of the 14 Ins. — I have only to observe that I approve of your Arrangements for enlarging the Cabin of the *Boston* — for the greater Accommodation of the Minister and his Family &c.

I should suppose, that the new Bulk-head you put in for this purpose, should be removed on your arrival in France — Unless you should have very good reasons for not doing it, be pleased to have it done. — The Guns you will of Course remount. —

I have the honor &^c^

ROBERT SMITH,

[NDA. OSW, Vol. 5, 1801–1802.]

To Robert R. Livingston, New York, N. Y., U. S. Minister to France, from Secretary of the Navy

[Washington, D. C.]
Nav: Dep: 28: Augt. 1801.

R. R. Livingston Esq^r^

I am honoured with yours of the 22^d^ Inst.

I have this day written to Capt. M^c^Neill approving his arrangements for enlarging the cabin of the *Boston* which I hope will render it sufficiently commodious for your Family, & such passengers as you may please to take with you.

I cannot have any objection to your taking with you the French Ladies you mention — The Government will cheerfully allow them a passage — but can allow them nothing more than a passage. —

I have the honor to be &^c^

R^t^ Smith.

[NDA. GLB, Vol. 4, 1800–1801.]

To George Nichols (Captain of Galley), from Secretary of the Navy

[Washington, D. C.]
Nav: Dep^t^ 28^th^ Aug^t^ 1801,

Cap^t^ George Nicholls,
Charleston. S. C.

I have the honor to inform you in answer to your Letter of the 25^th^ May last, that on the 13^th^ Nov^r^ 1800, the Navy Agent at Charleston, was instructed to dismantle two of the Gallies stationed there, and to pay off and discharge their Officers and Crews — It appears by his Letter of the 8 Dec^r^ 1800 to this department, that in consequence of these Instructions he had dismantled the Gallies *Charleston* and *South Carolina* and paid off their Officers and Crews — and by his Accounts rendered, that you had been paid up to the 10 Dec^r^ 1800 — Since this time you and the officers of these Gallies have been considered out of Service. —

I am Sir,

R^t^ Smith. —

[NDA. OSW, Vol. 5, 1801–1802.]

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

[Washington, D. C.]
Nav: Dep: 28 Augt 1801,

Samuel Brown Esq^r^
Boston,

I have rec^d^ your Letter of the 20^th^ ins. with its enclosures respecting the sales of the Ship *Herald* and sundry Stores, all which are perfectly satisfactory.

I have rec^d^ a letter from Major Gibbs Clerk of the Navy Yard and Store Keeper at Boston soliciting an increase of salary to which I have agreed, and at the same time annex to his functions an increase of duties & responsibility. — I consider it as irregular if not altogether improper to have two or more setts of Stores belonging to the department under the management of different Heads at the same place &

therefore propose to place the Stores of every description at Boston in the Hands of Major Gibbs who will act under your superintending control and deliver them out only by your orders or the orders of this department. — Conformably to this arrangement I have to request that you will deliver over to him all the Stores belonging to this department in your Possession, or under your Care, taking duplicate receipts therefore one of which you will forward to the accountant of the Navy that your Store Accounts may be closed, and in future as you purchase or procure Stores by any other means place them in like manner in his hands.

You will make such arrangements with Major Gibbs in respect to the renting of Store Houses &c., as you may conceive conducive to the good of the Service. —

I am Sir,

R[t] Smith.

[NDA. GLB, Vol. 4, 1800–1801.]

To Caleb Gibbs, Clerk of the Navy Yard and Storekeeper at Boston, Mass., from Secretary of the Navy

[Washington, D. C.]
Nav: Dep. 29 Augt. 1801,

Caleb Gibbs Esq[re]
Boston.

Your Letter of the 12 Ins. & its enclosures have obtained all the attention so interesting a detail merits. — When such claims are made upon Government by meritorious officers of our revolutionary war, it must ever afford consolation that in consulting the suggestions of Gratitude, we do not lose sight of the Admonitions of Economy. — It is essentially important that there should be no unnecessary expenditure of Public Money — But when I consider that to your Appointment are attached duties of great trust & responsibility, that I have imposed upon you additional burthens, that your whole time & attention must be devoted to the service of the Public, and that an Appointment of such national magnitude cannot be entrusted but to a Gentleman of Respectability — I have deemed it proper & therefore do allow you as a compensation for all your Services at the rate of twelve hundred dollars per Annum, commencing with the present Quarter. — You will therefore make up your Accounts accordingly.

I observe notwithstanding it has been heretofore intended to place all the Stores belonging to the Navy Department at Boston in your hands, that there are still kept two setts of Store-accounts, one by the Navy Agent & one by yourself. — This must in future, be avoided. — I have therefore written to M[r] Brown to deliver to you all the Stores in his possession, which you will be pleased to take charge of, giving duplicate receipts therefore, & in future as stores are purchased or otherwise procured for the department at Boston they will be placed in your hands, & you will deliver them out to the orders of M[r] Brown or of this department; rendering your Accounts of Receipts, & deliveries monthly to the Accountant of the Navy, instead of rendering them to the Secretary as has been the practice heretofore. —

I am Sir

R[t] Smith.

[NDA. GLB, Vol. 4, 1800–1801.]

To Master Shubael Downes, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]
Nav: Dep: 31 Augt, 1801,

Mr SHUBAL DOWNS.
Norfolk,

As soon as may be after receipt hereof you will divest the Schooner *Experiment* of her Guns, & other military Stores & Equipments, powder excepted, which you will deliver to Wm Pennock Esqre taking duplicate recipts therefor one of which you will forward to this dept You will then proceed with the Schooner to Balto & deliver her together with a complete Inventory of her Sails, Tackle, Apparel Furniture & Stores to Messrs Lemmon & Johannet who will have directions relative to her — You will also make a duplicate Inventory which with Messrs Lemmon & Johannet's receipt you will transmit to this department — You will engage at Norfolk merely as many Men as may be necessary to navigate the Vessel, whom you will discharge immediately on your arrival at Balto and call on A Campbell Esqre for Money to pay them off, & as soon as you can be released from the charge of the Schooner yourself, you will be pleased to proceed on to this place where your Services are wanted on board of one of the Frigates laid up in ordinary — You will make up your Accounts & exhibit them for Settlement on your arrival at this place to the Accountant of the Navy. —

I am Sir —

Rt SMITH

[NDA. GLB, Vol. 4, 1800–1801.]

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

[WASHINGTON, D. C.]
Nav: Dep, 31 Augt, 1801,

WILLIAM PENNOCK Esqre
Norfolk

I have recd your Letter of the 25 inst enclosing Mr Fox's report on the State of the *Experiment*, from which it appears she is not worth repairing as a Vessel of War. —

I have therefore determined that she shall be sold, & that for this purpose she be sent up to Baltimore where no doubt she will command a better price than at Norfolk,

You will be pleased to have her put in a Situation for that purpose by causing such temporary repairs as may be necessary to be put on her, as early as may be and furnishing a small sum of Money if necessary to enable the Sailing-Master to engage as many Men as may be necessary to navigate her up — She must be divested of her Guns and all other military stores & Equipments except her Powder, which you will receive in charge. —

I am Sir,

Rt SMITH.

[NDA. GLB, Vol. 4, 1800–1801.]

To Lemmon & Johonnot, Auctioneers, Baltimore, Md., from Secretary of the Navy

[WASHINGTON, D. C.]
Nav: Dep: 31 Augt. 1801,

Messrs LEMMON & JOHANNET,
Baltimore.

The Schooner *Experiment* now at Norfolk, is ordered up to Baltimore for the purpose of being sold — On her arrival, Mr Downs the sailing-Master will furnish you with an Inventory of her Materials &c on wch you will advertize her for sale, giving ten days public notice and proceed to sell in the same manner as heretofore you were directed in the Case of the *Eagle* & depositing the proceeds in the same manner in the Branch Bank to the credit of the Treasurer of the U. S.

I am Sir,

Rt SMITH

[NDA. GLB, Vol. 4, 1800–1801.]

To Captain John Rodgers, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]
Nav: Dep: 31 Augt, 1801

Capt. RODGERS,

Lieutenant Cox & Midshipmen Innes, Miller, Simms, Israel & Suggs, have been retained in the Service. Doctor Warfield & Midshipmen Wormley, Nicols, Gist, & Winter, have this day been discharged under the peace establishment Law.

If either your Boatswain, Gunner or Carpenter, should be well qualified for his Station — be pleased to consult with Capt. Tingey, & send to the Navy yard at this place, such of them as he may want — such as may not be wanted here may be sent to New York to join the Frigate *Adams*. Be pleased to take the proper order on this subject & let me hear from you after you have taken it. —

If Lieutenant Foote will accept a Sailing-Master's Station on board of one of the Ships in ordinary here, he can receive his discharge & 4 Months extra pay as Lieutenant, & come immediately on to this place & report himself to Capt. Tingey as Sailing-Master. — Your Sail-Maker must be discharged with the allowance of 4 Months extra pay. —

I have this day directed a remittance to Mr Campbell the Navy Agent at Balt^{o} of Ten thousand dollars, for the purpose of enabling your Purser to pay off all your Crew, reserving only such ten of them as you may think fit — Immediately on your return to Balt^{o} the Men must be paid off & discharged, & you will direct a proper officer to attend during the process of this business, to see that Justice be done to the crew as well as to the Public.

After your Purser has completed this business, you will be pleased to direct him to prepare his Accounts & come on to this place to settle them. —

I have the honor &c.

ROBERT SMITH.

[NDA. OSW, Vol. 5, 1801–1802.]

To the Accountant of the Navy from Secretary of the Navy

[WASHINGTON, D. C.]
Nav: Dep: 1 Sept. 1801.

ACCOUNTANT OF THE NAVY

You will consider it as a principle established in this Department, that the pursers are henceforth to be allowed 10 per Cent upon the Slops supplied by the public, in consideration of the risque and responsibility attending their distribution, and as this principle has heretofore obtained in many cases, you will consider it as extending to all unsettled Accounts.

I am Sir,

R^{t} SMITH.

[NDA. GLB, Vol. 4, 1800–1801.]

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

[PHILADELPHIA]
Sep 1st 1801

SEC^{Y} OF THE NAVY

SIR I beg leave to enclose you a letter just received from M^{r} Ingersoll by which you will discover the situation I am now placed under be assured Sir that I have made use of every exertion in my power to procure the necessary security ship previous to my orders from you to repair here but could not get a friend to take upon themselves a responsibility that it seemed the general opinion that the Government ought to assume & as I have written to you & your predecessor in Office fully on this subject before I was in hopes something might have been done for my releif I must now beg leave to suggest to you the propriety of directing either the Att^{y} Gen or M^{r} Geo Harrison the agent to give the security required as there appears to be a serious intention on the part of the claimant in behalf of the *Charming Betsy* to do us an injury that might be avoided the day I left Phil^{a} I wrote to M^{r} Dallas suggesting to him the propriety of laying in a claim for salvage on my part as being a case in point with that of Talbot against the *Amelia* but nothing it seems has been done therefore am compelled to beg you will take such measures as will disapoint those grasping opponents & save at least $10,000 to the Public assuring you that it is out of my power to give the security they ask one Person alone did offer but he was previously required to swear that he was $17,000 clear of all incumbrances which he did think was then the case, & few Gentlemen wish to be put upon such nice points when they have no interest in it, our Court begins this day —

Yours

A M.

[NDA. A. Murray's LB, 1799–1805.]

[2 September 1801]

To Samuel Brown, Navy Agent, Boston, Mass., from Captain Silas Talbot, U. S. Navy

The Orders I have received from Cap^{t} Nicolson makes it necessary to have one of our twelve pounders returned to the *Constitution*

together with one Carriage to Mount it as well [as] Briching and takels and twelve chartridges of powder. Will you please therefore to give orders that the above articles be delivered to M[r] More Guner

I am Sir
very respectfully your
humble Serv[t]

SILAS TALBOT

Sept[r] 2[d] 1801.

SAMUEL BROWN Esq[r]
Navy Agent at Boston.

[Mass. HS, Brown Papers.]

To Dwight Foster, Brookfield, Mass., from Secretary of the Navy

[WASHINGTON, D. C.]
Nav: Dep: 2[nd] Sept 1801

DWIGHT FOSTER Esq[re]
Brookfield — Masstts.

Your letter of the 18 July has been received.

I am of opinion that agreeably to the principles of the Maritime laws prevailing in this Country, the Executors and Administrators of the Seamen of the *Pickering* are not entitled to claim any wages for services performed by them after the departure of the Vessel from the port of New-Castle in the Delaware, & that a payment of wages for such Services cannot be made by this department. —

I am Sir,

R[t] SMITH —

[NDA. GLB, Vol. 4, 1800–1801.]

To Master Commandant Cyrus Talbot, U. S. Navy, from Abishai Thomas for Secretary of the Navy

[WASHINGTON, D. C.]
Nav: Dep: 11 Sept. 1801,

CYRUS TALBOT Esq[re],
Boston,

Your letter of the 3[rd] is rec[d]

It is peculiarly unfortunate that so many impediments have intervened to prevent the coming forward of the Accounts of the *Warren*, particularly those of the first cruize under the command of the late Capt. Newman. — If on the rec[t] of this, M[r] Flinn shall not have proceeded on his way to this place, & his indisposition should continue so as to render it probable that he would be much longer detained, I pray you to take the trouble upon yourself to examine whether the Accounts of the *Warren's* first Cruize can be separated from those of the second, and if they can, so as not to create Confusion in either the one or the other; have them sent on to the Accountant of this department as early as conveniently may be —

For ROB[t] SMITH,
AB. THOMAS.

[NDA. OSW, Vol. 5, 1801–1802.]

To Amaziah Jocelin (Captain of Galley), and Navy Agent, Wilmington, N. C., from Secretary of the Navy

[WASHINGTON, D. C.]
N. D. 16 Sept. 1801,

Mr AMAZIAH JOCELIN,
Wilmington, N. C.

Your letter of the 2d ins. has been recd, and agreeably to your request a remittance of sixteen hundred dollars is directed to be made you — with the Galley which you have been instructed to deliver to the order of Capt. James Taylor you will be pleased to deliver also the 24 pounder & her other military Stores and Equipments.

You will make out a complete Inventory of the Vessel, her Sails, Tackle, Apparel, furniture and Equipments, of every description, which with the receipt of the person sent by Capt. Taylor to take charge of the same, you will transmit to this department.

ROBt SMITH.

[NDA. GLB, Vol. 4, 1800–1801.]

To Daniel Ludlow, Navy Agent, New York, N. Y., from Abishai Thomas, Principal Clerk, Navy Department

[WASHINGTON, D. C.]
N. Dep. 17 Sept. 1801,

DANl LUDLOW Esqrs
N. York,

The Frigate *Boston* sailed from Boston for N. York on the 6 instant. — No information has yet been recd by this department of her arrival at the latter place. — I pray you on receipt of this, if information has not been previously transmitted concerning her, to write immediately to the Secy of the Navy, & inform him whether she has arrived, & if not, what has been the cause of her delay if you can ascertain it. —

AB: THOMAS,
P. Clk.

[NDA. GLB, Vol. 4, 1800–1801.]

[17 September 1801]

Concerning the privateer or pirate, *Three Friends*, under British Colors, with an American Master

PORT OF KINGSTON, JAMAICA

I, WILLIAM SAVAGE, Agent for the United States of America, do hereby certify and make known, to all whom it may concern, That the annexed paper marked A is a true Copy of the original now in my possession which Original was delivered to me on Monday the 26th Instant by Robert Montague Esquire Rear Admiral of the White Commander of the British Squadron on this Station with a request that I would immediately transmit the Same to the Government of the United States of America

In Testimony whereof, I have hereunto set my Name, and affixed the Seal of my Office, at Kingston, this 29 day of October 1801.

SEAL

Wm SAVAGE
Agent for US of America

29 Oct. 1801

[*Paper A*]
Copy

About the 17th of September Lieutenant Guthree boarded an American Schooner, the *Orange* of Washington, George Howard Owner, when the Master of the Said Vessel Daniel Shellie informed him, that he had been boarded a Short time before off the Dolphin Head by a Vessel, and that several small Articles had been taken from him. In consequence of this, I shaped a Course for the Dolphin Head, and falling in with the Vessell described by the Master of the *Orange*, found her to be the *Three Friends* Schooner, under English Colours, and a Citizen of the United States of America named William Hammond, calling himself Master. A Day or two anterior to this Transaction I had fallen in with a Spanish Cartel, out of which I took a number of English Men: These Men knew the *Three Friends* very well, she had chased the Cartel to Leeward, firing two Guns, and carrying a St George's Ensign and pennant — I mention this in order to evince that the *Three Friends* was not a Merchant Vessel making the best of her way to her port, but by Steering to leeward under His Majesty's Colours, and firing Guns, that She was actually acting as a private Ship of War — Upon William Hammond as aforesaid a Citizen of the United States being brought on board he was questioned as to his papers, but could not produce any, except the Small Slip underneath viz[t]

Honduras *August 18, 1801.*

Permit the *Three Friends*, Thomas Jackson, Master, with twelve Hands to pass, to the Wreck of the Ship *Alexander* and return.

By order of Sir Richard Basset
Stephen Panting.

To all whom this may Concern

In Addition to this William Hammond produced a Copy of a Letter of Marque, granted to a Captain named Wallace Commanding the *Supply*, and a torn Log kept by him since he became Captain of aforesaid Schooner *Three Friends*. Being questioned as to his Register, and some Account of his people, he Could produce none, and I therefore had only his *ipse dixit*, for his being in charge at all, in as much that Sir Richard Basset's piece of paper, authorized a Thomas Jackson to go to the Wreck of the *Alexander* with twelve men, and no Mention is made of any such person as William Hammond; who does not, on further Investigation, appear to have sailed in the *Three Friends*, by the piece of Paper of Sir Richard Basset — Upon the first blush of this mysterious business united with the warlike appearance of the Vessel, I directed an Officer to be sent, to examine how she was fitted, and found that she had as stated underneath, Four Guns mounted, one barrel of Gunpowder, two empty barrels, three powder Horns, Six wall pieces, three pistols, ten Muskets, nine Cutlasses, five pair of Handcuffs, sixteen pair of Irons, Six Bayonets, four blue Fires, six Cartridge Boxes, nine Canisters of Grape Shot, besides a number of loose Grape Shot, and Iron for Langridge, five bags of langridge, two Star Shot, one Canister Slug Shot, eighteen twelve pound Shot; — And was to all Intents and purposes completely a private Ship of War, acting without any licensed Commission, or constituted Authority whatever. Upon perusing the Log of the said William Hammond, I found him boarding Vessels and letting them go; and in one Instance after firing several Shot, actually proceeding alongside armed with

cutlasses Muskets &c. William Hammond being questioned as to this Specimen of his Conduct, replied that his boarding thus armed was, with an Intention of defending himself. This Answer of attacking by way of defence is so curious and novel in itself, that nothing more need be said upon the insolent Effrontery, and Scandalous Impudence of M[r] William Hammond — The next Object of my Attention was to the worthy Crew of this unworthy Citizen of a Country at peace with the Universe, and here to my Astonishment I found but one Englishman, and he a passenger: but what was most extraordinary in this estimable Group, under M[r] William Hammond, I found, out of the Total, twelve, Three Frenchmen, and one Spaniard, Subjects to Nations in open Hostility with great Britain. — But, to conclude, if a Citizen of America can cross the Seas without papers in a Vessel fitted as a privateer, and furnish'd not only with Artillery and Gunpowder, but with the Scandalous Implements of Cruelty, Irons and Handcuffs — If such a man unlicensed can board Vessels with Cutlasses and Muskets, having as his Coadjutors a motley Tribe of Danes, Swedes with Men our avowed Enemies, If, Such Acts I say, come not under the actual denomination of Piracy, it is so near, that it becomes the Object of Legislative Interference, to enact fresh Statutes for the purpose of restraining licentious, predatory Baseness, from injuring and oppressing the mercantile Negociations of the maritime World.

I desire an immediate opinion to be taken, how far William Hammond can be tried as a pirate.

(Signed) ROBERT MONTAGUE.

[SDA. Kingston, Ja., Vol. 1, 1796–1828.]

Notation made in pencil on back of foregoing letter of Robert Montague

Case of the *Three Friends* Schooner.

The circumstances attending W[m] Hammond's Case, are certainly strange and mysterious, and justify the Suspicion, that has been entertained respecting him. Piracy is the taking away the Ship or Goods of another at Sea with Violence, putting him in fear without lawful Right or Authority. how far Hammond may be considered as a pirate, with respect to his behaviour to the People of the Schooner *Orange* I cannot say, without more particulars being known to me, than occurs in the Statement of this Case — If none of the Crew of that Vessel is here, which is a probable Circumstance, I do not think it will be adviseable for the Admiral to detain Hammond as a Criminal.

(signed) GEO. C. RICKETTS
SPA. TOWN *22[d] Oct. 1801*

[SDA. Kingston, Ja., Vol. 1, 1796–1828.]

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

[WASHINGTON, D. C.]
N. Dep, 18: Sept. 1801,

DAN[l] LUDLOW Esq[re]
N. York.

Your letter of the 15 ins, is rec[d] — The Secretary of the Navy being absent, I shall only undertake to reply to that part of your communi-

cation which relates to the Equipment of the *Boston* and which requires prompt attention.

It was expected this Ship would have been complete in every respect for Sea before she left Boston, and that on her arrival at N. York, Capt. M^{c}Niell would have been perfectly ready to receive the Minister, his family and suite on board, and his sailing orders; & in his letter of the 14 Inst. announcing his arrival, he has mentioned nothing as wanting but a Cable, which he had applied to you for & which of course you will be pleased to furnish, as well as any other Articles for the complete outfit and general Equipment of the Ship which he may require. But in relation to furnishing the Cabin, neither the Minister nor the Captain are to be supplied at the public expence; if therefore any Stores have been laid in on the requisition of Capt. M^{c}Niell; they will be a proper charge against him, and in order that he should not be under any deception on that point, it will be right that you so inform him. — If your observation, respecting providing for the Cabin, was intended to apply to Furniture, and not to Stores, then indeed it is more difficult to prescribe. —

It has always been customary for this department to cause the Cabins of our Ships of War, to be furnished decently at the public expence; the *Boston* has been so, no doubt, and it is fair to presume that an Officer of Capt. M^{c}Niell's experience & Taste, would hardly have left Boston, where he had ample authority to command what was necessary, without taking Care to have his Cabin replenish'd with such Articles of furniture as might be necessary to his Comfort, & that of the Minister and his family of whose Number he was apprised. — If however there should appear to be any omission, you will be pleased after consulting Capt. M^{c}Niell & ascertaining with him what may yet be essential to the supply of an ample but frugal sett of furniture, to cause the same to be furnished forthwith. — It is expected sailing orders will be sent Capt. M^{c}Niell in a very few days.—

I am Sir — &^{c}

For the S. Navy,
AB: THOMAS.

[NDA. GLB, Vol. 4, 1800–1801.]

To Lieutenant Isaac Hull, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dep^{t} 21 Sept. 1801

L^{t} ISAAC HULL,
Boston,

Captain Talbot having resigned his Commission, [8 September 1801] I request that you will take charge of the *Constitution*, & give every necessary attention to her Repairs.

You will inform me from time to time of your proceedings —

R SMITH

[NDA. OSW, Vol. 5, 1801–1802.]

To James Mackenzie & A. Glennie, London, England, from Secretary of the Navy

[WASHINGTON, D. C.]
Nav: Dep: 21 Sept. 1801

Messrs MACKENZIE & GLENNIE,
London,

Captain Danl McNeill of the Frigate *Boston* has been directed to join the American Squadron, cruising under the command of Commodore Dale in the Mediterranean Seas.—

To meet the disbursements of this Ship, I have authorised Messrs De Butts and Purviance, Commodore Dale or in his absence Captain McNeill, to draw on you not exceeding in all their drafts 1500£ Sterling. — To meet them, I shall immediately take orders for making you a remittance to that Amount.

R SMITH.

[NDA. GLB, Vol. 5, 1801–1802.]

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

[WASHINGTON, D. C.]
Nav: Dep: 21: Sept, 1801,

Capt. SILAS TALBOT,

Your letter of the 8 inst, has been recd and your resignation is accepted. Conscious as you must be of the sense the President has of your Merits as an officer, you will easily believe that your retiring from the public Service is an event of great and sincere regret.

With respect to allowing you the 4 Months extra pay provided by the peace Establishment Law, I regret that your Case does not come within the purview of that Law.

R SMITH.

[NDA. OSW, Vol. 5, 1801–1802.]

To Captain Daniel McNeill, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]
Nav: Dep: 22 Sept. 1801,

Capt. McNEILL,
N: York, —

I enclose you warrants for

W: Newman,
N. W: Glenn,
A: Weston,
H. J. Cobb,
} Midshipmen. —

which you will be pleased to deliver. — As soon as the dispatches from the State department to the Minister can be prepared, (which will be in the course of this week,) your sailing orders will be sent, & it is expected that you will be in complete preparation to sail immediately on receiving them. —

R SMITH. —

[NDA. OSW, Vol. 5, 1801–1802.]

To Hon. John Drayton, Governor of South Carolina, from Secretary of the Navy

[WASHINGTON, D. C.]
Nav: Dep^{t} 23^{d} Sept, 1801,

JOHN DRAYTON Esq^{re}
Governor S: C:

The President has submitted to me your communications to him on the subject of the French prisoners at Charleston. —

It is matter of surprise and regret that these people shou'd have been so long detained in confinement. The information however transmitted to you from this department under date of the 10 June will have manifested that this detention has not been occasioned on our part. — Since receiving the President's dispatch, I have seen M^{r} Pichon, who has assured me that measures have been taken by him to have them sent immediately to S^{t} Domingo. —

With Respect to the payment for the maintenance of those Prisoners, I have the Satisfaction to inform you, that an Agent on the part of this department will be very soon appointed at Charleston; who will have directions to take upon himself the settlement of that business. —

I am very resptflly
Y^{r} Excellency's
Mo: ob: Servt

R SMITH.

[NDA. GLB, Vol. 5, 1801–1802.]

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

[WASHINGTON, D. C.]
Nav: Dep: 23^{d} Sept. 1801,

GEORGE HARRISON Esq^{re}
Philad^{a}

SIR, In the case of the *Charming Betsey*, the situation of Captain Murray has indeed been truly distressing. M^{r} Stoddert & my other predecessors seem to have entertained a doubt with respect to the propriety of Executive interposition. Opinions so respectful have created in my mind much hesitation and have induced me to take the more time to form my ultimate determination upon the Subject. Much however as my various Engagements have pressed upon me, I have been induced to give this case due Consideration, and my opinion is that the Executive can consistently and under the Circumstances of the Case ought in the Exercise of a reasonable discretionary power, to afford protection to the officer of the Government, & to endeavour to prevent an eventual Loss to the public. For the purpose therefore of effectuating these objects, you are hereby authorised & directed to give the requisite security in this case, and to instruct the district Attorney to attend to the prosecution of the Appeal.

R. SMITH,

[NDA. GLB, Vol. 5, 1801–1802.]

To William Smith & Company, Navy Agents, Charleston, S. C., from Secretary of the Navy

[WASHINGTON, D. C.]
Nav: Dep: 25th Sept. 1801,

Messrs Wm SMITH & Co
Charleston S: C:

There have been some expences incurred for the maintenance of French prisoners at Charleston since the resignation of Mr Crafts as Navy Agent at that place, which you will be pleased to settle and pay. —

Orders have been extant from this department for the delivery of these prisoners to the Agents of the French Government so long since as the 17th Febr last, and it is hoped before you receive this that they will have been liberated. — If this should not be the case, I pray you to take the proper Steps to have it done with as little delay as may be. — Mr Pichon informs me that he has authorised a person at Charleston to receive them and send them off to St Domingo. — If they should still remain in custody, and should stand in need of it, you will be pleased to furnish each person with cheap clothing, sufficient with what he has to render him comfortable. —

Along with the foregoing I have to call your attention to the subject of some live oak Timber which has been procured in South Carolina by Colonel Shubrick for the frame of a 74 Gun Ship & which I much fear is in a suffering Condition. — I request therefore that you will employ a person competent to Judge, (a Ship-Carpenter I presume would be the most proper,) to proceed immediately to the places where the Timber is collected, to examine its present situation, to give his opinion whether it is as well secured from receiving injury by the weather &c as Circumstances will admit, & if not, to take prompt measures for having it so secured until it can be taken away, which it is an object of this department to have effected as quickly as possible. —

The Timber in question is intended for a Ship to be built at this place, and orders were sent to Mr Crafts on the 6th of March last to engage Vessels to transport it accordingly; not a Stick however has arrived. I must therefore request of you to undertake this business — Fifty Cents per Cubic foot is the highest price that has yet been given for transporting Timber from Georgia to any of our Ports to the Eastward, and this I presume ought to be sufficient to this place. — Indeed more must not be given if we can avoid it.

Mr Samuel Humphreys who was appointed to inspect and measure the live oak procured in South Carolina & Georgia, has I hope inspected this. — You can ascertain from your predecessor whether this be the Case, & I shall do the same from Mr Humphreys himself. If not done, I shall take prompt measures to have it done, of which I will advise you. — The Timber which you Ship, you will direct to be delivered to Captain Thomas Tingey Superintendant of the Navy Yard here, freight to be paid by him. —

I have directed a remittance of Two thousand Dollars to be made you, and have the honor &c

ROBt SMITH.

[NDA. GLB, Vol. 5, 1801–1802.]

To Captain Thomas Robinson, U. S. Navy, from Secretary of Navy

[WASHINGTON, D. C.]
Nav: Dep^{t} 26: Sept. 1801,

Captain ROBINSON.

The arrangements of congress relatively to the Navy, have imposed upon me the painful task of permitting you to retire from the public Service. You will be pleased therefore to make out your account up to the 1st of October next, including 4 months extra-pay, & transmit it to the Accountant for settlement, after which you will consider yourself released from the Public Service. —

I cannot here deny myself the pleasure of assuring you, that your Conduct since you have been in the Navy, has met the approbation of Government, and that your displacement has not been occasioned by any diminution of that Confidence & Respect, which your activity, Zeal and good Conduct have excited. —

R SMITH.

[NDA. OSW, Vol. 5, 1801–1802.]

To Robert Fields, from Secretary of the Navy

[WASHINGTON, D. C.]
Nav: Dep: 26th Sept. 1801,

R: FIELDS Esq^{r}
Boston,

I have rec^{d} your letter of the 18th instant. — Besides the Captures & Re-captures mentioned by you in which the *Pickering* was concerned, it appears that she captured the *Voltigeuse* & *L'Active*, and recaptured the Ship *Portland* of Portland, bound from Berbice home with Coffee.

The *Voltigeuse* was sent into New York where she was condemned & Ja^{s} and Eben: Watson are the prize Agents. — The *Active* was sent to Boston, condemned and Mess^{rs} S: Higginson are I believe the prize Agents. — The *Portland* being a case of Salvage in which the public has no Interest, there is no report in this department how, or when she was disposed of. —

R SMITH,

[NDA. GLB, Vol. 5, 1801–1802.]

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

[WASHINGTON, D. C.]
Nav: Dep. 30th Sept. 1801,

Capt. A. MURRAY,

I have rec^{d} your letter of the 28th instant. — It is my intention that the *Constellation* shall be put in complete order for Service; the overhauling & refitting of the rigging must of course be attended to. —

It has been suggested that the *Constellation* is *over-masted.* Will you be pleased to give me your opinion on that Subject?

R^{t} SMITH

[NDA. OSW, Vol. 5, 1801–1802.]

To Captain John Rodgers, U. S. Navy, or Commanding Officer of U. S. Ship *Maryland*, from Secretary of the Navy

[WASHINGTON, D. C.]
Nav: Dep^t 2^d Oct^r 1801.

Capt. JOHN RODGERS, or commanding
Officer of Ship *Maryland*
Balt^o —

Immediately on receipt hereof you will divest the *Maryland* of her military and other Stores and deposit the same in charge of John Stricker Esq^re Navy Agent at Baltimore.

You will make out a complete Inventory of the Ship, her Sails, Tackle, Apparel and Furniture, which you will present to Col^o Stricker & transmit a duplicate with his receipt, also his receipt for the Stores delivered him, to the Accountant of the Navy.

R^t SMITH.

[NDA. OSW, Vol. 5, 1801–1802.]

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

[WASHINGTON, D. C.]
Nav: Dep: 2 Oct^r 1801,

Col^o JOHN STRICKER,
Balt^o

I have received your letter of the 30^th ult^o and observe with pleasure your acceptance of the Navy Agency at Baltimore. —

The Ship *Maryland* now at Baltimore is to be sold after being divested of her military and other Stores, for which orders are now issued to the commanding officer on board, and which are to be deposited in your charge; and after giving 15 days notice thereof in the Navy papers of Baltimore, Philadelphia and Alexandria, I request that you will be pleased to sell at public auction, the Ship, her Sails, rigging, tackle, apparel and furniture on a credit of 3 & 6 Months in equal payments, the purchaser giving Notes with two approved securities. You will also have sold at the same time and in like manner the Iron ballast, and such provisions as may be on board on a credit of 90 days. The ballast may remain on board until after the Sales. You will receive from the commanding officer a complete Inventory of the Ship, her Equipments and Stores, copy of which you will forward to this department. The notes you receive for the Ship and other Articles sold, you will be pleased to deposit in the United States Branch Bank at Baltimore, to the Credit of the Treasurer of the U: States, transmitting the Receipt of the Cashier to the Treasurer; a Duplicate receipt together with the Amount of Sales, to the Accountant of the Navy.

R^t SMITH.

[NDA. GLB, Vol. 5, 1801–1802.]

To Captain Daniel McNeill, U. S. Navy, from Abishai Thomas for Secretary of the Navy

[WASHINGTON, D. C.]
Nav: Dep: 5 Oct^r 1801,

Capt. MCNEILL,
New York,

Since transmitting your sailing orders on the 1^st^ instant it has been deemed expedient to be more explicit in respect to the port in France at which you are to land the Minister and his suite. I have it therefore in command from the President, to direct, that you by no means consider the port of Bourdeaux as one of those at which he may be landed except in the case of some unforseen event it shall become a matter of necessity. L'Orient on account of the further destination of the frigate, is the place at which it is the most desirable he should be landed: But as Havre is the most eligible place for the Minister, Government would be perfectly satisfied that you should contribute to his Convenience by landing him there, provided it can be effected without manifest inconvenience or delay, to your ulterior operations.

AB: THOMAS,
For Sec^y Navy,

[NDA. OSW, Vol. 5, 1801–1802.]

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

[WASHINGTON, D. C.]
Nav: Dep. 8 Octo. 1801

Col^o^ STRICKER,
*Balt^o^*

Herewith I transmit you some papers received from Eleanor Wills who exhibits a claim for the wages of Luke Wills & Michael Reed who it appears were lost in the *Insurgente*

Agreeably to the principles of the Maratime Laws prevailing in this Country, the Representatives of the Seamen of the *Insurgente* are not entitled to claim any wages for services performed by them after the departure of the Vessel from the port of Baltimore, & that a payment of wages cannot be made by this department.

Independently of this general principle, there is good reason to believe that in the Case of the *Insurgente* she must have been lost so very soon after putting to Sea, that nothing could have been due to her Crew, each Man having received two Months pay in advance, on entering.

To enable you to meet the occasional demands that may be made upon you on account of this department, I have directed you a remittance of two thousand dollars, and am very respectfully &c

ROB^t^ SMITH,

[NDA. GLB, Vol. 5, 1801–1802.]

To Lieutenants Isaac Hull and Robert W. Hamilton, U. S. Navy, Isaac Collins, Edward Boss, and Nathaniel Harriden, from Secretary of the Navy

[WASHINGTON, D. C.]
N. Dep^t [20] Octo. 1801,

To Mess^rs
ISAAC HULL,
R. W. HAMILTON,
ISAAC COLLINS,
ED. BOSS
NATH^l HARRIDEN
Boston,

Your communication of the 3^d inst^ relatively to the claim of the Heirs of the late L^t Nath^l Bosworth, has been received.

Captain Talbot was authorized to appoint M^r Bosworth a Lieutenant, and having appointed him by virtue of that authority, M^r Bosworth must be considered to all intents and purposes, a Lieutenant in the Navy, and as such, entitled to all the pay, Emoluments and prize-money, accruing to Officers of that grade.

The legal representative of M^r Bosworth must be settled with accordingly.

R. SMITH,

[NDA. OSW, Vol. 5, 1801–1802.]

To Captains Hugh G. Campbell and John Rodgers, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]
N. Dep^t 22^d Octo: 1801,

To Captains,
HUGH G: CAMPBELL, — *Phi^a*
JOHN RODGERS. *Balt^o*

Under the provisions of the Statute entitled "An Act providing for a Naval Peace Establishment and for other purposes", The President has deemed it necessary to reduce the Captains to the prescribed number, nine. And in the discharge of this duty he has the unhappiness to find that, highly as he regards your merits, he cannot retain you in Commission consistently with the principles of selection that have been adopted.

You will I trust be duly sensible, how very painful it is to me to make you this unpleasant Communication, & be persuaded sir, my Sensibility on the occasion is greatly increased by considerations resulting from a personal knowledge of your Worth.

You will be pleased to transmit to the Accountant of the Navy, a statement of your Account calculated up the 1^st of Nov^r, including four Months' extra-pay, who will attend to its adjustment, and remit the balance that may be found due you, agreeably to any order you may give him.

ROB^t SMITH.

Same to Capt. Stephen Decatur, omitting the word "personal" towards the end of the second paragraph.

[NDA. OSW, Vol. 5, 1801–1802.]

To Captain George Little, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]
N. Dep^t 22^d Octo: 1801,

Captain GEO: LITTLE,
Boston,

Under the provisions of the Statute entitled "An Act providing for a Naval Peace Establishment and for other purposes", the President has deemed it necessary to reduce the Captains of the Navy to the prescribed Number, nine: And in the discharge of this duty he finds that he cannot retain you consistently with the principles of selection that have been adopted.

You will transmit a statement of your account to the Accountant of the Navy, calculated up to the 1^st^ of Nov^r next, including four Months' extra-pay, who will attend to its adjustment and remit the balance that may be found due you, agreeably to your order.

ROB^t SMITH.

[F. D. Roosevelt Col. and NDA. OSW, Vol. 5, 1801–1802.]

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

[WASHINGTON, D. C.]
Nav: Dep^t 23 Octo. 1801,

Capt. TINGEY, —

You will consider yourself appointed Superintendant of the Navy Yard at Washington.

Your duty will be to superintend all the public improvements that may be making there from time to time: to receive all public property of what nature so ever, that may be deposited there into your Custody, & to be responsible for the safe-keeping & Expenditure thereof.

All the officers and others on board of the Ships in ordinary at Washington, are to consider you as the Agent of this Department, and to respect your Authority as such.

Each sailing-Master or commanding Officer, must be held responsible for all public property on board of the ship or Vessel he commands; and in conformity to the provisions of the Peace establishment Law must discharge the duty of Purser. —

As a compensation for your services, you will be entitled to receive the full pay, without the rations of a Captain commanding a Ship of 32 Guns & upwards — to commence from the 1^st^ Nov^r next,

ROBERT SMITH,

[NDA. GLB, Vol. 5, 1801–1802.]

[24 October 1801]

To Tobias Lear, U. S. General Commercial Agent for St. Domingo, from the American Merchants of Cape Francois

The American Merchants Resident at Cap — Francois —
To TOBIAS LEAR Esq^r *General Commercial Agent of the United States for S^t Domingo*

SIR, Notwithstanding the very alarming situation of the Cape for several days past we have avoided troubling you on the subject,

feeling confident that every measure wou'd be adopted by the Governm[t] to insure protection to ourselves and the American property under our charge;

But as it is possible for events to arise which no human prudence [?] can forsee or prevent, we earnestly beg of you Sir to demand of the commander in chief that a permanent Order may be immediately issued, permiting us to embark with our Money, Books of accounts & trunks of wearing apparel, whenever we may desire so to do;

And we promise to give any Security that may be required to disembark the same the moment general tranquility is restor'd — We think it a measure indispensibly necessary to justify our conduct in case of any serious accident happening to the Town. — It will also have the best effect upon the minds of the Merchants in America in proving to them that we are permited to secure our persons & Effects under any similar situation, by which there will be nothing to intimidate them from continuing their shipments to S[t] Domingo

After these considerations we are certain, Sir, that no exertion will be wanting on your part to obtain the permission aforesaid; — It will add another proof to the many we have already received of Your readiness to represent & enforce the just demands of your fellow Citizens — & furnish an additional evidence of the good disposition of the Gouvernm[t] towards us as friendly Neutrals. —

Cap-Francais 24 Octob: 1801 —

U Dodge
Earle & Attwood
Dawson & Watt
Lanchester & Richardson
Stephen Lacoste
for David Olivier
& John Groscham
Stephen Lacoste
Hillen & Williams
John Suckley & Co
Hump[y] Taylor
Sol[y] G. Albers. —
B[d] Castaino
Jan[s] How
Mayer, Tracy & C[o]
Peter Dorey
William F. Carty
Rob[t] Moore
Thomas Asbury
George Meade Jr
R Stevenson
Lewden & Duhamel

[SDA. CL, Cape Haitien, Vol. 3, 1801.]

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

[Washington, D. C.]
Navy Dept — 27[th] Oct[r] 1801

Samuel Brown Esq[r]
Boston

Sir It has been determined that the Seamen on board of the *Constitution*, shall be paid off and discharged, and a Guard of Marines substituted —

You will be pleased to supply the necessary monies upon the requisition of the Commanding Officer of the *Constitution*.

I am &C

Rob[t] Smith

[NDA. GLB, Vol. 5, 1801–1802.]

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

PHIL *Oct 28 1801*

SIR I received with great pleasure your esteemed favor of the 22 which hath releived me from a state of Suspence at all times irksome rest assured that your partiality & discrimination shall not be abused as my highest consideration is to deserve well of my country & friends. We are progressing fast with the repairs of the *Constellation* & when finished will be a noble ship & do credit to any nation I have made arrangements in her parts to mount 44 guns should you think proper to mount them as she is much larger & better able to carry them than either the *Philadelphia* or *Chesapeak*

I have the honor to be
your Obt

A MURRAY

ROB[t] SMITH Esq[r]

[NDA. A. Murray's LB, 1799–1805.]

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

[WASHINGTON, D. C.]
Navy Dept 31[st] Oct. 1801

Captain ALEX[r] MURRAY
Phil[a]

SIR With respect to mounting 44 Guns on the *Constellation*, I am not prepared to give a decisive answer — The impression I have received from Captain Truxtun's opinion, on the qualities of this ship, communicated to the former Secretary, is that her draught of Water has always been considered too great — that she has also been considered too crank — and that it was with a view to remedy these defects, that the 24 pounders on her main Battery were displaced, and Guns of an inferior metal substituted — Was she sufficiently stiff, when you sailed in her? Do you think, that the contemplated diminution in the size of her spars, will keep her duly poised, if the additional Number of Guns you suggest, are mounted? Would not such an alteration, by sinking her still deeper in the Water, and of course increasing the resistance, tend very much to the prejudice of her Sailing, and make her carry her Guns too low? —

As there are no Mathematical Rules for ascertaining the most elegible proportions to be observed in Naval Architecture, the defect must be supplied by observation & experience, — I must wait therefore, for your answer, before I can take order on the subject of the Alteration, you have suggested —

I am &C

R[t] SMITH

[NDA. OSW, Vol. 5, 1801–1802.]

[3 November 1801]

Cannon manufactured at Cecil Furnace

Dr The United States in account with the Cecil Compy under their 1st & 2d Contracts for Cannon . . . . . Cr

1798		doll$	Cts	1798		doll$	Cts
Oct. 30	To 1 short 24 pdr. pr Capt Elliotts rect of this date wt 47 . 2 . 23 — @ 121⅞ — £ qrs lb	292.	35	Oct. 16	By balance due the U States pr account rendered and vouchers delivered this day	5013.	49
1801							
July 19	To 3 . . 32 pdrs and 11 . . pdrs pr Colo Tousards rects of this date Tons £ qrs lb wts 36 . 8 . 0 . 14 @ 121⅞	4486.	14				
25	To 1 32 pdr. pr Colo Tousards rect of this date £ qrs lb wt 62 . 0 . 14 . . . . @ 121⅞	365.	76				
Nov. 3	To 6 — 32 pdrs. and 13 — 24 pdrs pr Colo Tousards rect of this date Tons £ qr lb wt . . 50 . 17 . 0 . 12 . . @ 121⅞	6187.	40		By balt . . . . . N° (1) —	11638	18
"	To 17. 12 pdrs bored into 18 pdrs. and 14.6 pdrs pr Colo Tousards certificate of this date Tons £ qrs lb weight 39 . 18 . 2 . 0 . . @ 133²⁵⁄₁₀₀	5320.					
	[sic]	$ 16651.	67			$ 16651.	67
"	To balo due Cecil Co pr Contra	11638.	18		Bal as above	5013.	49
	To 4. 24 pdrs. pr Colo Tousards certs of this date Ton £ qr lb Wt . . . 9 . 4 . 0 . 0 . . . . . @ 121⅞	1119.	32		Amt debit brot down 5144. 25		
					Deduct for error in calculations 46. 63		

"	To an Extra allowance for the loss and disadvantage attending the experiment of bor^{s} from the solid instead of casting with a Cavity as stipulated by Contract June 1794 on Tons C qrs lb 253 . 13 . 3 . 25---- @ $11 5%00	4040.	22		for expenses of proving disallowed----	754. 90	801. 53	4342.	72
					Bal. due U S p^{t} Treasury Statem^{t}---			670.	77
"	To 1. 9 pdr p^{r} Col^{o} Tousards rec^{t} 22C 133 25/100	146.	57						
"	To shot omitted 15th Sep^{t} 1798 in the former acc^{t} p^{r} Cap^{t} Elliotts certificate N^{o} 12	265.	40						

[GAO. No. 12,862.]

A table of Cannon proved at the Cecil Furnace 3d of Novr 1801

Thirty two pdrs.				Twenty four pdrs.								
Nº	weight			Nº	weight							
	ℭ	qrs	lbs		ℭ	qrs	lbs					
6	62	1	"	94	49	1	10					
7	62	1	"	95	49	1	"					
8	62	1	"	96	49	"	20					
9	62	1	"	99	49	1	21					
10	62	1	"	100	49	"	18					
13	62	1	"	101	49	1	4					
				102	49	1	16					
	373	1	"	103	49	1	9					
%	644	"	12	104	49	1	4					
				105	49	1	12					
	1017	1	12	106	52	1	8					
				107	49	1	14					
				108	49	1	16					
					644	—	12	the whole amounting to	Ton 50	.	Qr 17	. 12

I certify that I have proved and inspected twenty three pieces of ordnance cast by the owners of the Cecil Furnace under contract with the Secretary of the Treasury bearing date 28th June 1794 and for the use of the United States, of the following dimensions Viz

ten Thirty two pounders and fourteen twenty four pounders, that out of that number four thirty two and one twenty four have bursted and that the six thirty twos and thirteen twenty fours have resisted the proof are good and servisable guns and weigh in all fifty Tons Seventeen hundred and twelve pounds for which I have signed triplicate receipts one for the Secretary of the Treasury one for the Contractors and one for the Artillery Inspectors office Novr 3. 1801

LEWIS TOUSARD
Inspector Artillery

[GAO. No. 12,862.]

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

PHILa *Novr 4 1801*

SIR I am this day honored with your favor of the 31st Ult & with submission beg leave to reply to your questions with an accurracy founded on experience

From the time that I took Command of *Constellation* till her arrival here I have at various times encountered heavy gales of wind, & found her sufficiently stiff but like all sharp built ships will lay over upon a press of sail till she gets to her bearings after which she will bear the press as long as any ship whatever

I am now confident that the reduction we have made of the spars as well as her upper works will enable me to leave out 30 Tons of Ballast, which will reduce her draft of water & that she will sail infinitely faster than ever I have likewise altered her masts & further, as it was found necessary to pull down most of the store Rooms, for the Carpenters to work I have made such large reductions to some & thrown superfluous ones into the Bread & Spirit Rooms before too

small that she will now carry one months stores more than ever it did & this placed in the hold of the ship, to counterpoise the reduction of Ballast, whereas, previously great weight of stores were carried up in her birth Deck she had always a superfluous quantity of Lumber which I shall now dispense with —

With regard to the addition of guns I have ever since I commanded her mounted 40 guns those I contemplate mounting are light 24^{lb} cannonades for the Q^{r}Deck similar to what she now has a pair of them are now in the Navy Yard ready fitted so that little or no expence will be incur'd nor would I ever wish to have more than 320 Men her usual crew peace or War for 44 Guns

I have no doubt but the most competent judges will now pronounce her to be one of the most compleat & convenient ships in the service & will be ready when required

Yours

A MURRAY

ROB^{t} SMITH Esq^{r}

[NDA. A. Murray's LB, 1799–1805.]

To Secretary of State from Tobias Lear, U. S. General Commercial Agent for St. Domingo

N^{o} 15
Triplicate

CAPE FRANCOIS, *November 9th 1801*

SIR, I had the honor of writing a few lines to you on the 28 ult^{o} via Newbury Port — and also on the 30th by the Schooner *Brothers*, via Wilmington (Del) — In these letters I gave a hasty sketch of the situation of affairs here at that time. — Since the sailing of the last mentioned Vessel, there has been an embargo laid upon all vessels in this Port, by order of the Governor. — The reasons for this embargo, which have been assigned to me, were, to prevent the escape of any of those who had been engaged in exciting the late insurrection — and also to enable the Vessels, when they should sail, to carry with them a faithful detail of the events, and the fullest assurances that Order, tranquility and security were completely restored. — I have now the honor to enclose a recital of the late events, which has been drawn up by order of the Governor, and which, I have reason to beleive, is a faithful detail.

The Governor is very anxious lest the reports of this insurrection should be so spread, magnified and misstated abroad, as to destroy that confidence which is necessary to support the commercial intercourse with this Island: he has therefore given this detail of the late business — and from the measures which he has taken, and is taking there is no doubt but everything will be soon restored to its wonted order. — And indeed this event has given an opportunity to the Government to shew its power and its determination to preserve order and give security, which will certainly be attended with good effects. —

Had not this event taken place I sh^{d} have been before this at Port Republican, by the desire of the Governor, where he informed me he intended to make some further regulations respecting the commerce of this Island: — And I am also very desireous of having a personal communication with the B. Agent, from whom I have received several

letters complaining of American Vessels directly from Europe having entered in the Ports of this Island, and also that it is a practice for them to go to Jamaica — sell their Cargoes — clear out from thence for the U. S. and then come to this Island and take a Cargo of Colonial Produce. — To these observations & complaints I have said — that I have no power to prevent this — that it is with the Government of the Island to admit or refuse an entry to such Vessels — and while it is permitted by them I presume it will continue to be practiced. — As soon as the Gov^{r} returns to the Southern part of the Island, I propose going there also. —

In some of my former letters I have taken the liberty to mention the constant and unremitting attention which the peculiar nature of my Office here required, beyond what is required from a similar Office in another Country. — The circumstances of my reception I mentioned. — These were not flattering; and altho' I have had no *strong* cause to complain of a want of attention (I dont mean personal, but official) yet the general observation will, and does make a difference between the situation of my Predecessor and myself. — Not a single line of intercourse between the Government of the U. S. and this. — Not a single line of communication to me from my Government (on which head I have been often questioned, and have been obliged to exercise my utmost ingenuity to parry the question) — No Public Ships or Vessels belonging to the U. S. on the coast or in the harbours as heretofore, — and altho' the reasons for this have been full and repeatedly given when it has been asked — Has the change in your administration destroyed all your Ships? — and these reasons have appeared to be satisfactory; yet it is easy to see that the withdrawing these Vessels has lessened the importance of the United States in the eyes of many. — And another circumstance, which, tho' personally applicable to myself, has its weight, which is, that I have not large funds to circulate in business — and indeed that I have not myself engaged in commercial pursuits (which it has been impossible for me to have done as yet, without neglecting the public interests)

These facts I have thought it my duty to mention, not as complaints; for I rely fully upon the wisdom of our Government that it has taken, and will take such measures as will best promote the general good of our Country; but that you may have a just knowledge of everything here, as it exists, so far as I am able to inform you. — The importance of the Commerce of the U. S. with this Island is known and felt by them here, and therefore it is, that, under the impressions which I beleive the circumstances beforementioned have made, we still continue to be countenanced. — If any exertions of mine have aided to keep up the intercourse, I shall feel happy in knowing that I have done my duty even at the expence of my time and what little money I brought with me. —

I have been duly honored with your circular letter to Consuls and Agents, under date of the 1st of August, and shall strictly conform to its contents. —

In the few (three) Cases which had come before me respecting the sale of Vessels previous to the receipt of your Circular, I had merely certified the bill of sale at the request of the parties; — and as I ever conceived it improper; so I would not give any document similar to a Register or Sea letter (excepting the recital of the Original Register

in the bill of sale) — With respect to Seamen, I have been particularly attentive — and as I had obtained from the Govern[t] here an order to take cognisance (similar to what a Magistrate would have in the U. S.) of all disputes between Masters and Seamen belonging to Vessels of the U. S. in this Port, I have endeavoured to enforce obedience of proper Orders on the one hand, and to prevent impositions and abuse of power on the other:— And I am happy in being able to say that I have so well guarded against the evils mentioned in your circular that I hardly know of an instance of a Seaman being left here against his will — and the only expence which has yet been incurred on account of the U. S. does not excede five dollars, and not a case of distress has been exhibited to me which has not been releived. —

In anxious expectation of being soon honored with a letter from you, I remain, with sentiments of the highest Respect and Attachment

Sir,

Your most Obedient Servant

TOBIAS LEAR.

JAMES MADISON Esq
Secretary of State.

[SDA. CL, Cape Haitien, Vol. 3, 1801.]

To Paul Cartwright, (Captain of Galley) Beaufort, S. C., from Secretary of the Navy

[WASHINGTON, D. C.]
Navy Dept — 9th Nov. 1801

Captain PAUL CARTWRIGHT
Beaufort
S. C.

I am honored with your letter of the 20th Ult[o] —

You will be pleased to proceed to Charleston, and there deliver up the Galley you command, her tackle, apparel and furniture and military stores to Mess[rs] W[m] Smith & Co taking their receipt — a duplicate of which you will transmit to this Department —

You will then calculate your Accounts up to the 10th of December including four months extra pay — and consider yourself out of Service —

M[r] Turner the Accountant of the Navy, will make arrangements with the Agents at Charleston for the payment of yours and the Crews Accounts —

I am &C

R[t] SMITH

[NDA. OSW, Vol. 5, 1801–1802.]

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

[WASHINGTON, D. C.]
Navy Dep[t] 9th Nov[r] 1801.

Captain ALEX[r] MURRAY
Phil[a]

I am honored with yours of the 4th Inst.

You may mount the additional Number of Guns you have suggested —

What time will it take to have the *Constellation* completely prepared for sea?

I am &C

R^{t} SMITH

[NDA. OSW, Vol. 5, 1801–1802.]

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

[WASHINGTON, D. C.]
N. Dep^{t} 12 Nov^{r} 1801,

WILLIAM PENNOCK Esq^{re}
Norfolk,

On the subject of the Schooner *Experiment*, when she was offered for sale, the Merchants in Baltimore had their confidential Carpenters to examine her, all of whom reported so favorably of her, that she sold for 7350 dollars. — When I was in Balt^{o} I also employed a Carpenter, on whose judgment I can rely, to examine her with the Captain appointed by the Purchaser to command her, who reported that she was perfectly sound; and would not require one dollors worth of repairs to fit her for Sea.

This Circumstance has occasioned considerable uneasiness among those who know that the Administration will require a Vessel of her Size, from an apprehension that there has not been due vigilance on our part.

R. SMITH.

[NDA. GLB, Vol. 5, 1801–1802.]

To Captains John Barry and Alexander Murray, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]
N. Dep^{t} 14 Nov^{r} 1801,

Commodore BARRY &
Capt. MURRAY, —

In proving the Guns prepared by M^{r} Lane you will observe the following process —

1st Load — ⅔ w^{t} Powder to w^{t} of Ball. — Wad — Ball — Wad — Ball, double Wad. —

2^{d} Load ½ w^{t} of Powder to w^{t} of Ball — wadded & balled as before.—

ROBERT SMITH

[NDA. OSW, Vol. 5, 1801–1802.]

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

PHIL^{a} *Nov^{r} 14th 1801* —

SIR I am this Day honor'd with your favor of the 9th Ins^{t} & in reply to your inquiry, as to the time the *Constellation* will be ready for Sea, I have no doubt but she will be in complete order by the 1st of Jan^{ry}, or sooner, provided we have no obstructions by severe Weather; I shall place her in a situation to be perfectly sheltered from the Ice, & loose no time in forewarding our operations —

It will be of importance to me (if I am consistent in my inquiry) to know whether I must give orders about the Ships Stores, in general, Beef we can have put up here cheaper, & better than we can get it from Boston, & Bread will require time to have it properly baked & dry'd, the limitation of her Cruize will be another consideration, as to the quantum of Stores necessary to be laid in —

The unfortunate disaster of the Ships having been sunk, destroy'd the greater part of my Cabbin furniture, I must beg the favor of you to permit me to procure what is realy necessary. —

I have the Honor to be
Your Most Obᵗ

A MURRAY

Robᵗ SMITH Esqʳ

[NDA. A. Murray's LB, 1799–1805.]

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

[WASHINGTON, D. C.]
N Depᵗ 17 Novʳ 1801,

Colᵒ STRICKER.
Baltᵒ

The Crew of the *Enterprize* is to be paid off and discharged immediately, and the Vessel to be requipped for sea.

You will be pleased to advance the necessary monies & give every assistance to enable the commanding Officer to accomplish those objects.

R. SMITH.

[NDA. GLB, Vol. 5, 1801–1802.]

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

[WASHINGTON, D. C.]
Navy Depᵗ 20 Nov. 1801.

Lᵗ Colᵒ BURROWS,

It appears to me indispensably necessary that the Guard of Marines for the *Constitution* should consist of an Officer & twenty five privates.

You will therefore direct that the detachment consist of this number.

Robᵗ SMITH.

[NDA. GLB, Vol. 5, 1801–1802.]

To Captain John Barry, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]
N. Depᵗ 21 Nov. 1801,

Commodore BARRY,

The Boatswain of the *United States* has suggested to Capt. Tingey, that part of the false keel of the Ship was off; but possessing only a conjectural knowledge on the subject, he has referred him to you for more particular information.

I request you to communicate to me any information you may possess on this subject. — Your answer will determine me whether to have the Ship hove down or not.

ROB^{t} SMITH.

[NDA. OSW, Vol. 5, 1801–1802.]

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

[WASHINGTON, D. C.]
N: dep^{t} 27 Nov: 1801.

GEO: HARRISON Esq^{r}

Your Letter of the 23^{d} instant has been received. — M^{r} Smith on account of the indisposition of some of his Children, has been detained all this week at Baltimore. As it will not delay more than a day or two the business refered to in your letter by postponing an answer until Monday or Tuesday next, I shall wait that long his return. If he should be longer detained, I will forward an answer to him for his approbation, and in the mean time we may get Captain Murray's opinion in corroboration of yours as to the expediency of removing the *Constellation* to the Hook.

For ROB^{t} SMITH,
AB. THOMAS. P. C. [*Principal Clerk*]

[NDA. GLB, Vol. 5, 1801–1802.]

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

[WASHINGTON, D. C.]
Navy dep^{t} 30 Nov. 1801, —

Captain TINGEY. —

I have the honor to transmit herewith for your information an extract of a Letter from Commodore Barry in relation to the situation of the Frigate *United States*.

AB: THOMAS, P. C.

Extract. Phil^{a} 26 Nov. 1801. —

"From what foundation the Boatswain has suggested the idea of the false keel "being injured, I cannot devise: I have never discovered any deficiency in "her, but am of opinion that her bottom is in perfect good order, & needs not "the trouble and expence of heaving her down. A Bower Anchor is wanted, two "Cables and some sails. The sails Captain Tingey has an account of from me.

JB.

The Hon^{bl}
ROB^{t} SMITH,
Sec^{ry} of the Navy."

[NDA. GLB, Vol. 5, 1801–1802.]

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

PHILAD^{a} *Decem^{r} 1st 1801* —

D^{r} SIR In obedience to your orders, I am just setting out to prove the Cannon, Cap^{t} Barry being too unwell to attend to it, but previous to my departure, I deem it a duty incumbent on me to inform you

of the present state of the *Constellation*, that you may be enabled to form your determinations accordingly. —

We have now nearly finish'd with the Carpenters, & have no doubt but the Ship might be got in complete readiness for service in the course of three weeks, & she might be taking in her Stores in ten days from this date; much credit is due to the Carpenters, & other Workmen that have been employ'd about her, for their exertions, & she might have been now ready for Sea, but for orders receiv^{d} to stop our progress, soon after the commencement of our repairs in June, however I presume she will be in time for you & will now be I think superior to what she was, at her first outfit, being nearly rebuilt from the Water edge upwards, with great improvements, & her timbers well salted to prevent a future rot. —

You will no doubt take into consideration the precarious situation of our Navigation with regard to the moveing of the ship at an advanced stage of the Season, more especially as we have a very difficult, & shallow bar to cross at Fort Mifflin, over which we cannot carry more than 20 feet at high Water, which is the smallest draft of Water we can bring our Ship to, without her Guns, & Water on board, & should she get aground thereon, & a severe frost to follow, it might be attended with serious consequences, taking the considerations into view, if it can suit your arrangements as well, would it not be going upon surer grounds to wait for the first breaking up of the Frost in Feb^{y} or March, tho' I think upon an emergence, that we might drop down in a Fortnight as low as Bombay Hook, to receive our Guns & Stores on board, again by a delay of a few Weeks, I have no doubt but Seamens Wages will be down to 10 or 12 Dollars, which would be an important saving, all of which observations I humbly submit to your consideration & am with great respect

Your Most Ob^{t} Humble Servent

A M —

ROBERT SMITH Esq^{r}

[NDA. A. Murray's LB, 1799–1805.]

To William Smith & Company, Navy Agents, Charleston, S. C., from Secretary of the Navy

[WASHINGTON, D. C.]
N. Dep^{t} 4 Dec. 1801,

Mess^{rs} W^{m} SMITH & C^{o}
Charleston.

I have rec^{d} your letter of the 22^{d} ult^{o}, and have to request that you will be pleased to sell at public auction, after giving 15 days notice thereof in the public papers of Charleston, the *South Carolina*, *Charleston*, and *Beaufort* Gallies. In order to obtain the better prices, you may sell on a credit of 3, 4, or even 6 months, as you may judge most expedient, taking notes with approved endorsers, which you will deposit in the Branch Bank of the United States at Charleston for collection, on account of the Treasurer of the United States, to whom you will transmit the receipts of the Cashier for the Notes so deposited; A duplicate of which, together with the Accounts of Sales, you will also transmit to this department. The Ballast and

every other Article belonging to the Gallies, (the Guns and other military Stores excepted) are to be sold also. The Ballast separate from, and the other Articles with the Vessel; of which you will please have complete Inventories made out & exhibited at the sales.

ROB^{t} SMITH,

[NDA. GLB, Vol. 5, 1801–1802.]

To Captain John Barry, U. S. Navy, from Secretary of the Navy

[WASHINGTON, D. C.]
N. Dep^{t} 5 dec. 1801,

Commodore BARRY,

I enclose a Letter from Captain Tingey, wherein M^{r} Whitehead's reason for conjecturing that the *United States* has lost part of her false Keel, are stated.

I beg you to let me again hear from you on this subject.

ROB^{t} SMITH,

[NDA. OSW, Vol. 5, 1801–1802.]

[Enclosure]

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

NAVY YARD *5th Dec^{r} 1801* —

SIR I have duly received from the Navy Depart^{t} an Extract of a letter from Commodore Barry relative to my intimations of the probable neccesity of heaving down the Frigate *United States*, to repair or at least to examine her bottom — The boatswain of the *United States* has furnish'd me with the following statement by Letter of 1st instant Viz^{t} "Concerning my belief of the Ships loosing "part of her false keel. On going into Boston, she struck very "hard two or three times on a Reef above the Light house. At "another time she thumped for at least one hour on a shoal at "Sea, to the Southward of the Capes of Delaware: at which time "a great number of shott was thrown overboard to lighten "her — I have frequently on heaving in the Cable seen it very "much cut by the copper, particularly when the Ship has been "a-head of her anchor — I have seen the Yarns shaved as if "cut by a knife"

Sign'd WILLIAM WHITEHEAD
Boatswain —

Admitting the above statement as correct there can be little doubt but that the Ship has received damage, *at least to her copper.*

I have the honor to be
with much respect
Sir
Y^{r} Obed^{t} Serv^{t}

THO^{s} TINGEY

Hon^{b} ROB^{t} SMITH

[Haverford College, Haverford, Pa. NDA photostat.

[8 December 1801]

Statement of the sales of Public Vessels and Stores, payable into the Treasury

Names of Vessels.	Where sold.	Amount of Sales.
Merrimack,	Boston,	$21, 154. 59
Herald,	Ditto,	17, 847. 75
Warren,	Ditto,	19, 747. 01
Connecticut,	New York,	19, 300. 00
Trumbull,	Ditto,	26, 500. 00
Richmond,	Ditto,	6, 250. 00
Patapsco,	Philadelphia,	24, 680. 00
Ganges,	Ditto,	21, 000. 00
Portsmouth,	Baltimore,	34, 365. 82
Delaware,	Ditto,	23, 799. 28
Eagle,	Ditto,	10, 585. 73
Scammel,	Ditto,	8, 001. 87
Experiment,	Ditto,	8, 446. 68
Augusta,	Norfolk,	13, 889. 00
Maryland,	Baltimore,	20, 200. 00
		$275, 767. 73

NAVY DEPARTMENT, *December 8, 1801.* RT. SMITH

[Am. State Pap. Nav. Aff. Vol. 1]

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

[WASHINGTON, D. C.]
Navy dep[t] 10 dec. 1801.

SAMUEL BROWN Esq.
Boston.

Application has been made to this dep[t] on behalf of the Commonwealth of Massachusetts for repayment of some cannon & shot which had been loaned to the U. S. at the time of fitting out the *Constitution.* —

I enclose for your further information, copy of a letter from Amasa Davis Q. M. Gen[l] to Major Dan[l] Jackson, with the papers accompanying, which appear to be copies of the original vouchers given by Henry Jackson then navy agent at Boston or by his order for the articles rec[d], And I have to request that you will be pleased to make the necessary enquiries into the business, to ascertain and inform me, whether no remuneration has been made for the loan or any part of it, and if not whether the same Guns cannot now be returned, or whether it would be preferable to return new ones, of which we have nearly enough, & of the same calibre at Boston, & whether you have shot enough in store of the proper sizes to return that article in kind also.

Captain Nicholson can no doubt, give you every requisite information as to the receipt and employment of the articles.

ROB[t] SMITH.

P. S. — Be so good as to inform the officers of the state-government, that previous to a settlement of the claim by this department, it will be necessary that the original vouchers be forwarded.

R S.

[NDA. GLB, Vol. 5, 1801–1802.]

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

[WASHINGTON, D. C.]
Navy dep^t 15 dec. 1801,

Col^o STRICKER,
Baltimore.

There are wanted for the frigates laid up in the Eastern Branch twenty five able seamen, viz,

For the *United States*	6	
Congress	6	
New York	6	
John Adams	5	
Gen^l Greene	2	
		25

I have therefore to request that you will be pleased to take measures for engaging that number to serve 6 months, and to prevent any altercation on their arrival here, you will take care to have specified in the engagement with each, the ship on board of which he is to serve. if practicable to obtain them without making any advance, it will be right to do so; but in case of advances being absolutely necessary, good security must be taken for the performance of the engagements or refunding the monies so advanced, and not more than 1 month's pay must be advanced in any instance. their reasonable travelling expences in coming on to this place will be allowed.

The *United States & Congress* are also without Carpenters. it will be a very desirable thing if you could obtain two such as you could recommend as worthy of receiving warrants — A good boatswain is also wanted.

ROB^t SMITH.

P. S. — I send you blank shipping articles. Two dollars p^r man will be allowed the person you employ to recruit, for each man so recruited and mustered on board. —

[NDA. GLB, Vol. 5, 1801–1802.]

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

PHILADELPHIA *Decb^r 16th 1801.*

SIR From the tenor of your last Letter to me of 5^th^ Ins^t you will naturally presume that the *Constellation* hath dropped down to Marcus hook, but upon advising with those well experienced in the dangers of this River, at this advanced stage of the season, & upon an accurate survey of the Piers at the Hook, I find there is no possible state of security for us, in any port of the Delaware after leaving the wharf, & had every thing been favourable for us, I could not have left this without Officers, as not one of your appointments have yet appeared, but M^r Caldwell, that I have never seen but once, owing to Indisposition, but to remove your anxiety about us (tho it may have a selfish appearance on my part, having a family here,) which by the by hath never operated against the duty I owe to the Public, I have not the least doubt, but we shall be able to leave this about the latter end of February, so as to arrive in the streights in full time for the ships now there to arrive in America before June —

As I am not yet fully instructed about the furnishing Mr Harrison with the various Indents for Stores, when I get the proper Officers for it; I shall thank you for your orders, that we may be collecting all the light articles on board, leaving the heavy ones to take in after we get over the Bar at the Fort —

I have the Honor to be
with great respect
your most Obt

ROBERT SMITH Esqr

[NDA. A. Murray's LB, 1799–1805.]

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

PHIa *Decr 24th 1801*

SIR I did not receive the Naval regulations from Capt Morris till within this few Days, I have given them a carefull perusal & presumed there coud have been but few remarks for me to make after the able hands they have gone through However I have ventured to enclose you such observations as I deem woud be beneficial to the service — in the general they meet my approbation

Our Ship now assumes the appearance of a Man of War, we have her nearly full Rigged & all her repairs finished except a few triffling Jobs & we are discharging the most of our Workmen, she is now, I think one of the handsomest & commodious Frigates in the service

I have the Honor to be
Yours &c

ROBt SMITH Esqr

Pt I have no Officer yet but Mr Phipps

[NDA. A. Murray's LB, 1799–1805.]

To Jesse & Robert Waln, Philadelphia, Pa., from Secretary of the Navy

[WASHINGTON, D. C.]
Navy dept 26 dec. 1801,

Messrs JESSE & ROBt WALN,
Philadelphia.

I am honored with your letter of the 21 instant, and have to request that you will be pleased to pay to George Harrison Esq. Navy Agent at phila, the money placed in your hands by Mr Joseph Sloan Supercargo of the [Merchant] Ship *Richmond,* and which he received of Mr Reynet [Reynst] at Batavia on account of the sales of provisions left at that place by Captain Edward Preble of the U: S: frigate *Essex.*

I will thank you also to request Mr Sloan to forward to this department Mr Reynet's account of sales &c of the articles from which the above money accrued. — Besides the provisions left at Batavia by Captain Preble, I find that there was a shipment by the *Richmond* Captain Waters which Mr Reynet received in July 1801, and which Mr Sloan was to receive from him and have the disposal of in the event of the United States Ships *Ganges* and *Connecticut* not arriving

there by the 1st of that month. a letter from Mr Reynet to this department acknowledges the receipt of these provisions but I have no further account of them. Will you be pleased to request Mr Sloan in addition to the preceding to furnish me with the requisite information on this point. My want of information how to address a letter immediately to Mr Sloan, is the reason I take the liberty to be thus troublesome to you.

On the payment of the Money to Mr Harrison you will be pleased to take his receipt and transmit the same to this department.

Robt Smith —

[NDA. GLB, Vol. 5, 1801–1802.]

To William Hunter, Navy Agent, Savannah, Ga., from Secretary of the Navy

[Washington, D. C.]
Navy Dept 26 dec, 1801,

Wm Hunter Esq.
Savannah, Georgia.

I have received your letter of the 9th instant, and have to request that you will sell the remaining Galley for the best price to be obtained at Auction after giving ten days notice of such sale in the public papers of Savannah. in order to obtain the better price, you may sell on a Credit of 3, 4 or even 6 months, the purchaser giving his note with one or more approved endorsers; which note you will be pleased to hold subject to the order of the Treasury department, and you will be pleased to transmit to the Secretary of the Treasury an account thereof together with the account of sales, duplicate of which you will also transmit to this department. with the galley you will also please sell every thing belonging to her, except her armament and other military stores. in addition to the above I have also to request that you will be pleased to transmit to this department complete inventory of the Saint Mary's Galley as she was delivered to the officers of the customs together with a receipt for the same.

Robt Smith.

[NDA. GLB, Vol. 5, 1801–1802.]

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

[Washington, D. C.]
Navy department. 28 dec. 1801.

Captain Th Truxtun.

I am honored with yours of the 22d instant.

Government has received no information whatever with respect to one of the *President's* boats having upset. —

In consequence of the travelling state in which the department has been for some time, we have lost every copy of the signals published by you. I have requested Captain Barry to send you copy of those adopted for the use of the Navy.

Robt Smith.

[NDA. OSW, Vol. 5, 1801–1802.]

List of French armed vessels captured by the American Cruizers, in 1798, 1799, 1800, and 1801

Year captured	Names of captured vessels	Guns	Men	Captured by
1798	*La Croyable*	14	54	The *Delaware*, capt S. Decatur, senior.
— —	*Sans Pareil*	16	87	The *Delaware*, Decatur, and the *United States*, com. Barry
— —	*Jaloux*	14	70	
1799	*Mars[o]uin*	10	— —	*Delaware*, Decatur.
— —	*Reynard* [or *Reynold*]	—	— —	*Delaware*, Baker, and *Eagle*, Campbell
— —	*Ocean*	—	— —	*Delaware*, Baker
— —	*L'Amour de la Patrie*	6	80	*United States*, com. Barry,
— —	*Tartuffe*	8	60	
— —	*Siren*	4	36	*Baltimore*, Barron. *Eagle*, Campbell.
1800	*Brillant Jeunesse*	12	62	
1799	*L'Esperance*	—	— —	*Baltimore*, Cowper,
1800	*La Qui Joinnolla* [or *La Quinolla*]	—	— —	
1799	*Buonaparte*	—	— —	
— —	*Magicienne*	14	63	
1800	*Phenix* [or *Phoenix*]	14	128	*Merrimack*, Brown,
1801	*Brilliant*	—	— —	
1799	*Le Frippon*	—	— —	*Portsmouth*, M'Niel.
— —	*Amis*	6	16	*Montezuma*, Murray.
— —	*Diligente*	—	— —	
— —	*Insurgente*	40	409	*Constellation*, Truxtun.
— —	*Union*	—	— —	
— —	*Vanqueur* [*Vainqueure*]	6	85	
— —	*Rabateuse*	—	28	
— —	*Eugene*	—	— —	*Ganges*, Tingey,
— —	*L'Esperance*	8	28	
1800	*La Fortune*	—	— —	*Ganges*, Mullowny,
1799	*Louise*	—	— —	
1800	*La Fougeuse*	2	70	
— —	*Favorite*	6	41	
— —	*Dolphin*	—	— —	*Eagle*, Campbell.
1799	*Bon Pere*	6	52	
1800	*Magdalen*	—	— —	
1799	*L'Onze Vendemiaire*	—	— —	
1800	*Heureux Rencontre*	—	— —	
— —	*General Massena*	—	— —	
— —	*Renomme*	—	— —	*Adams*, capt. Morris.
— —	*Gambeaux*	—	— —	
— —	*Dove*	—	— —	
1800	*Volligeuse*	10	61	
— —	*Fly*	4	— —	*Pickering*, Hillar
1799	*Atalanta*	—	— —	
1800	*Active*	12	60	
1799	*Italic Conquese* [*Italie Conquise*]	12	— —	
1800	*Le Piege*	—	— —	
— —	*L'Unite*	—	— —	*Connecticut*, Tryon.
— —	*Chou Chou*	—	— —	
— —	*Deux Anges*	20	54	
1800	A small boat	—	— —	
— —	*La Fortune*	—	— —	*Boston*, Little.
— —	*Berceau*	24	220	
— —	*Heureux*	—	— —	
— —	*La Gourde Le Pelicain*	—	— —	*Boston*, Little, the *Norfolk*, Bainbridge
— —	*Flying Fish*	—	— —	*Boston*, Little, in company, *General Greene*, Perry.
1800	*Espoir*	—	— —	*Boston*, Little, *Augusta*, M'Elroy.
— —	*Mutine*	6	60	*Herald*, Russell, *Augusta*, in company.
— —	*Jason*	—	50	*John Adams*, Cross
— —	*Decade*	—	— —	
— —	*Peggie*	—	— —	
— —	*Vengeance*	—	— —	*Trumbull*, Jewett.
— —	*La Tullie* [or *Cullie*]	—	— —	
— —	*Sandwich*	6	— —	
— —	*L'Esther*	3	— —	*Constitution*, Talbot
— —	*Sally*	—	— —	
— —	*La Victore*	—	— —	*Augusta*, M'Elroy.
— —	*La Jeanne*	—	— —	
— —	*La Citoyen*	6	47	
— —	*La Seine* [*Le Cygne*]	6	57	*Enterprize*,* lieutenant Jno. Shaw, which vessel performed this service and recaptured eleven American vessels in a cruize of eight months
— —	*L'Eagle*	10	78	
— —	*La Flambeaux*	12	110	
— —	*La Pauline*	6	40	
— —	*La Guadaloupean*	7	45	
— —	*L'Amour de la Patrie*	6	72	*Enterprize*, Sterrett.
— —	*Felix*	—	— —	*Scammel*, Fernald,

List of French armed vessels captured by the American Cruizers, in 1798, 1799, 1800, and 1801—Continued

Year captured	Names of captured vessels	Guns	Men	Captured by
— —	*Industry*	—	— —	*General Greene*, Perry.
— —	Danish Brig	—	— —	
— —	*Dorade*	6	46	*Patapsco*, Geddes.
— —	*Diana*	14	65	*Experiment*,† C.
— —	*Deux Amis*	8	— —	Stewart.
1801	*Young Creole*	—	45	*Chesapeake*, S. Barron
— —	*La Leverette*	6	54	*Philadelphia*, Decatur
— —	*Union*	—	— —	
— —	*Magdalen*	—	— —	
— —	*Le Guerre*	—	— —	
— —	*Amphetrite*	—	— —	

*The *Enterprize*, lieutenant commandant Shaw, had several actions. The *Citoyen* did not surrender, till she had 4 killed and 11 wounded—*La Seine* [*Le Cygne*] had 11 killed and 13 wounded—the *Eagle*, 3 killed and 9 wounded—the *Flambeaux*, which mounted the same number of guns as the *Enterprize*, of the same calibre, and had a crew more numerous by thirty-four, lost 7 killed and 33 wounded before she surrendered.

†Neither the *Diana* nor the *Deux Amis*, surrendered to the *Experiment*, lieutenant Charles Stewart, without first trying the effect of their guns upon her; but such was the skilful valor of lieutenant Stewart, that although the *Diana* was fully equal to the *Experiment*, both in guns and men, neither of the actions lasted more than ten minutes.

The day on which the *Experiment* captured the *Diana*, the latter vessel in company with a French brig of eighteen guns and one hundred and twenty men, had chased the *Experiment* for several hours. Lieutenant Stewart, perceiving them pressing upon him with all sails set, and knowing that his force would not justify his encountering them together, and believing that by running from them, he might separate them, and be enabled to attack them singly, manifested great *ostensible* anxiety to escape. The *Experiment* being the fastest sailer, and the sailing of the brig and the *Dianna* being unequal, lieutenant Stewart succeeded in separating them, and instantly made for, attacked, and captured the *Diana*, then, crowded all sail in chase of the brig; but, owing to the darkness of the night, she escaped.

Such was the extreme anxiety of lieutenant commandant Stewart to get along side of the brig without a moment's delay, that he left lieutenant Porter, sent by him, with a small boats crew, (only four men,) to take charge of the *Deux Amis*, in a most perilous situation, certainly sufficient to have appalled any ordinary man; indeed, even lieutenant Porter felt himself very aukwardly situated. He, however, immediately got possession of all the small arms, ordered the crew of the *Deux Amis* forward, and solemnly assured them, that the first man who should step beyond a prescribed line, should instantly be shot down. For three nights and nearly four days, lieutenant Porter remained in this embarrassing situation, having to guard twelve times his own number, and navigate the vessel at the same time; he, however, conducted the *Deux Amis* safely into St. Kitts, where he arrived late in the day, and had to remain on board unassisted till the next morning.

In December, the *Experiment* chased the *Flambeaux* of twelve guns and one hundred and ten men, with a prize brig. The *Flambeaux* escaped, but her prize, the *Zebra*, of Baltimore, was retaken, and the *Flambeaux*, was shor[t]ly after captured by the *Enterprize*, as above stated.

Of the vessels thus captured, the *Insurgente* and *Flambeaux* being of equal or superior force to the vessels which captured them, were given up to the captors to be distributed agreeably to law: the *Vengeance* and *Berceau*, being national ships, were surrendered under the treaty with the French republic: three others were restored to the owners: one was sunk, and eight were acquitted as not being legal prizes; leaving the proceeds of sixty-eight prizes to be divided equally between

the United States and the captors; the value of which may be safely estimated at six hundred thousand dollars.

The exports from the United States, during the continuance of the maratime war with France, are estimated as follows:

1798	$61,327,411,
1799	78,665,522,
1800	70,971,780.

And the revenue derived from imposts on merchandize and tonnage is stated to have been:

1798	$7,106,061,
1799	6,610,449,
1800	9,080,932.

In 1801, the exports amounted to 93,000,000 dollars, and the revenue from imposts exceeded 10,750,000 dollars.

The whole cost of the navy, including the building or purchase of the ships, their equipment, and the expense of supporting them in service, and every expense of every description including those which had been incurred under the act of 25th February, 1799, for building six seventy-four gun ships, the purchase of Grover's and Blackbeard's island, the purchase of grounds for six navy-yards, and the improvements made to the yards, was, from the commencement of the government to the end of the year 1800, eight millions eight hundred and eighteen thousand one hundred and fifty-five dollars and fifty-eight cents. If we extend the period of these expenses, so as to embrace the return of our ships, after the conclusion of peace with the French republic, they may be estimated to have amounted to ten millions of dollars; but if we deduct from this gross amount the expenditures for the purchase and improvement of navy-yards, the purchase of the islands, and of timber and other materials required in the construction of the six seventy-four gun ships, we should find that the whole expenses were short of eight millions five hundred thousand dollars.— Of this sum three millions five hundred and eighty-three thousand seven hundred and seventy-seven dollars and fifty eight cents had been expended in the building, purchasing, arming, repairing, and equipping the different ships belonging to the navy.

Under the act of 3d March, 1801, all the ships and vessels belonging to the Navy, excepting the frigates *United States, Constitution, President, Chesapeake, Philadelphia, Constellation, Congress, New-York, Boston, Essex, Adams, John Adams,* and *General Greene,* and the schooner *Enterprize,* being divested of their armament and military stores, were sold, and brought into the Treasury the sum of $309,330.59 cents. The original cost of building and equipping the vessels retained in service, was 2,464,250.67. Their value in 1801, supposing them to have deteriorated 340,000 dollars while in service, exceeded two million, one hundred and twenty thousand dollars. If to this sum we add the estimated value of the cannon and small arms, which belonged to the vessels sold, but which were retained agreeably to the law, ($76,000,) and the amount for which the vessels sold, 309,-330.59; we shall find, that we had ships of war, cannon, small arms, and money, amounting to $2,505,330.59, say two millions and a half; which deducted from the 8,500,000 previously stated, would leave *six millions of dollars* as the actual cost to the nation, of the protection

afforded to our commerce, during the years 1798, 1799, 1800, and part of 1801. Our commerce thus protected we were enabled to export the surplus products of our country, to an amount exceeding *two hundred millions of dollars;* and to import in payment the products of other countries, and yield to the government a revenue exceeding *twenty-three millions.*

The loss upon the sale of the vessels; that is, the difference between their original cost, and the amount for which they sold, was 522,750 7; and the *Insurgente* and *Pickering,* which were lost at sea, cost $170,-106.29, making together, $692,856.36 cents, which sum is included in the six millions above stated, as being the actual cost of the protection afforded to our commerce.

[Naval Chronicle Vol. 1.]

OFFICERS OF THE U. S. NAVY AND MARINE CORPS, AND IN SHIPS UNDER THE JURISDICTION OF THE NAVY, DURING THE QUASI-WAR WITH FRANCE, 1797–1801

This register is necessarily incomplete, both in the number of officers listed and the service accredited to some of them, owing to the incompleteness of the material available for its preparation. Appointments were so irregular during this war that it has been impossible always to distinguish between regular and acting appointments there being many instances where men served more than one cruise without commission or warrant. Many others were appointed by the commanding officers of ships and no record has been found to show that their names were ever sent to the Navy Department for confirmation.

Each officer has been credited with as much service as could be reasonably verified.

Adams, Alexander.
Carpenter, March 18, 1800, for U. S. S. **Portsmouth**. No other record found.

Adams, James.
Carpenter in U. S. R. C. **Scammel**, September 3, 1800, to May 30, 1801.

Adams, James Harvey.
Midshipman, December 2, 1799. Served in U. S. S. **Essex**. Discharged May 20, 1801, under P. E. A.

Aikins, Reubin.
Carpenter in U. S. S. **Connecticut**, June 8, 1799, to November 12, 1800.

Ainsworth, John.
Boatswain in U. S. S. **Ganges**, 1800–1801.

Aitken, Hugh.
Surgeon's mate, July 15, 1800. Served in **George Washington** and **Philadelphia**. Retained under P. E. A.

Alden, Humphrey.
Master's Mate in U. S. S. **Constitution**, 1800.

Aldrick, Samuel (Simon).
Midshipman, July 7, 1800. Served in U. S. S. **George Washington**. Discharged April 30, 1801, under P. E. A.

Alexander, Alexander, Jr.
Midshipman, from South Carolina, February 28, 1799. Resigned February 6, 1800. Record of actual service not found.

Alexis, Louis.
Acting midshipman from July 15, 1798. Served in U. S. S. **Constitution**. Retained under P. E. A. Warranted June 1, 1802.

Allen, Caleb.
Midshipman, November 9, 1799. Served in U. S. S. **Experiment**. Discharged May 20, 1801, under P. E. A.

Allen, John.
Boatswain in U. S. S. **Constellation** from November 12, 1798, to January 14, 1799.

Allen, Joseph.
Boatswain in U. S. S. **Constellation** while under repairs June 1 to November 30, 1801.

Allen, Moses.
Purser, from Massachusetts, May 15, 1799. Served in U. S. S. **Boston**. Discharged November 18, 1801, under P. E. A.

Allen, Samuel.
Midshipman, from Massachusetts, November 11, 1799. Warranted December 13, 1800. Served in U. S. S. **Essex**. Discharged April 30, 1801, under P. E. A.

Allen, William H.
Midshipman, from Rhode Island, April 28, 1800. Served in **George Washington** and **Philadelphia**. Retained under P. E. A.

Alline, Benjamin.
Purser, October 12, 1798, to rank from August 16, 1798. Served in **Herald** and **Boston**. Retained under P. E. A.

Alston (Allston), Miligan (Millegan).
Midshipman, October 12, 1798. Served in U. S. S. **Adams**. Died prior to October 6, 1800.

Anderson, James.
Gunner, October 19, 1799. Served in U. S. S. **Experiment**. Discharged May 20, 1801, under P. E. A.

Anderson, Samuel.
Surgeon's Mate, July 2, 1798. Commission forwarded for, July 13, 1799. Surgeon, August 25, 1800. Served in **Delaware** and **Scammel**. Discharged July 23, 1801, under P. E. A.

Anderson, Thomas O.
Midshipman, April 14, 1800. Served in **New York** and **George Washington**. Retained under P. E. A.

Anderson, William.
Master's mate in U. S. S. **Constellation**, 1799.

Andrews, John.
Midshipman, June 28, 1799. Served in U. S. S. **United States**. Discharged June 13, 1801, under P. E. A.

Angier, Charles.
Midshipman, August 21, 1800. Served in U. S. S. **Boston**. Discharged July 10, 1801, under P. E. A.

Angus, Samuel.
Midshipman, November 6, 1799. Served in **Constellation**, **Enterprize** and **President**. Retained under P. E. A.

Anthony, Joseph.
Surgeon, June 20, 1798, for U. S. R. C. **Unanimity**. Later served in U. S. S. **Pinckney**. Discharged May 1, 1801, under P. E. A.

Antrim, Parnel.
Gunner in U. S. R. C. **Scammel**, 1800–1801.

Archer, John.
Lieutenant, from Virginia, November 8, 1798. Served in **Constellation** and **Chesapeake**. Discharged May 15, 1801, under P. E. A.

Archer, Sterling (Starling).
Surgeon's mate, from Virginia, April 18, 1800. Served in **Chesapeake** and **President**. Retained under P. E. A.

Armistead, Robert.
Carpenter, March 14, 1800. Served in U. S. S. **Chesapeake**. Discharged July 8, 1801, at his own request.

Armstrong, John.
Boatswain, May 14, 1800. Served in U. S. S. **Norfolk**. Resigned December 3, 1800.

Atkinson, Joseph.
Acting boatswain in U. S. S. **Insurgente** to date from March 5, 1799. No further record found.

Atkinson, William Burrows.
Midshipman, February 28, 1799. Accepted appointment April 23, 1799, which is latest record found.

Atwood, Edward.
Midshipman, May 15, 1800. Served in **New York** and **Adams**. Dismissed May 13, 1801.

Austin, William.
Chaplain in U. S. S. **Constitution** from about March 1, 1799. Resigned about August 27, 1800.

Avery, James G.
Master's mate, June 10, 1800, U. S. S. **Connecticut**. Came aboard at St. Kitts. Dismissed September 30, 1800.

Axford, William.
Midshipman, from New Jersey, February 28, 1799. No record of service found.

Babcock, Gideon.
Captain's clerk in U. S. S. **General Greene** during 1800. Ordered to same ship as acting purser April 2, 1801. Discharged November 15, 1801, under P. E. A.

Bagnell, Benjamin.
Boatswain, November 26, 1799. Served in U. S. S. **Augusta**. Discharged May 23, 1801, under P. E. A.

Bailey, James.
Boatswain in U. S. S. **Adams**, 1800.

Bailey, Lewis C.
Midshipman, from Maryland, August 23, 1798. Lieutenant, November 1, 1800. Served in **Montezuma**, **Richmond**, **Experiment** and **Eagle**. Discharged November 1, 1801, under P. E. A.

Bailey, Loudon.
Sailing master in U. S. S. **Connecticut** from July 29, 1799. Appointed, from Connecticut, September 11, 1799. Discharged June 10, 1801, under P. E. A.

Bainbridge, Joseph.
Midshipman, April 8, 1799. Served in **Norfolk** and **President**. Retained under P. E. A.

Bainbridge, Wiliam.
Lieutenant, from New Jersey, August 3, 1798. Master commandant March 29, 1799. Captain, May 20, 1800. Commanded **Retaliation**, **Norfolk**, **George Washington** and **Essex**. Retained under P. E. A.

Baker, Richard B.
Midshipman, January 15, 1801. Discharged October 25, 1801, under P. E. A.

Baker, Thomas.
Lieutenant, May 25, 1798. Captain, June 15, 1799. Commanded U. S. S. **Delaware**. Discharged April 20, 1801, under P. E. A.

Baker, Thomas.
Sailing master in U. S. S. **Enterprise** subsequent to June 1, 1801.

Balch, William.
Chaplain, from Vermont, October 30, 1799. Served in **Congress** and **Chesapeake**. Discharged May 10, 1801, under P. E. A.

Balfour, George.
Surgeon, from Virginia, March 9, 1798. Served in **Constellation** and **President**. Retained under P. E. A.

Ballard, Edward.
Sailing master, February 28, 1800. Served in U. S. S. **Chesapeake.** Retained under P. E. A.

Ballard, John.
Lieutenant, October 2, 1798. Served in **Richmond** and **Chesapeake.** Resigned August 15, 1801.

Bang, Neils Christian.
Master's mate, from Massachusetts, May 20, 1799. Sailing master, August 23, 1800. Served in U. S. S. **Boston.** Resignation accepted July 31, 1801, under P. E. A.

Banning, Freeborn (Freburn).
Midshipman, from Maryland, April 30, 1798. Lieutenant, June 1, 1799. Served in **United States** and **Patapsco.** Retained under P. E. A.

Barber, William B.
Midshipman. In U. S. S. **New York**, August 30, 1800. No other record found.

Bardin (Barden), Levi.
Sailing master, March 17, 1800. Served in **Portsmouth** and **President.** Retained under P. E. A.

Barker, William W.
Midshipman, March 26, 1800. Served in U. S. S. **New York.** Discharged October 25, 1801, under P. E. A.

Barnet (Barnett), James.
Gunner, May 27, 1800. Served in U. S. S. **United States.** Discharged March 9, 1802.

Barrell, George.
Midshipman, from Massachusetts, August 17, 1799. Served in U. S. **Congress.** Resigned April 18, 1800.

Barron, James.
Lieutenant, from Virginia, March 9, 1798. Captain, May 22, 1799. Served in U. S. S. **United States** and in command of **Warren** and **President.** Retained under P. E. A.

Barron, Samuel.
Captain, from Virginia, September 13, 1798. Commanded **Richmond, Baltimore, Constellation, Chesapeake** and **Philadelphia.** Retained under P. E. A.

Barry, John.
Captain, June 4, 1794. No. 1 on list. Commanded U. S. S. **United States.** Retained under P. E. A. Died September 13, 1803.

Barry, John.
Midshipman, September 17, 1798, for U. S. S. **Montezuma.** Accepted appointment September 23, 1798. No later record found.

Barryman (Berryman), Isaac.
Gunner in U. S. S. **Adams** from October 1, 1800, to July 10, 1801. Discharged under P. E. A.

Bartling, Daniel.
Acting midshipman in U. S. S. **General Greene**, 1800–1801.

Barton, Charles F.
Acting midshipman in U. S. S. **Trumbull**, October 3, 1800 to March 24, 1801.

Barton, Jeremiah.
Lieutenant, from Virginia, June 8, 1799, to date from July 2, 1798. Served in **Insurgente** and **Constellation.** Resigned September 14, 1800.

Basdell, William.
Boatswain in U. S. S. **Constellation** April 11, 1800, to April 8, 1801.

Bassett, Edward.
Master's mate in U. S. R. C. **Eagle** prior to November, 1800.

Bates, Moses M.
Midshipman, from Massachusetts, August 9, 1799. Served in **Congress** and **General Greene.** Still in service February 20, 1801. No later record found.

Baury, Francis.
Acting midshipman in U. S. S. **Trumbull** February 26, 1800, to March 23, 1801.

Bayley, James.
Boatswain in U. S. R. C. **Scammel**, 1799–1800.

Beale, Joseph.
Midshipman, appointed temporarily by Lieut. Russell August 1, 1798. Warranted April 1, 1799. Lieutenant, April 19, 1800. Served in **Herald** and **Boston.** At Boston June 2, 1800. No later record found.

Beale, Richard C.
Lieutenant, March 9, 1798. Served in **Constitution** and **Essex.** Discharged April 20, 1801, under P. E. A.

Beale, Thomas T.
Midshipman from Virginia February 17, 1800. Served in U. S. S. **Chesapeake.** Retained under P. E. A.

Beardsley, Henry.
Midshipman in U. S. S. **Connecticut** from May 1, 1800, to May 1, 1801.

Beck, Daniel.
Midshipman, November 24, 1800, for U. S. S. **Herald.** Resigned January 3, 1801.

Bennett, Edward.
Midshipman, January 3, 1800. Served in **Chesapeake** and **President.** Retained under P. E. A.

Benson, Francis.
Master's mate in U. S. S. **Essex** from March 25, 1800.

Bentley, Peter E.
Midshipman, from Virginia, April 12, 1800. Served in **Congress** and **Chesapeake**. Retained under P. E. A.

Bernard, Frederick.
Surgeon's mate, May 6, 1800. Served in U. S. S. **Constellation**. Discharged May 1, 1801, under P. E. A.

Bess, John.
Gunner for U. S. S. **United States** May 28, 1798. Accepted May 29, 1798. No further record found.

Biddle, Clement, Jr.
Midshipman, from Pennsylvania, February 12, 1800. Served in U. S. S. **Philadelphia**. Retained under P. E. A.

Biddle, Edward.
Midshipman, from Pennsylvania, February 12, 1800. Served in U. S. S. **President**. Died at sea November 14, 1800.

Biddle, James.
Midshipman, from Pennsylvania, February 12, 1800. Served in U. S. S. **President**. Retained under P. E. A.

Biggs, James.
Midshipman, from Pennsylvania, May 28, 1800. Served in U. S. S. **United States**. Retained under P. E. A.

Bills, George.
Boatswain, August 7, 1801. Served in U. S. S. **Adams**. Retained under P. E. A.

Binder, George.
Carpenter. Accepted appointment to U. S. S. **Delaware** July 6, 1798. No later record found.

Bittner (Bettner), Henry.
Midshipman, from North Carolina, April 14, 1800. Name of ships not found. Discharged August 6, 1801, under P. E. A.

Blaine, Ephraim R.
Midshipman, March 17, 1800. Served in **Ganges** and **Constellation**. Retained under P. E. A.

Blair, George.
Lieutenant, from North Carolina, March 15, 1799. Served in U. S. S. **Congress**. Resigned March 14, 1800.

Blake, Charles.
Surgeon's mate, March 9, 1798. Served in U. S. S. **Constitution**. Resigned September 1, 1799, because of injury received.

Blake, Joshua.
Midshipman, April 6, 1799. Lieutenant, July 4, 1800. Served in **General Greene**, **Experiment**, **George Washington** and **Philadelphia**. Retained under P. E. A.

Blake, Philemon C.
Midshipman, May 16, 1800. Served in U. S. S. **President**. Retained under P. E. A.

Blake, William.
Midshipman, from Pennsylvania, October 31, 1799. Served in U. S. S. **Augusta**. Retained under P. E. A.

Blakely, Johnston.
Midshipman, February 5, 1800. Served in U. S. S. **President**. Retained under P. E. A.

Blodget, Samuel Gilman.
Midshipman, June 24, 1799. Served in **Ganges** and **Constitution**. Retained under P. E. A.

Blount, W. M.
Midshipman in U. S. S. **George Washington** prior to April, 1800. Ran.

Boss, Edward.
Lieutenant, June 27, 1799. Served in **Constitution** and **Experiment**. Discharged May 10, 1801, under P. E. A.

Boss, Edward, Jr.
Acting midshipman from June 27, 1799. Served in **Constitution** and **Experiment**. Still in service June 25, 1800. No later record found.

Boss, Joseph, 3rd.
Midshipman, from Rhode Island, February 28, 1799. Served in U. S. S. **General Greene**. Resigned July 29, 1800.

Bosworth, Nathaniel.
Midshipman, from Massachusetts, December 5, 1798. Lieutenant, November 30, 1799. Served in **Constitution** and **Congress**. Killed during a gale January 12, 1800.

Bounetheau, Peter.
Midshipman, from South Carolina, February 28, 1799, for U. S. S. **John Adams**. Accepted appointment April 7, 1799. No later record found.

Bourn, Ezra.
Master's mate in U. S. S. **Baltimore** September and October, 1800, under appointment by Lieut. Cowper.

Boush, James.
Lieutenant, October 1, 1798. Served in U. S. S. **Richmond**. Died in service June 21, 1800.

Bowen, Cyril.
Master's mate in U. S. S. **Connecticut** February 5 to May 1, 1801.

Boyd, George.
Midshipman, December 31, 1798. Warranted January 13, 1799. Resigned February 5, 1800. Reentered service March 10, 1800. Served in **Portsmouth** and **Boston**. Still in service August 29, 1800. No later record found.

Boyd, James.
Surgeon's mate, October 19, 1799. Served in **Augusta** and **Experiment**. Retained under P. E. A.

Boyd, Walter.
Midshipman, August 4, 1800. Served in **United States** and **Experiment**. Retained under P. E. A.

Brackett, Benjamin.
Boatswain in U. S. S. **Constitution**, July 8 to August 17, 1799. Dismissed.

Bradford, James H.
Surgeon's mate, from Massachusetts, August 23, 1800. Served in U. S. S. **Boston**. Retained under P. E. A.

Bradstreet (Broadstreet), Nathaniel.
Surgeon, September 23, 1798. Served in U. S. S. **Merrimack**. Resigned December 23, 1799.

Brandt, Richard B.
Midshipman, from Maryland, August 3, 1798. Sailing master, May 16, 1800. Served in **Richmond** and **Ganges**. Retained under P. E. A. Warranted as sailing master October 9, 1801.

Brian, Garret.
Master's mate in U. S. S. **Congress** December 16, 1799, to July 6, 1800.

Bridgham, Joseph.
Acting midshipman in U. S. S. **General Greene**, 1800–1801.

Bridgstock, William M.
Boatswain in U. S. S. **Delaware** subsequent to July, 1800.

Briggs, William.
Sailing master in U. S. S. **Connecticut** December 3, 1800, to May 1, 1801.

Briggs, William, Jr.
Midshipman in U. S. S. **Connecticut** December 9, 1800, to May 1, 1801.

Bright, Peter.
Master's mate in **Delaware** and **United States**, 1800.

Brock, Edward.
Sailing master, June 25, 1799. Resigned August 10, 1800. Lieutenant, August 18, 1800. Served in U. S. R. C. **Scammel**. Dismissed February 26, 1801.

Brock, Thomas John.
Master's mate in U. S. S. **Patapsco** October 31, 1799, to April 15, 1800.

Brooks (Brookes), Samuel B.
Master's mate as early as May 14, 1799. Appointed lieutenant by Captain Truxtun March 1, 1799. Commissioned July 10, 1799. Served in U. S. S. **Constellation**. Discharged July 15, 1801, under P. E. A.

Brooks, Thomas M.
Carpenter, from Virginia, May 27, 1800. Served in U. S. S. **Congress**. Granted leave August 26, 1801. No later record found.

Broughton, Reuben.
Midshipman, October 23, 1799. Served in **Enterprize** and **Portsmouth**. Discharged June 20, 1801, under P. E. A.

Brow, William.
Midshipman, June 20, 1799. Served in U. S. S. **United States**. Resigned September 12, 1800.

Brown, Daniel.
Master's mate in U. S. S. **Merrimack**.

Brown, Daniel.
Midshipman, January 31, 1800. Served in U. S. S. **Merrimack**. Discharged May 10, 1801, under P. E. A.

Brown, Daniel M.
Master's mate in U. S. S. **Philadelphia** 1800.

Brown, David (or Daniel).
Boatswain in **Adams** and **Eagle**, 1799–1801.

Brown, Enoch.
Midshipman, appointed by Captain Truxtun February 23, 1799, to date from March 1, 1799. Warranted July 10, 1799. Served in **Insurgente** and **Ganges**. Discharged July 20, 1801, under P. E. A.

Brown, George H.
Gunner, February 14, 1800. Served in U. S. S. **Trumbull**. Discharged June 8, 1801, under P. E. A.

Brown, John.
Midshipman, December 16, 1799. Warranted December 13, 1800. Served in U. S. S. **Essex**. Discharged May 10, 1801, under P. E. A.

Brown, (Brum), Joseph.
Midshipman, from Connecticut, September 25, 1798. Served in U. S. S. **Merrimack**. Resigned January 18, 1800.

Brown, Matthew.
Carpenter, April 14, 1800. Served in U. S. S. **Philadelphia**. Retained under P. E. A.

Brown, Moses.
Captain, September 15, 1798. Commanded U. S. S. **Merrimack**. Discharged April 20, 1801, under P. E. A.

Brown, Thomas.
Acting midshipman in U. S. S. **George Washington** from July 22, 1800, to April 27, 1801. Midshipman, April 27, 1801. Served in U. S. S. **Philadelphia**. Retained under P. E. A.

Brown, William.
Boatswain in U. S. R. C. **Scammel** after August 1800.

Bryan, Henry G.
Master's mate in U. S. S. **President** May 2 to August 20, 1801.

Bryden, James.
Midshipman, July 9, 1800. Ordered to U. S. S. **Insurgente** in which he was probably lost.

Buchanan, Walter W.
Surgeon, October 6, 1800. Served in U. S. S. **Ganges**. Discharged August 20, 1801, under P. E. A.

Buffington, John.
Gunner in U. S. R. C. **Scammel**, September 3, 1800, to May 30, 1801.

Bulkely, Asa.
Master's mate in U. S. S. **Connecticut** May 22 to December 12, 1799.

Bulkley (Buckley), Charles.
Midshipman, October 31, 1799. Served in U. S. S. **Trumbull**. Discharged July 10, 1801, under P. E. A.

Bulkley, Jonathan.
Midshipman, January 2, 1800. Served in U. S. S. **Trumbull**. Discharged July 20, 1801, under P. E. A.

Bull, William R.
Gunner, from South Carolina, May 8, 1799. Served in U. S. S. **John Adams**. Resigned January 20, 1800.

Bullen (Buller), Samuel.
Midshipman, May 20, 1799. Warranted July 3, 1799. Served in U. S. S. **Boston**. Discharged October 25, 1801, under P. E. A.

Bullus (Bullis), John.
Surgeon's mate, March 9, 1798. Surgeon, July 20, 1799. Served in **United States** and **Insurgente** and on shore. Retained under P. E. A.

Bunbury, M. Simmones.
Lieutenant, from Maryland, August 4, 1798. Served in **Montezuma** and commanded **Eagle**. Discharged July 20, 1801, under P. E. A.

Burchard, Moses.
Master's mate in U. S. S. **Constitution**, 1799.

Burk, Thomas.
Sailmaker. Accepted appointment November 9, 1798. Served in U. S. S. **Merrimack**. Discharge ordered May 10, 1801, under P. E. A.

Burke (Burk), Michael.
Carpenter, August 7, 1798. Served in U. S. S. **Baltimore**. Resigned January 22, 1799.

Burland, James A.
Midshipman, March 19, 1799. Served in U. S. S. **Maryland**. Resigned October 19, 1800.

Burns, James.
Lieutenant, October 29, 1798. Served in **Ganges** and **Congress**. Retained under P. E. A. Resigned January 2, 1802.

Burr, Redmond, Lieutenant, U. S. N. *See* McBurr, Redmond.

Burrows, Thomas.
Midshipman, May 23, 1798. Served in **Delaware** and **Philadelphia**. Discharged August 25, 1801, under P. E. A.

Burrows, William.
Midshipman, November 10, 1799. Served in **Portsmouth** and **Philadelphia**. Retained under P. E. A.

Bush, Joseph.
Midshipman, April 30, 1798. Discharged October 25, 1801, under P. E. A. Record of service not found.

Bushnell, Ebenezer.
Purser, from Connecticut, August 31, 1799. Served in U. S. S. **Warren**. Died in service August 3, 1800.

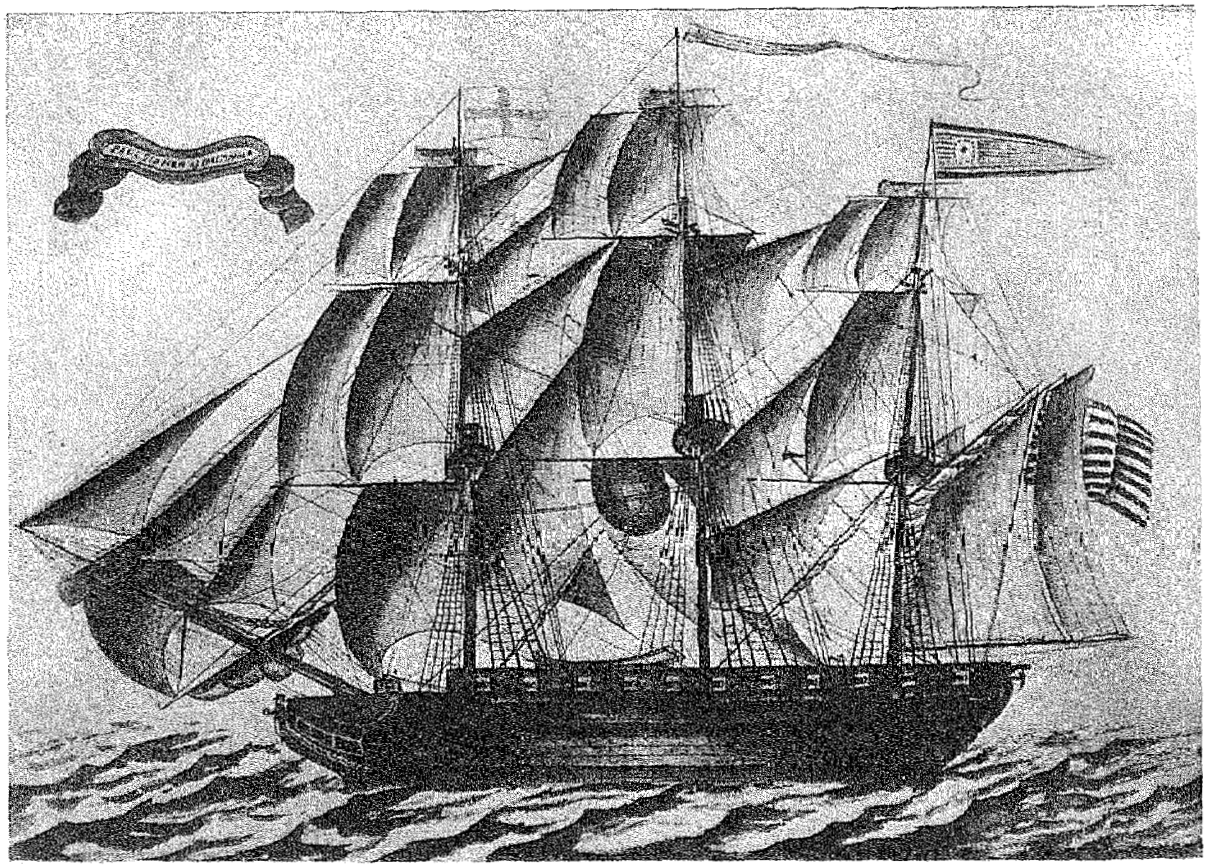
Butler, Henry Sterling.
Midshipman, May 15, 1799. Served in U. S. S. **Boston**. Resigned August 6, 1800.

Butler, James.
Sailmaker, March 29, 1800. Served in U. S. S. **Portsmouth**. Died July 27, 1801.

Butler, Richard.
Appointed master's mate at Cape Town, Africa, March 24, 1800. Sailing master, April 28, 1801. Served in U. S. S. **Essex**. Retained under P. E. A.

Butler, Silas.
Purser, from Connecticut, July 3, 1799. Served in U. S. S. **Connecticut**. Retained under P. E. A.

Butler, William.
Midshipman, from Pennsylvania, December 7, 1799. Served in U. S. S. **Philadelphia**. Retained under P. E. A.



THE SHIP PAUL SIEMAN OF BALTIMORE, MD.

Butman, John.
Master's mate in U. S. S. **Richmond**. 1799.

Byers, David.
Midshipman, from Massachusetts, April 30, 1800. Ordered to U. S. S. **General Greene** October 1, 1800. Resigned July 4, 1801, under P. E. A.

Byrne, Gerald.
Served in U. S. R. C. **General Greene** from May 1798, to June 1799. Lieutenant, U. S. N., June 17, 1799. Served in **Pickering, Insurgente** and **New York**. Discharged April 14, 1801, under P. E. A.

Calder, George.
Midshipman, from Maryland, June 29, 1798. Served in **Montezuma, Patapsco** and **Chesapeake**. Retained under P. E. A. Resigned March 22, 1802.

Caldwell, James R.
Midshipman, May 22, 1798. Lieutenant, November 1, 1800. Served in **United States, Experiment, Ganges** and **Constellation**. Retained under P. E. A.

Calvert, Thomas.
Lieutenant, appointed temporarily by Captain Thomas Williams September 11, 1798. Commission dated March 10, 1799. Served in U. S. S. **Norfolk** and in command of **Norfolk** and **Eagle**. Discharged April 20, 1801, under P. E. A.

Campbell, Hugh George.
Master commandant, from South Carolina, July 27, 1799, to date from June 5, 1799. (Officer in U. S. Revenue Cutter Service prior to entrance into U. S. Navy.) Captain, October 16, 1800. Commanded **Eagle** and U. S. S. **General Greene**. Retained in service.

Campbell, James.
Lieutenant, September 20, 1799. Served in **Adams, Philadelphia** and **Eagle**. Discharged September 15, 1801, under P. E. A.

Campbell, John.
Carpenter in U. S. S. **Richmond**, 1798–1799.

Campbell, William, Jr.
Midshipman, October 28, 1799. Served in U. S. S. **President**. Retained under P. E. A. Resigned April 7, 1802.

Cannon, Charles G.
Midshipman, from Virginia, October 30, 1799. Served in U. S. S. **Chesapeake**. Discharged October 25, 1801, under P. E. A.

Carey, Richard, Jr.
Acting midshipman in U. S. S. **Constitution** from September 9, 1800. Warranted July 2, 1801, and ordered to U. S. S. **Boston**. Discharged November 10, 1801, under P. E. A.

Carpender (Carpenter), Benjamin.
Midshipman, July 10, 1798. Served in U. S. S. **Adams**. Died in service in January 1800.

Carpenter, Christopher S.
Midshipman, November 27, 1798. Served in U. S. S. **George Washington**. Discharged April 30, 1801, under P. E. A.

Carpenter, Daniel.
Master's mate in U. S. S. **George Washington** from May 23, 1800, to May 4, 1801.

Carpenter, Thomas Oliver Hunt.
Surgeon's mate, October 27, 1798, to date from October 13, 1798. Served in U. S. S. **George Washington**. Resigned June 14, 1799.

Carr, Edward.
Boatswain, October 2, 1799. Served in U. S. S. **Patapsco**. Discharged May 25, 1801, under P. E. A.

Carr, John.
Acting boatswain in U. S. S. **Enterprize** during cruise from June to November, 1801.

Carr, John H.
Purser, in U. S. S. **Constellation**, about May 1, 1800, to April 8, 1801. Date of discharge not found.

Carrick, Samuel D.
Midshipman, April 11, 1800. Resigned June 26, 1800.

Carroll, Michael B.
Midshipman from Maryland September 7, 1798. Served in **Montezuma** and **Philadelphia**. Retained under P. E. A.

Carson, John.
Midshipman, November 20, 1798. Lieutenant, June 13, 1799. Served in U. S. S. **Constellation**. Discharged June 5, 1801, under P. E. A.

Carson, Richard.
Midshipman, from Pennsylvania, April 14, 1800. Served in U. S. S. **New York**. Discharged June 10, 1801, under P. E. A.

Cartee, Seth.
Acting sailing master in U. S. S. **Enterprize** during cruise, June to November, 1801. Sailing master, November 18, 1801. Retained in service.

Casey, Henry Purdon.
Midshipman, July 17, 1800. Served in U. S. S. **President**. Retained under P. E. A.

Casey, John A.
Surgeon's mate, October 30, 1799. Served in U. S. S. **Patapsco**. Discharged April 24, 1801, under P. E. A.

Cassin, John.
Lieutenant, from Pennsylvania, January 16, 1800, to date from November 13, 1799. Served in U. S. S. **Philadelphia**. Retained under P. E. A.

Cassin, Stephen.
Midshipman, February 21, 1800. Served in U. S. S. **Philadelphia**. Retained under P. E. A.

Catlett, Hanson.
Surgeon's mate, from Maryland, August 3, 1798. Surgeon, August 14, 1799. Served in **Montezuma** and **Baltimore** and ordered to **Ganges** May 17, 1800. Discharged May, 1, 1801, under P. E. A.

Caulkings, David.
Carpenter in U. S. S. **Richmond** prior to March, 1799.

Champlin, Jabez.
Purser, August 6, 1799. Served in U. S. S. **General Greene**. Discharged April 20, 1801, under P. E. A.

Champney, Benjamin.
Surgeon, November 30, 1799. Served in U. S. S. **Philadelphia**. Discharged April 20, 1801, under P. E. A.

Chandler, Samuel.
Chaplain. Entered service October 24, 1799. Served in **Patapsco** and **United States**. Discharged April 9, 1802, under P. E. A.

Chapman, Jonathan.
Captain, U. S. Revenue Cutter Service, June 30, 1798.
Captain, U. S. N., from Massachusetts, September 10, 1798.
Commanded U. S. R. C. **Pickering**. Resigned January 25, 1799.

Chase, Samuel.
Lieutenant, from Massachusetts, September 21, 1798. Served in U. S. S. **Merrimack**. Resigned December 24, 1799.

Chauncey, Isaac.
Lieutenant, from New York, June 11, 1799, to date from September 17, 1798. Served in U. S. S. **President**. Retained under P. E. A.

Chester, John Noyce.
Midshipman, October 31, 1799. Served in U. S. S. **Trumbull**. Discharged July 20, 1801, under P. E. A.

Chew, Thomas J.
Purser, October 31, 1799. Served in U. S. S. **Trumbull**. Retained under P. E. A. Resigned October 13, 1802.

Child, Samuel.
Midshipman, from New York, April 14, 1800. No record of actual service found. Discharged August 20, 1801, under P. E. A.

Chilton, Charles.
Midshipman, from Virginia, February 5, 1800. Served in U. S. S. **Congress**. Discharged June 10, 1801, under P. E. A.

Christophles, John.
Master's mate in U. S. S. **President** May 4 to June 9, 1801. Died.

Clagett, John Marshall.
Midshipman, from Maryland, March 16, 1798. Lieutenant, June 25, 1800. Served in **Constellation** and **President**. Drowned in Gibraltar Bay October 22, 1801.

Clark (Clarke), Charles.
Midshipman, from Maryland, February 20, 1801. Ordered to U. S. S. **Maryland**. Discharged April 20, 1801, under P. E. A.

Clark, Jaazaniah Tucker.
Midshipman, May 15, 1799. Served in U. S. S. **Boston**. Discharged October 25, 1801, under P. E. A.

Clark, Richard.
Lieutenant, November 15, 1799. Ordered to U. S. S. **Insurgente**. Probably lost with her.

Clark, William.
Acting Sailmaker in U. S. S. **President** April 14, 1801, to February 2, 1802.

Clarke, Winlock.
Midshipman, February 5, 1800. Served in U. S. S. **Ganges**. Retained under P. E. A.

Clement, Samuel.
Midshipman, September 23, 1799. Served in U. S. S. **Herald**. Discharged October 25, 1801, under P. E. A.

Clift, Nathaniel.
Lieutenant, from Massachusetts, April 24, 1799. Served in U. S. S. **Boston**. Resigned August 1, 1800.

Clopper, Peter.
Sailmaker, August 7, 1798. Warranted January 16, 1799. Served in U. S. S. **Baltimore**. No further record found.

Clough, Stephen.
Lieutenant, from Maine, February 17, 1800. Served in U. S. S. **Boston.** Discharged September 29, 1801.

Cobb, Henry J.
Acting midshipman in U. S. S. **Constitution** from October 6, 1800. Midshipman, July 2, 1801. Served in U. S. S. **Boston.** Retained under P. E. A.

Cochran, John.
Midshipman, from South Carolina, May 9, 1800. Discharged August 12, 1801, under P. E. A. No record of actual service found.

Cocke, Buller.
Purser, October 6, 1798. Served in **Richmond** and **Chesapeake.** Retained under P. E. A.

Coe, Isaac.
Midshipman, from Rhode Island, April 9, 1799. Served in U. S. S. **General Greene.** Discharged July 8, 1801, under P. E. A.

Coffin, George W.
Midshipman, April 1, 1799. Served in **Norfolk** and **Chesapeake.** Discharged July 20, 1801, under P. E. A.

Coffin, Henry.
Sailmaker, November 12, 1799. Served in U. S. S. **Warren.** Discharge of September 14, 1801, did not reach him so he was discharged by Captain Nicholson in April 1802.

Coleman, Benjamin.
Sailing master, from Rhode Island, April 6, 1799. Served in U. S. S. **General Greene.** Resigned August 7, 1799.

Collins, Bartholomew.
Sailing master in U. S. S. **Constellation,** December 12, 1800, to May 4, 1801. Discharged May 20, 1801, under P. E. A.

Collins, Isaac.
Lieutenant, June 15, 1799. Served in U. S. S. **Constitution.** Resigned August 31, 1800.

Collins, John.
Lieutenant, June 15, 1799. Served in U. S. R. C. **Pickering.** No further record found.

Collins, Joseph E.
Lieutenant, November 15, 1799. Commission sent November 16, 1799. No later record found.

Comb (Combs), Charles.
Midshipman, from Maryland, March 8, 1800. Served in U. S. S. **Enterprise.** Furloughed September 24, 1801, until further orders. No later record found.

Comerford, Frederick.
Master's mate in U. S. S. **Constellation,** 1800.

Conant, Benjamin.
Midshipman, May 15, 1799. Served in U. S. S. **Boston.** Discharged September 10, 1801, under P. E. A.

Conant, Samuel.
Midshipman, December 2, 1799. Served in U. S. S. **Essex.** Discharged August 20, 1801, under P. E. A.

Conelly, Mifflin.
Acting midshipman in U. S. S. **Constitution,** June and July 1799.

Connell, James.
Boatswain, May 28, 1798. Served in **Constitution, Pickering** and **President.** Detached from **President** May 12, 1801. No later record found.

Connolly, J. M.
Acting midshipman in U. S. S. **Ganges** between September 1798 and November 1799.

Cook, Aaron F.
Midshipman, from New Jersey, February 28, 1799. Served in **Herald** and **Constellation.** Discharged January 1, 1802. at his own request.

Cooper, Francis.
Sailing master, July 22, 1799, for U. S. R. C. **Eagle.** Dismissed, date not shown.

Cooper, Samuel.
Midshipman, January 12, 1801. Discharged October 25, 1801, under P. E. A.

Cordis, John Blake.
Lieutenant, from Massachusetts, April 9, 1798. Served in **Constitution, Congress** and **Chesapeake.** Discharged May 15, 1801, under P. E. A.

Cordis, Joseph.
Midshipman, May 15, 1799. Served in U. S. S. **Boston.** Discharged July 10, 1801, under P. E. A.

Couch, James. See **Coush**, John.

Coush, John.
Carpenter, from Connecticut, September 28, 1798. Served in U. S. S. **Merrimack.** Resigned December 10, 1799.

Cowan, Andrew.
Gunner, May 20, 1800. Served in **New York** and **Adams.** Resigned September 4, 1800.

Cowdery, Jonathan.
Surgeon's mate, January 1, 1800. Served in U. S. S. **Philadelphia.** Retained under P. E. A.

Cowell, Edward.
Acting midshipman. Discharged October 1, 1801, under P. E. A. No other record found.

Cowper, Horatio G.
Master's mate in U. S. S. **Chesapeake**, May 9 to October 24, 1800.

Cowper, John.
Sailing master, October 3, 1798. Lieutenant, July 24, 1799. Served in **Richmond**, **Constitution** and **Adams**. Retained April 15, 1801, under P. E. A. July 10, 1801, ordered to **Chesapeake**. Discharged in February 1802.

Cowper, William.
Master's mate in U. S. S. **Richmond** from about October 5, 1798.

Cowper, William.
Lieutenant, from Virginia, March 9, 1798. Master commandant, July 13, 1799. Served in **Constellation** and in command of **Baltimore**. Discharged April 20, 1801, under P. E. A.

Cox, Edward Noel.
Midshipman, from Maryland, April 6, 1799. Served in **Maryland** and **President**. Retained under P. E. A.

Cox, George.
Lieutenant, June 15, 1799. Served in U. S. S. **Maryland**. Retained under P. E. A.

Cox (**Coxe**), James.
Midshipman, from Virginia, August 28, 1799. Served in U. S. S. **Constellation**. Discharged May 10, 1801, under P. E. A.

Cox, John F.
Midshipman, June 30, 1799. Served in U. S. S. **Constitution**. Discharged July 10, 1801, under P. E. A.

Cox, John S. H.
Midshipman, July 6, 1798. Lieutenant, September 22, 1799. Served in **Herald** and **Boston**. Retained under P. E. A.

Cox, Mackall.
Midshipman. Appointed temporarily by Captain Phillips and entered on board U. S. S. **Baltimore** about August 6, 1798. Resigned January 2, 1799.

Cox, Samuel J.
Purser, July 11, 1799. Served in U. S. S. **Insurgente** and was lost in her.

Craig, John Philip De Haas.
Acting midshipman in **Norfolk** and **George Washington** May 1, 1800, to April 29, 1801. Midshipman, May 1, 1801. Served in **Essex**. Retained under P. E. A.

Crane, William M.
Midshipman, from New Jersey, May 23, 1799. Served in **United States** and **Chesapeake**. Retained under P. E. A.

Creighton, John Orde.
Midshipman, June 25, 1800. Served in U. S. S. **President**. Retained under P. E. A

Crispin (**Cresper**), William
Sailing master, June 24, 1799. Lieutenant, September 3, 1800. Served in U. S. S. **Delaware**. Discharged July 25, 1801, under P. E. A.

Cromwell, Charles.
Sailing master, U. S. N. Date of appointment not found. Served in U. S. S. **John Adams**. Resigned January 13, 1800.

Crosby, Peter.
Acting master's mate in U. S. S. **Constitution**, 1798–1800.

Cross, George.
Captain, from South Carolina, September 10, 1798. Commanded **Pinckney** and **John Adams**. Discharged after June 6, 1801, under P. E. A.

Cruft, (**Craft**), John.
Lieutenant, October 15, 1798, to rank from September 18, 1798. Accepted June 28, 1799. No record of service found. Commission returned to Navy Department.

Cummings, Samuel.
Master's mate in U. S. S. **Ganges**, 1800.

Cushing, Samuel W.
Midshipman, from Maine, August 28, 1799. Served in U. S. S. **Congress**. Killed in a duel April 24, 1800.

Cutbush, Edward.
Surgeon, May 28, 1799. Served in U. S. S. **United States**. Retained under P. E. A.

Cutbush, William.
Midshipman, December 9, 1800. Served in U. S. S. **United States**. Retained under P. E. A.

Cutts, Joseph F.
Master's mate in U. S. S. **Constitution**, June 20, 1799, to November 10, 1800. No later record found.

Dabney, George.
Midshipman, November 19, 1799. Served in U. S. S. **Chesapeake**. Discharged July 20, 1801, under P. E. A.

DaCosta, Aaron.
Midshipman on board U. S. S. **Ganges** in May 1800.

Dale, Richard.
Captain May 11, 1798, to date from June 4, 1794. No. 4 on list. Commanded U. S. S. **Ganges** and in 1801 the Mediterranean Squadron with **President** as flagship. Resigned December 17, 1802, under P. E. A.

Dana, Edmund Troubridge.
Midshipman, from Massachusetts, February 19, 1799. Served in U. S. S. **Congress**. Resigned March 5, 1800.

Darby, Henry.
Purser, July 29, 1799. Served in U. S. R. C. **Eagle**. Discharged October 1, 1801, under P. E. A.

Dart, Thomas Lynch.
Surgeon's mate, August 2, 1799, for U. S. S. **John Adams**. Discharged June 30, 1801, under P. E. A.

Daubenay, Lloyd S.
Lieutenant, from New York, September 19, 1798. Served in **Baltimore and Connecticut**. Discharged June 15, 1801, under P. E. A.

Davidson, John.
Lieutenant, January 31, 1799. Served in U. S. S. **Herald**. Discharged November 1, 1801, under P. E. A.

Davidson, Pliney.
Carpenter, in U. S. S. **Constitution**, July 12, 1799, to February 10, 1800.

Davis, George.
Surgeon, from New York, July 22, 1799. Served in **Adams** and **New York**. Retained under P. E. A.

Davis, John.
Midshipman, November 7, 1800. Served in **Ganges** and **Constitution**. Retained under P. E. A.

Davis, Richard.
Boatswain, April 15, 1799. Served in U. S. S. **Norfolk**. Deserted. Warrant returned to Navy Department May 5, 1800.

Davis, Thomas B.
Lieutenant, November 19, 1799. Served in U. S. S. **Enterprize**. Discharged May 14, 1801, under P. E. A.

Davis, William.
Purser, from Virginia, August 14, 1799. Served in U. S. S. **Baltimore**. Discharged July 15, 1801, under P. E. A.

Davis, William.
Midshipman, December 5, 1798, to date from June 24, 1798. Lieutenant, December 3, 1800. Served in **Constellation, Insurgente** and **Maryland**. Discharged November 10, 1801, under P. E. A.

Davis, William (or John).
Carpenter, in U. S. S. **Congress** from January 3 to May 18, 1800.

Dawson, William.
Boatswain in U. S. S. **Maryland** prior to October 30, 1801.

Deacon, David.
Midshipman, October 10, 1799. Served in **Augusta, Experiment** and **Maryland**. Retained under P. E. A.

Dean, David.
Midshipman, Warrant sent to, October 1, 1799, with orders to U. S. S. **Augusta**. No further record found.

Deblois, James S.
Purser, May 5, 1798. Served in U. S. S. **Constitution**. Retained under P. E. A.

DeButts, Samuel.
Appointed midshipman temporarily by Captain Phillips for the U. S. S. **Baltimore**. No other record found.

Decatur, James.
Midshipman, November 21, 1798. Served in **Delaware, Philadelphia** and **Boston**. Retained under P. E. A.

Decatur, Stephen, Jr.
Midshipman, from Maryland, April 30, 1798. Lieutenant, May 21, 1799. Served in **United States, Norfolk** and **Essex**. Retained under P. E. A.

Decatur, Stephen, Sr.
Captain, from Pennsylvania, May 11, 1798. Commanded **Delaware** and **Philadelphia**. Discharged November 1, 1801, under P. E. A.

Deering, Joseph.
Master's mate in U. S. S. **Connecticut** December 5, 1799, to January 31, 1801.

Delouisy, John B.
Midshipman, December5,1789. Resigned March 12, 1800. Reentered service September 3, 1800. Served in **Constitution** and **Scammel**. Discharged October 25, 1801, under P. E. A.

Dent, John H.
Midshipman, from Maryland, March 16, 1798. Lieutenant, July 11, 1799. Served in **Constellation, President** and **Essex**. Retained under P. E. A.

Derby, Richard.
Captain, from Massachusetts February 22, 1799. Commanded U. S. S. **Connecticut**. Resigned May 8, 1801.

Devaux, Thomas.
Midshipman, from South Carolina, February 28, 1799. Served in U. S. S. **John Adams**. Resigned early in 1801.

Dexter, Daniel S.
Midshipman, from Rhode Island, April 9, 1800. Served in **George Washington** and **Philadelphia**. Retained under P. E. A.

Dick, James.
Midshipman, May 22, 1799. Served in **United States** and **Delaware**. (Acting sailing master in **Delaware**.) Discharged June 7, 1801, under P. E. A.

Dickey, Robert.
Sailmaker, June 11, 1799, for U. S. S. **Portsmouth**. No other record found.

Dickinson, Solomon.
Purser, July 18, 1798. Warrant dated January 16, 1799. Served in U. S. S. **Baltimore**. Resigned January 23, 1799.

Dinsmoor (Dinsmoore), Silas.
Purser, May 31, 1800. Served in U. S. S. **George Washington**. Discharged July 15,1801, under P. E. A.

Dixon, Thomas.
Master's mate in U. S. S. **United States**, 1800–1801.

Dodge, James.
Surgeon's mate, August 29, 1799. Surgeon, September 11, 1800. Served in U. S. S. **Adams**. Discharged August 20, 1801, under P. E. A.

Dorant (Durant), Edward.
Gunner, May 20, 1799. Served in U. S. S. **Boston**. In **Boston** at sea April 5, 1800. No later record found.

Dorr, Joseph.
Midshipman, from Connecticut, May 20, 1799. Served in **Connecticut** and **Patapsco**. Discharged May 1, 1801, under P. E. A.

Dorsey, John.
Acting midshipman in U. S. S. **George Washington** July 31, 1800 to April 28, 1801. Midshipman, April 28, 1801. Served in U. S. S. **Philadelphia**. Retained under P. E. A.

Dorsey, Robert.
Midshipman, from North Carolina, February 5, 1800. No record of service found. Discharged August 20, 1801, under P. E. A.

Douglass, Samuel M.
Midshipman, February 28, 1799. Entered service February 6, 1799. Served in **Baltimore** and **Richmond**. Discharged June 10, 1801, under P. E. A.

Downes, John.
Acting midshipman from September 9, 1800. Served in U. S. S. **Constitution**. Retained under P. E. A. Warranted June 1, 1802, to rank from time he entered ship.

Downes, Shubael.
Sailing master, October 9, 1799. Served in U. S. S. **Experiment**. Discharged October 27, 1801, under P. E. A.

Doyle, William.
Shown as midshipman in U. S. R. C. **Scammel**, 1800–1801.

Dubose, John.
Midshipman, from South Carolina, March 10, 1799. Served in **Ganges**, **Congress** and **Constellation**. Discharged August 6, 1801, under P. E. A.

Duer, William Alexander.
Midshipman from New York, May 6, 1799. Served in U. S. S. **Adams**. Resigned September 27, 1800.

Dugas, Louis John.
Midshipman, from Rhode Island, February 28, 1799. Served in U. S. S. **General Greene**. Resigned August 13, 1800.

Dunbar, Oliver.
Surgeon's mate, from Connecticut, October 4, 1799. Served in U. S. S. **Warren**. Died in service July 11, 1800.

Duncan, John Major.
Midshipman, December 31, 1798. Served in U. S. S. **Adams**. Discharged June 18, 1801, under P. E. A.

Duncanson, William.
Midshipman, from Maryland, February 20, 1800. Served in **Congress** and **President**. Retained under P. E. A.

Dunlap, John.
Gunner, U. S. S. **Richmond**, November 24, 1798, to December 10, 1799. No other record found.

Dunlavy, Christopher.
Master's mate. U. S. S. **Norfolk**, September 29, 1798. No other record found.

Dunn, Darius.
Midshipman, from Maryland, January 14, 1800. Served in U. S. S. **Norfolk**. Discharged April 20, 1801, Under P. E. A.

Dunnam, James.
Carpenter in U. S. S. **John Adams**. Discharged August 1, 1801, under P. E. A.

Durant (Dorant), Edward.
Master's mate in U. S. S. **Constitution**, 1798–1799.

Durkham (Derkheim), Moses (Moses M.)
Sailing master, November 29, 1799. (Acting sailing master from July 24, 1799.) Served in U. S. S. **Richmond.** Discharged May 20, 1801, under P. E. A.

Eakin (Eaken), James.
Midshipman, from Pennsylvania, February 21, 1800. Served in U. S. S. **Philadelphia.** Discharged June 1, 1801, under P. E. A.

Eames, Samuel.
Sailing master, July 6, 1798. Served in U. S. S. **Herald.** Resigned January 7, 1799.

Elbert, Samuel.
Midshipman, from Georgia, December 1, 1798. Served in **Ganges, United States** and **President.** Retained under P. E. A.

Eldridge, Daniel.
Sailing master in U. S. S. **Constellation** as early as August 5, 1797. (Served without warrant.) Detached December 9, 1800. Warranted March 9, 1802.

Elliot, Wilson.
Midshipman, from Pennsylvania, April 9, 1800. Ordered to U. S. S. **Delaware.** Retained under P. E. A.

Elliott, Robert.
Midshipman in U. S. S. **Merrimack.**

Ellis, Thomas.
Midshipman, from Rhode Island, February 28, 1799. Served in U. S. S. **General Greene.** Discharged July 20, 1801, under P. E. A.

Ellison, Francis H.
Lieutenant, July 10, 1798. Served in **Adams** and **New York.** Discharged October 1, 1801, under P. E. A.

Ellsworth, John T. (or J).
Midshipman, from South Carolina, February 28, 1799. Served in **John Adams** and **Eagle.** Discharged October 25, 1801, under P. E. A.

Evans, George B.
Midshipman, May 21, 1800, for U. S. S. **Insurgente.** Supposed to have been lost in her.

Evans, John.
Acting midshipman in U. S. S. **Insurgente,** 1799.

Evans, Samuel.
Midshipman, May 11, 1798. Lieutenant, November 25, 1799. Served in **Ganges, Augusta** and **George Washington.** Retained under P. E. A.

Fay, Jonas.
Surgeon's mate, June 30, 1799. Served in U. S. S. **Constitution.** Resigned. Commission returned to Navy Department by Captain Talbot September 21, 1800.

Felt (Telt), William.
Sailmaker in U. S. S. **Constitution** From July 19, 1798. Warranted December 5, 1798. Died April 4, 1799.

Fendall, Benjamin.
Sailing master, September 26, 1800. Served in U. S. S. **New York.** Discharged June 10, 1801, under P. E. A.

Fendall, Thomas H. M.
Surgeon's mate, August 28, 1800. Served in U. S. S. **New York.** Discharged June 8, 1801, under P. E. A.

Fenner, Jeremiah.
Lieutenant, from Rhode Island, February 28, 1799. Served in U. S. S. **General Greene.** Discharged July 15, 1801, under P. E. A.

Fenno, George.
Midshipman, June 20, 1799. April 23, 1800, granted two months leave. No later record found.

Fenton, Ashbel.
Purser, October 14, 1799. (Formerly captain's clerk in U. S. S. **Montezuma.**) Served in U. S. S. **Enterprize.** Discharged November 18, 1801, under P. E. A.

Ferguson, James.
Midshipman, May 22, 1800. Served in U. S. S. **New York.** Discharged June 5, 1801, under P. E. A.

Fernald, Mark.
Lieutenant, from New Hampshire, June 10, 1799. Commanded U. S. R. C. **Scammel.** Resigned November 29, 1800.

Ferrall, Peter.
Midshipman. Entered service November 1, 1799. Served in U. S. S. **Patapsco.** Discharged July 20, 1801, under P. E. A.

Field, Edward.
Surgeon's mate, from Connecticut, August 6, 1799. Served in U. S. S. **Congress.** Placed on Pension List July 6, 1801.

Field, Joseph.
Midshipman, December 7, 1799. Served in **Ganges, George Washington** and **Eagle.** Discharged June 15, 1801, under P. E. A.

Finnis, Robert.
Gunner in U. S. S. **Constellation.**

Fisher (Fishe), John E.
Served in U. S. R. C. **Governor Jay** in 1798. Midshipman, from New York, June 19, 1799. Resigned August 20, 1799. Again called into service September 22, 1799. Served in U. S. S. **Adams**. Discharged May 20, 1801, under P. E. A.

Fisher, John F. (or James).
Sailing master May 11, 1799, for U. S. S. **Portsmouth**. No later record found.

Fisher, John P.
Surgeon's mate, September 22, 1800, for U. S. S. **New York**. Discharged June 5, 1801, under P. E. A.

Fisher, John Turner.
Sailing master in U. S. S. **Constellation**, April 28 to June 2, 1799, under appointment by Captain Truxtun.

Flagg, William.
Lieutenant, from South Carolina, February 28, 1799. Served in U. S. S. **John Adams**. Resigned April 4, 1801, under P. E. A.

Flannery, Mathew.
Chaplain, in U. S. S. **Constellation**, May 12, 1800, to April 30, 1801. Discharged May 11, 1801, under P. E. A.

Fleming, William.
Master's mate in U. S. S. **Portsmouth** prior to February, 1801.

Fleming, William.
Midshipman, from New York, February 20, 1799. Served in **Adams** and **New York**. Discharged June 15, 1801, under P. E. A.

Fletcher, Nathan.
Midshipman, September 26, 1798. Served in **Merrimack** and **Retaliation**. *Resigned January 10, 1800.*

Fletcher, Patrick.
Lieutenant, from Massachusetts, July 9, 1798. Captain, September 11, 1798. Served in **Constitution** and commanded **George Washington** and **Insurgente**. Lost with **Insurgente**.

Flinn, Thomas.
Midshipman in U. S. S. **Experiment** prior to February 28, 1801.

Fluker, Francis.
Acting midshipman in U. S. S. **Constitution**, 1798–1799.

Fluker, Thomas.
Acting midshipman, U. S. S. **Warren**, 1800–1801. Discharged about August 4, 1801, under P. E. A.

Flynn (Flinn), Robert.
Midshipman, November 12, 1799. Served in U. S. S. **Warren**. (Acted as purser after death of Purser Bushnell in August, 1800.) Discharged October 25, 1801, under P. E. A.

Folsom (Folson), John W.
Midshipman, July, 1799. Served in U. S. S. **Constitution**. Resigned. Warrant returned to Navy Department by Captain Talbot September 11, 1800.

Folsom, Samuel.
Midshipman, from New Hampshire, August 28, 1799. Served in U. S. S. **Congress**. Resigned April 8, 1800.

Foot, John.
Sailing master, under temporary appointment, February 27, 1799. Warranted August 13, 1799. Lieutenant, August 26, 1800. Served in **Baltimore** and **Maryland**. Retained under P. E. A. Lost at sea late in 1801.

Ford, Edward.
Midshipman, from Maryland, February 28, 1799. June 28, 1799, ordered to U. S. S. **Maryland**. No later record found.

Forman, Isaac B.
Midshipman, from New York, August 1, 1800. Served in U. S. S. **Adams**. Discharged June 18, 1801, under P. E. A.

Foster, Thomas.
Gunner in U. S. S. **President**. Died, date not known.

Fountain, Minor.
Master's mate in U. S. S. **Constellation**, November 1, 1800, to April 9, 1801.

Fox, Josiah.
Naval constructor from August 1, 1798, to August 2, 1799.

Frazer, Archibald.
Sergeant of Marines September 25, 1798. Midshipman, April 16, 1799. Served in **Norfolk**, **Richmond**, **Chesapeake** and **Congress**. Discharged June 10, 1801, under P. E. A.

Frazier, John.
Boatswain, September 7, 1798. Appointment confirmed September 12, 1798, for in U. S. S. **Montezuma**. No later record found.

French, Matthew.
Midshipman, from New York, April 14, 1800. Served in **New York** and **Adams**. Discharged June 18, 1801, under P. E. A.

Frost, William.
Surgeon's mate. Appointed from Maine prior to March 12, 1800. Served in U. S. S. **Portsmouth**. Discharged July 14, 1801, under P. E. A.

Furerall, William, gunner, U. S. N. *See* Turerall, William.

Gadsden, Christopher, Jr.
Midshipman, February 22, 1799. Served in **John Adams** and **Boston**. Retained under P. E. A.

Galloway, John.
Midshipman, from Maryland, February 28, 1799. Served in **Maryland** and **Enterprize**. Retained under P. E. A.

Galt (Goff), Dr.
Served as surgeon (apparently without commission) on board U. S. S. **Constitution** from September 29, 1798 to latter part of November, 1798.

Galven, John.
Sailing master, June 26, 1799. Lieutenant, June 3, 1800. Served in U. S. S. **United States**. Discharged July 15, 1801, under P. E. A.

Game, Mark.
Carpenter, September 4, 1798. Served in **Montezuma** and **Patapsco**. Discharged May 25, 1801, under P. E. A.

Gantt, Joseph (or Jacob).
Midshipman, from Virginia, June 18, 1799. Ordered to U. S. S. **Delaware**. Discharged June 26, 1801, under P. E. A.

Gantt, Richard.
Midshipman, July 16, 1799. Served in U. S. S. **Insurgente**. Supposed to have been lost with her.

Gardner, Christopher, Jr.
Midshipman from South Carolina. Notified of appointment March 1, 1799. Warrant sent March 10, 1799. No later record found.

Gardner, Henry.
Surgeon's mate, October 14, 1800. Served in U. S. S. **Constitution**. Discharged December 1, 1801, under P. E. A.

Gardner, John McPherson.
Midshipman, May 1, 1799. Served in **Insurgente**, **Constellation** and **Philadelphia**. Retained under P. E. A.

Garlick, John.
Midshipman, July 13, 1799. Served in **Constellation** and **President**. Discharged August 25, 1801, under P. E. A.

Garretson, Isaac.
Purser, from Maryland, March 9, 1798. Served in **Constellation** and **President**. Retained under P. E. A.

Garts, Peter.
Purser, August 28, 1799. Served in U. S. S. **Maryland**. Settling accounts of **Maryland** in January, 1801. No later record found.

Gault, John.
Midshipman, August 16, 1798. Warranted January 16, 1799. Served in U. S. S. **Baltimore**. Resigned January 23, 1799. Re-appointed March 19, 1799. Ordered April 11, 1799, to U S. S. **Norfolk** for passage to West Indies. No later record found.

Gautier, Thomas N.
Lieutenant, from North Carolina, February 10, 1800. Served in U. S. S. **Congress**. Discharged November 1, 1801, under P. E. A.

Gay, John.
Carpenter in U. S. S. **Constitution**, 1800.

Geddes, George H.
Midshipman, October 14, 1799. Served in **Patapsco** and **George Washington**. Retained under P. E. A.

Geddes, Henry.
Captain, September 24, 1799. Commanded U. S. S. **Patapsco**. Discharged April 20, 1801, under P. E. A.

Geddes, Henry, Jr.
Midshipman, from South Carolina, April 30, 1800. Record of service not found. Discharged October 25, 1801, under P. E. A.

Gibbons (Gibbon), James.
Midshipman, June 24, 1799. Served in **Insurgente**, **Constellation** and **Enterprize**. Retained under P. E. A.

Giddings (Giddeons), William.
Midshipman, June 20, 1799. Served in U. S. R. C. **Scammel**. Still in **Scammel** May 30, 1801. No later record found.

Giles, Edward.
Midshipman, May 10, 1800. Served in **President** and **Boston**. Retained under P. E. A.

Giles, Samuel.
Boatswain, in U. S. R. C. **Scammel**, January 1 to May 30, 1801.

Gillaspy, George.
Surgeon, March 9, 1798. Served in U. S. S. **United States**. Discharged April 15, 1801, under P. E. A.

Gillon, Alexander F.
Midshipman. Appointment forwarded April 30, 1800. No later record found.

Gilmore, Robert.
Midshipman, from Virginia, January 6, 1800, for U. S. S. **Chesapeake.** Declined February 5, 1800.

Gist, Mordecai.
Midshipman, from Maryland, April 14, 1800. Served in U. S. S. **Maryland.** Discharged September 10, 1801, under P. E. A.

Gist, William Ferguson (Forgason).
Midshipman, November 19, 1799. Served in U. S. S. **Augusta.** Discharged August 1, 1801, under P. E. A.

Glenn (Glen), Marshall.
Midshipman, May 22, 1800. Served in **John Adams, Eagle** and **Chesapeake.** Retained under P. E. A. and resigned March 17, 1802.

Glenn (Glen), Noble W.
Acting midshipman in **United States** and **Warren,** 1800–1801. Midshipman, July 2, 1801. Retained under P. E. A. and served in U. S. S. **Boston.**

Glenn, William.
Master's mate in U. S. S. **Congress,** July 2 to November 2, 1800.

Glover, William.
Sailing master, January 2, 1800 Served in U. S. S. **Philadelphia.** Discharged April 20, 1801, under P. E. A.

Goddard, John.
Surgeon, from Massachusetts, August 23, 1800. Served in U. S. S. **Boston.** Retained under P. E. A. and died December 31, 1802.

Godwin (or Goodwin), John.
Midshipman, from Maine, May 1, 1800. (Captain's Clerk from November 19, 1799, to May 1, 1800). Served in U. S. S. **Congress.** Retained under P. E. A.

Godwin, John. (John Goodwin, Jr.).
Midshipman, from Virginia, January 2, 1800. Served in **Chesapeake** and **President.** Retained under P. E. A.

Goe, William.
Sailing master, April 10, 1799. Served in U. S. S. **Norfolk.** Resigned May 19, 1800.

Goelet, James F. (or T.)
Sailing master, October 18, 1798. Served in **Ganges** and **New York.** Discharged April 20, 1801, under P. E. A.

Goelet, Peter J.
Sailing master in U. S. S. **New York** August 30, 1800. *See* James F. Goelet.

Gonnell, James.
Boatswain, U. S. S. **President,** 1800.

Goodwin, Charles Ridgely, Midshipman. *See* Ridgely, Charles G.

Gordon, Charles.
Midshipman, from Maryland, June 24, 1799, for **Insurgente.** Lieutenant, January 16, 1800. Served in **Constellation, Philadelphia, George Washington** and **President.** Retained under P. E. A.

Gordon, Thomas.
Midshipman, from Maryland, April 5, 1799. Served in **Patapsco, Experiment** and **United States.** Discharged June 10, 1801, under P. E. A.

Gorham, Samuel.
Sailmaker in U. S. S. **New York.**

Gorman, Daniel.
Master's mate in U. S. S. **Constellation,** March 26, 1798, to May 30, 1799.

Graham, William.
Surgeon, June 7, 1799. Served in U. S. S. **Patapsco.** Discharged July 30, 1801, under P. E. A.

Grant, James, Sailing Master, U. S. N. *See* Trant, James.

Grant, Joseph.
Boatswain, November 27, 1801. Retained in service.

Grant, Joseph.
Midshipman, June 18, 1799. Served in U. S. S. **Delaware.** Discharged June 26, 1801, under P. E. A.

Gray, George.
Midshipman, April 14, 1800. Served in U. S. S. **Adams.** Resigned June 8, 1801, under P. E. A.

Gray, William.
Master's mate in U. S. S. **Herald,** 1799–1801.

Grayson, John.
Midshipman, from Maryland, June 26, 1799. Served in U. S. S. **Maryland.** Resigned October 18, 1800.

Greaton, John W.
Master's mate in U. S. S. **President,** July 19, 1800, to May 8, 1801.

Green (Greene), Allen J.
Midshipman, January 6, 1800. Served in **Chesapeake** and **President.** Retained under P. E. A.

Green, Ellis L.
Midshipman, June 29, 1798. Served in U. S. S. **United States.** Resigned December 18, 1798.

Green, Jeffery D.
Master's mate in U. S. S. **Connecticut**, 1800.

Green, Richard.
Boatswain, December 12, 1799, for U. S. S. **Enterprize**. Served in U. S. S. **President**, from March 17, 1800. Discharged August 1, 1800.

Green, Samuel (or Samuel S.).
Acting sailmaker in **Connecticut** and **Essex** from February 24, 1801, to August, 1802.

Green, Thomas.
Boatswain, in **Constellation** and **Richmond**, 1798–1799.

Greenleaf, Jonathan.
Midshipman, October 31, 1799. Served in U. S. S. **Warren**. Died in service June 30, 1800.

Greenow, Samuel.
Carpenter, October 3, 1798. Warranted April 15, 1799. Served in U. S. S. **Norfolk**. Warrant returned to Navy Department by Captain Bainbridge May 1, 1800.

Gregory, William.
Midshipman, from North Carolina, January 22, 1800. Recommended April 29, 1801, for retention under P. E. A. No record of actual service found.

Grenel, Sloss Hobart.
Midshipman, April 30, 1800. Served in **New York** and **President**. Retained under P. E. A.

Griffin, Larkin.
Acting surgeon's mate in U. S. S. **Maryland** during cruise to France in 1801. Surgeon's Mate, September 8, 1802.

Griffith, William.
Midshipman, from Virginia, February 17, 1800. Ordered to U. S. S. **Insurgente** July 5, 1800, and probably lost with her.

Griswold, Edward D.
Served as midshipman in U. S. S. **Montezuma**, 1798 and early 1799. Lieutenant, October 31, 1799. Served in U. S. S. **Trumbull**. Resigned in October, 1800.

Gross, Simon.
Appointed to act as lieutenant in U. S. S. **Constellation** August 30, 1797, by Captain Truxton. Still in her September 18, 1797.

Grubb, George Gray.
Acting midshipman in U. S. S. **United States**, 1800–1801. Midshipman, June 4, 1801. Served in U. S. S. **Chesapeake**. Retained under P. E. A.

Gurley, Royal.
Midshipman, December 2, 1799. Served in U. S. S. **Essex**. Resigned February 25, 1801.

Guynne (Guyenne), Thomas.
Midshipman, from Maryland, April 27, 1799. Resigned August 9, 1800. Record of actual service not found.

Hackley, George S.
Midshipman, January 3, 1801. Served in U. S. S. **Essex**. Retained under P. E. A.

Haight, James.
Midshipman, from New York, October 21, 1799. Served in **Congress** and **Boston**. Retained under P. E. A. Resigned July 23, 1802.

Hailey (Haley), Abraham.
Master's mate in **Ganges** in 1800 and in **Connecticut**, February 10 to May 1, 1801.

Hall, Charles.
Sailing Master, June 11, 1799. Served in U. S. S. **Portsmouth**. Resigned February 8, 1800.

Hall, John.
Boatswain in U. S. R. C. **Eagle**, 1800–1801.

Hall, Zachariah.
Carpenter, in U. S. S. **Trumbull**, March, 1800, to May 21, 1801.

Hallowell, George A.
Sailing master, October 27, 1798, to date from October 4, 1798. Served in U. S. S. **George Washington**. Detached from her May 4, 1801. No later record found.

Halsey, George W.
Midshipman, October 31, 1799. Served in U. S. S. **Trumbull**. Resigned October 2, 1800.

Hamilton, Richard.
Sailmaker in U. S. S. **President**, July 26, 1800, to May 8, 1801.

Hamilton, Robert W.
Lieutenant, September 17, 1798. Served in **George Washington** and **Constitution**. Retained under P. E. A. Resigned January 25, 1802.

Hancock, John.
Boatswain in U. S. S. **Constitution** when he was accidentally killed March 2, 1799. Enlisted as seaman July 19, 1798.

Handy, Sewell.
Midshipman, August 28, 1800. Served in **General Greene** and **Enterprize**. Retained under P. E. A.

Hannum, James.
Midshipman, April 30, 1800. Served in **Congress** and **George Washington**. Dismissed September 4, 1801.

Hardenburgh, Thomas R.
Midshipman, from Pennsylvania, February 28, 1799. Served in U. S. S. **Norfolk**. Ordered to U. S. S. **Essex** April 29, 1801. No later record found.

Harding, Gamaliel.
Master's mate in U. S. S. **Congress**, November 10 to December 11, 1799. Ran.

Harriden, Nathaniel.
Sailing master, June 30, 1799. Served in U. S. S. **Constitution**. Retained under P. E. A.

Harris, Benjamin G.
Surgeon's mate, from Pennsylvania, January 1, 1800. Served in U. S. S. **Philadelphia** to December 10, 1800, when he accepted position on shore at Monserrat.

Harris, John (or James).
Midshipman, May 27, 1800. Served in U. S. S. **President**. Discharged May 11, 1801, under P. E. A.

Harris, Robert.
Surgeon's mate, July 17, 1798, for U. S. R. C. **General Greene**. (Entered service May 12, 1798.) Surgeon, November 7, 1799. Served in **Enterprize** and **George Washington**. Retained under P. E. A. Resigned December 5, 1802.

Harrison, Alexander C.
Midshipman, from Maryland, June 26, 1799. Served in **Patapsco** and **Essex**. Retained under P. E. A.

Harrison, Richard.
Midshipman, July 7, 1800. Ordered to join U. S. S. **Insurgente**. No later record found.

Harrison, Robert.
Sailing master, July 13, 1799. Lieutenant, October 14, 1799. Served in U. S. S. **Constellation**. Discharged July 15, 1801, under P. E. A.

Hart, John.
Surgeon's mate, September 10, 1798. Served in U. S. S. **Retaliation**. Died in service October 3, 1798.

Hart (Heart), Simeon.
Midshipman, June 8, 1799. Served in U. S. S. **Delaware**. Discharged October 25, 1801, under P. E. A.

Hartigan, William.
Midshipman, from North Carolina, April 11, 1799. Served in **Norfolk** and **George Washington**. Discharged after April 30, 1801, under P. E. A.

Hartley, John.
Midshipman, March 20, 1800. Served in **Patapsco** and **Chesapeake**. Retained under P. E. A. Resigned January 25, 1802.

Haswell, John Montresor.
Midshipman, August 15, 1800. Served in U. S. S. **Boston**. Retained under P. E. A.

Haswell, Robert.
Lieutenant, March 4, 1799. Served in U. S. S. **Boston**. Still in service July 31, 1801. No later record found.

Hawkins, Joseph.
Sailmaker, June 25, 1800, for U. S. S. **Congress**. Warrant returned to Navy Department July 10, 1800.

Haynes (Hanes), John.
Boatswain, from Connecticut, September 11, 1799. Served in U. S. S. **Connecticut**. Discharged May 1, 1801.

Hays (Hayes), John.
Gunner, March 14, 1800. Served in U. S. S. **Chesapeake**. Retained under P. E. A.

Hazard, Alfred.
Midshipman, March 23, 1800. Served in **Patapsco** and **Philadelphia**. Retained under P. E. A.

Hazard, John A.
Purser, from Rhode Island, March 12, 1799. Served in U. S. S. **General Greene**. Died in service July 21, 1799.

Hazard, Josiah.
Sailing master, October 23, 1799. Served in **Patapsco** and **Philadelphia**. Retained under P. E. A.

Hazard, Stanton.
Midshipman, appointed temporarily in 1798 by Captain Phillips. Warranted January 16, 1799. Served in U. S. S. **Baltimore**. Resigned about January 23, 1799.

Heath, Daniel C.
Midshipman, from Maryland, March 28, 1799. Served in U. S. S. **United States**. Retained under P. E. A.

Heerman, Louis (Lewis).
Surgeon's mate, September 10, 1801. Commission dated February 8, 1802. Retained under P. E. A.

Hekey (Hickey), Peter.
Carpenter, October 19, 1799. Served in U. S. S. **Experiment**. Drowned at sea May 12, 1800.

Henderson, William.
Midshipman, for U. S. S. **Portsmouth**, March 6, 1800. Resigned March 20, 1800.

Henley, John D.
Midshipman, from Virginia, October 14, 1799. Served in U. S. S. **Chesapeake**. Retained under P. E. A.

Henley, Robert.
Midshipman, from Virginia, April 8, 1799. Served in **Constellation** and **Enterprize**. Retained under P. E. A.

Henley, William Dandridge.
Midshipman, from Virginia, August 20, 1800. Discharged August 25, 1801, under P. E. A.

Hennessey (Hennessy), Joseph B.
Midshipman, (promoted from acting midshipman) June 29, 1799. Served in **Ganges** and **United States**. Retained under P. E. A.

Henop, Lewis W.
Midshipman, from Maryland, June 17, 1799. Served in U. S. S. **Insurgente** and was probably lost in her.

Henop, Philip.
Midshipman, from Maryland, November 26, 1799. Served in U. S. S. **Chesapeake**. Resigned August 6, 1801.

Henry, Barnard (or Bernard).
Midshipman, November 12, 1800. Served in **Connecticut** and **Essex**. Retained under P. E. A.

Henry, Isaac.
Surgeon's mate, from Pennsylvania, March 9, 1798. Surgeon, July 12, 1799. Served in **Constellation** and **Insurgente**. Discharged May 30, 1801, under P. E. A.

Henry, Samuel R. D.
Midshipman, April 26, 1798. Served in U. S. S. **Constellation**. Discharged at his own request August 28, 1798. Sick.

Henry, William.
Acting midshipman in U. S. S. **General Greene** during first cruise in 1799.

Herbert, Joshua.
Midshipman, December 5, 1798, to date from November 13, 1798. Served in **Constellation** and **Insurgente**. Resignation tendered May 30, 1801, accepted under P. E. A.

Hewitt, Thomas.
Midshipman, June 29, 1798. Served in U. S. S. **United States**. Resigned November 23, 1798.

Higinbotham, James Sempill.
Midshipman, October 31, 1799. Served in **Patapsco** and **Essex**. Retained under P. E. A.

Hill, William.
Sailmaker, June 8, 1798. Served in **Delaware** and **Ganges**. Ran.

Hillar, Benjamin.
Lieutenant, October 31, 1798. Master commandant, February 8, 1800. Served in, and later in command of, U. S. R. C. **Pickering**. Lost with her subsequent to August, 1800.

Hinton, Abijah John.
Midshipman, from Virginia, February 17, 1800. Served in U. S. S. **Chesapeake**. Discharged January 12, 1802, under P. E. A.

Hitchborn (Hichborn or Hickbourne), Isaac Barré.
Lieutenant, from South Carolina, February 28, 1799. Served in U. S. S. **John Adams**. Found in service as late as January 20, 1800. No later record found.

Hitchcock, Jonathan P.
Midshipman, August 8, 1799. Served in U. S. S. **Essex**. Discharged June 1, 1801, under P. E. A.

Hodge, George.
Boatswain, May 11, 1798. Served in **Ganges** and **Philadelphia**. Retained under P. E. A.

Hollingsworth, William.
Purser, May 21, 1799. Served in U. S. S. **Montezuma**. Resigned November 4, 1799. Purser, September 22, 1800. Served in U. S. S. **Adams**. Discharged September 21, 1801, under P. E. A.

Homans, Thomas.
Midshipman, from New Hampshire, August 28, 1799. Served in U. S. S. **Congress**. Discharged May 20, 1801, under P. E. A.

Hooe, Seymour.
Midshipman, from Virginia, April 14, 1800. Served in U. S. S. **Congress**. Resigned July 30, 1801.

Hook, William.
Acting gunner in U. S. S. **Enterprize** during cruise to Mediterranean, June to November, 1801. Warranted November 17, 1801, and continued in service in the **Enterprize**.

Hooper, Joseph.
Purser, September 24, 1798. Served in U. S. S. **Merrimack**. Discharged December 29, 1801, under P. E. A.

Hotchkiss, Solomon.
Sailing master, July 18, 1798. Served in U. S. S. **Baltimore**. Resigned March 16, 1799.

Howe, James.
Carpenter, May 20, 1799. Served in U. S. S. **Boston**. Discharged July 6, 1801, under P. E. A.

Howell, John.
Surgeon. No record of commission found. Served in U. S. S. **Constellation** from December 11, 1800, to May 25, 1801. Discharged June 10, 1801, under P. E. A.

Hoyt, James.
Master's mate in U. S. S. **Constitution**, 1799–1800.

Hrabvinski, Richard.
Acting midshipman in U. S. S. **Pinckney** prior to March 24, 1800.

Hudson, Frederick N.
Midshipman, July 5, 1799. Served in U. S. S. **Constitution**. Discharged October 25, 1801, under P. E. A.

Hudson, Robert.
Carpenter in U. S. S. **Insurgente** prior to April, 1800.

Hughes, Daniel.
Surgeon's mate, March 5, 1799. Surgeon, December 20, 1799. Served in U. S. S. **Ganges**. Resigned May 15, 1800.

Hughes, George.
Purser, October 12, 1798. Accepted appointment November 5, 1798. No later record found.

Hughes, Thomas W.
Gunner, June 8, 1798. Midshipman, February 21, 1800. Sailing master, April 13, 1801. Served in **Delaware** and **Philadelphia**. Resigned May 9, 1801.

Hull, Isaac.
Lieutenant, from Connecticut, March 9, 1798. Served in U. S. S. **Constitution**. Retained under P. E. A.

Humphreys, Joshua.
Naval constructor, U. S. N., June 28, 1794, to October 26, 1801.

Hunt, James P.
Midshipman, from New Jersey, June 20, 1799. Served in **United States** and **Norfolk**. Resigned December 10, 1800.

Hunt, Nathaniel.
Gunner, January 15, 1800. Served in U. S. S. **Richmond**. Still in service April 30, 1801. No later record found.

Hunt, Theodore.
Midshipman, from New Jersey, September 2, 1798. Served in U. S. S. **New York**. Retained under P. E. A.

Hunt, Thomas.
Midshipman, from Massachusetts, April 14, 1800. Served in **Constitution** and **Boston**. Retained under P. E. A.

Huntington, Septimus.
Midshipman, November 15, 1799. Served in U. S. S. **Trumbull**. Resigned September 17, 1800.

Huntress, Robert.
Gunner in U. S. S. **Herald**, 1800–1801.

Hutchins, William V.
Lieutenant, July 3, 1798. Served in U. S. S. **Herald**. Resigned January 11, 1799.

Ingraham, Joseph.
Sailing master appointed by Captain Preble about January 1, 1799. Lieutenant June 14, 1799. Served in U. S. R. C. **Pickering**. In her yet January 26, 1800. No later record found.

Ingraham, William.
Midshipman. Warrant sent for, June 20, 1799. Served in **United States** and **Warren**. Discharged October 25, 1801, under P. E. A.

Innes, Robert.
Midshipman, August 28, 1800. Ordered to U. S. S. **Maryland** December 4, 1800. Retained under P. E. A. and was drowned while serving in the **Enterprize** in the Mediterranean about November 26, 1802.

Israel, Joseph.
Midshipman, January 15, 1801. Served in U. S. S. **Maryland**. Retained under P. E. A.

Izard, Ralph, Jr.
Midshipman, from South Carolina, October 2, 1799. Served in **John Adams** and **Boston**. Retained under P. E. A.

Jacobs, Bela.
Carpenter, April 22, 1799. Served in U. S. S. **General Greene**. Died in service July 23, 1799.

Jacobs, Wilson.
Lieutenant, October 27, 1798, to date from October 1, 1798. Served in U. S. S. **George Washington**. Discharged after April 30, 1801, under P. E. A.

Jacobs, Wilson, Jr.
Midshipman, October 27, 1798, to date from October 7, 1798. Served in U. S. S. **George Washington**. Resigned April 10, 1800.

Jaques, Gershom P.
Surgeon's mate, May 21, 1800. Served in U. S. S. **Ganges**. Discharged August 15, 1801, under P. E. A.

Jarvis, James Canon.
Midshipman, from New York, March 23, 1799. Served in U. S. S. **Constellation**. Killed in action February 2, 1800.

Jarvis, Philip.
Appointed lieutenant by Captain Nicholson of U. S. S. **Constitution** November 1, 1798, and continued to act until September 10, 1799, when the Secretary of the Navy did not choose to confirm the appointment.

Jay (Joy), Moses.
Carpenter, October 1, 1800. Served in U. S. S. **Adams**. Discharged about July 6, 1801, under P. E. A.

Jenks (Jencks), William C.
Lieutenant, November 7, 1799, to date from October 2, 1799. Served in **Enterprize** and **Boston**. Retained under P. E. A.

Jennings, Daniel.
Purser, June 20, 1799. Served in U. S. S. **Patapsco**. Died November 13, 1800.

Jennings, Horner.
Midshipman, from Maryland, February 28, 1799. Served in U. S. S. **Baltimore**. Resigned February 5, 1801.

Jennings, John.
Purser, from Maryland, August 5, 1799, for U. S. S. **Maryland**. Resigned August 20, 1799.

Jennings, Zephaniah.
Surgeon's mate, in U. S. S. **Constitution**, from September 11, 1800. Discharged December 1, 1801, under P. E. A.

Jerald (Jerrald or Jerauld), Samuel G.
Midshipman, May 20, 1799. Served in U. S. S. **Boston**. Resigned September 2, 1800.

Jewett, Charles.
Lieutenant, October 30, 1799. Served in U. S. S. **Trumbull**. Discharged June 15, 1801, under P. E. A.

Jewett, David.
Master commandant, from Connecticut, June 1, 1799, to date from April 6, 1799. Commanded U. S. S. **Trumbull**. Discharged June 10, 1801, under P. E. A.

Jewett, George.
Midshipman, October 31, 1799. Served in U. S. S. **Trumbull**. Discharged July 20, 1801, under P. E. A.

Johnson, Derick.
Master's mate in U. S. S. **Richmond**, July 21 to October 27, 1799. Ran.

Johnson, Joshua.
Sailing master, August 6, 1799. Served in U. S. R. C. **Eagle**. Discharged June 20, 1801, under P. E. A.

Johnson, Samuel.
Gunner. Entered on rolls of U. S. S. **Connecticut** September 5, 1799. Discharged May 1, 1801, under P. E. A.

Johnson (Johnston), Thomas.
Boatswain in U. S. S. **Constitution**. Discharged July 14, 1799.

Johnson, William.
Acting gunner in U. S. S. **Constellation** under repairs at Philadelphia from June 1 to December 31, 1801. Warranted January 16, 1802.

Johnston (Johnson), Thomas.
Purser, March 22, 1800. Served in U. S. S. **New York**. Retained under P. E. A.

Jones, Charles W.
Midshipman, from Virginia, January 6, 1800. Served in **Chesapeake** and **Maryland**. Discharged August 12, 1801, under P. E. A.

Jones, Jacob.
Midshipman, from Delaware, April 10, 1799. Lieutenant, February 27, 1801. Served in **Delaware Ganges** and **Constitution**. Retained under P. E. A.

Jones, John.
Acting boatswain in U. S. S. **President**.

Jones, John H.
Sailing master, appointed temporarily by Captain Decatur. Lieutenant, June 12, 1799. Served in **Delaware** and commanded **Scammel**. Discharged July 13, 1801, under P. E. A.

Jones, Thomas.
Midshipman, July 10, 1799. Served in **Insurgente** and **Constellation**. Discharged about May 13, 1801, under P. E. A.

Jones, Thomas.
Sailmaker, appointed temporarily by Captain Murray. Warranted November 20, 1799. Served in **Montezuma** and **Patapsco**. Discharged May 25, 1801, under P. E. A.

Jones, William.
Midshipman in U. S. S. **Constellation** in ordinary, June 1 to August 1, 1801.

Kean, William.
Midshipman, from Pennsylvania. January 4, 1800. Served in U. S. S. **Philadelphia**. Discharged October 25, 1801, under P. E. A.

Kearney, Archibald K.
Midshipman, May 2, 1800. Served in **Chesapeake**, **President** and **Enterprize**. Retained under P. E. A.

Keen, Lawrence.
Midshipman, December 9, 1800. Served in U. S. S. **United States**. Retained under P. E. A.

Keith, William.
Sailing master, May 25, 1798. Served in U. S. S. **Delaware**. Died in service June 29, 1798.

Kenison, Thomas.
Carpenter in U. S. S. **Warren**.

Kenyon, Henry.
Lieutenant, August 3, 1798. Served in **Retaliation**, **Ganges**, **Norfolk** and **New York**. Discharged July 15, 1801, under P. E. A.

Kerney, Samuel.
Master's mate in U. S. S. **Enterprize**, 1801.

Key, James.
Purser, from Maryland, August 28, 1799. Served in **Ganges** and **Philadelphia**. Discharged November 18, 1801, under P. E. A.

Kiddall, John.
Midshipman, July 8, 1799. Warranted November 29, 1800. Served in U. S. R. C. **Eagle**. Discharged June 15, 1801, under P. E. A.

King, John.
Midshipman, April 16, 1800. Served in U. S. S. **President**. (Carried on rolls as master.) Detached from **President** March 25, 1801, and discharged under P. E. A.

King, Miles.
Lieutenant, July 13, 1799. Served in **Insurgente** and **Constellation**. Discharged May 20, 1801, under P. E. A.

King, Thomas.
Boatswain, June 11, 1799. Served in U. S. S. **Portsmouth**. No other record found.

King, William.
Master's mate in U. S. S. **Congress**, June 30, 1800, to April 30, 1801.

Kinnicutte, John Collis.
Midshipman, October 27, 1798, to date from October 8, 1798. Served in U. S. S. **George Washington**. Resigned March 25, 1800.

Knapp, Benjamin.
Midshipman, October 10, 1799. Served in U. S. S. **Warren**. Died in service July 8, 1800.

Knapp, Benjamin Felt.
Lieutenant, October 10, 1799. Served in U. S. S. **Warren**. Discharged July 6, 1801, under P. E. A.

Knapp, Giles.
Acting midshipman, U. S. S. **Warren**, 1800–1801. Discharged about August 4, 1801, under P. E. A.

Knight, William.
Master's mate in **Ganges** and acting Lieutenant in **Eagle**, 1799. Sailing master, October 2, 1799. Served in **Augusta** and **George Washington**. Retained under P. E. A.

Knox, Henry Jackson.
Midshipman, April 30, 1798. Lieutenant, June 20, 1799. (Latter not confirmed.) Served in **Constitution** and **Constellation**. March 6, 1800, to be received in **Chesapeake**. No later record found.

Laing, Thomas.
Lieutenant, from Rhode Island, February 28, 1799. Served in U. S. S. **General Greene**. Discharged July 15, 1801, under P. E. A.

Lane, Lock.
Master's mate in U. S. S. **Chesapeake**, December 9, 1799, to March 30, 1801.

Lapham, Asa.
Lieutenant, November 9, 1799, to date from October 4, 1799. Served in U. S. S. **Experiment**. Resigned December 13, 1799.

Larmont (Larmand), William.
Gunner in U. S. S. **Patapsco** from October 2, 1799, to September, 1800. No further record found.

Latimer, John.
Lieutenant, July 14, 1799. Served in **Eagle** and **Scammel**. Dismissed May 12, 1801.

Latimer, Roe.
Midshipman, October 5, 1798. Served in **Richmond** and **Baltimore**. Resigned August 1, 1799.

Law, Benjamin.
Master's mate from December 20, 1799, to October 26, 1800, and sailing master to May 21, 1801, in U. S. S. **Trumbull**. No further record found.

Law, John.
Master's mate in U. S. S. **Patapsco**, November 11, 1799 to September 13, 1800. No later record found.

Law, Richard.
Master commandant, from Connecticut, December 16, 1799. Commanded U. S. S. **Richmond**. Discharged April 20, 1801, under P. E. A.

Lawrence, James.
Midshipman, from New Jersey, September 4, 1798. Served in **Ganges**, **New York** and **Adams**. Retained under P. E. A. Sailing master, September 1, 1801, for one of the ships in ordinary.

Lawrence, Walter.
Midshipman, July 7, 1800. Served in U. S. S. **George Washington**. Discharged April 30, 1801, under P. E. A.

Laws (Law), Alexander.
Midshipman, May 15, 1800. Served in U. S. S. **Ganges**. Discharged August 12, 1801, under P. E. A.

Lawson, Richard H. L.
Midshipman, October 4, 1798. Lieutenant, January 16, 1800. Served in **Richmond, Chesapeake** and **Enterprize**. Retained under P. E. A.

Le Barron, Francis.
Surgeon's mate, January 31, 1800. Served in U. S. S. **Merrimack**. Discharged May 10, 1801, under P. E. A.

Lee, David.
Master's mate in U. S. S. **President**, May 1 to August 20, 1801.

Lee, George Gardner.
Lieutenant, from Massachusetts, December 2, 1799. Served in U. S. S. **Essex**. Retained under P. E. A.

Lee, John.
Midshipman, August 28, 1799, for U. S. S. **Congress**. Resigned October 15, 1799.

Lee, Joseph.
Surgeon, October 27, 1798, to date from October 10, 1798. Served in U. S. S. **George Washington**. Discharged May 15, 1801, under P. E. A.

Leekie, Dennis.
Boatswain in U. S. S. **Baltimore**.

Legg, John.
Midshipman, from Virginia, January 2, 1800. Served in U. S. S. **Chesapeake**. Discharged May 20, 1801, under P. E. A.

Leighton (Laton), John.
Boatswain, January 31, 1800, for U. S. S. **Merrimack**. No later record found.

Lent, Adolph C.
Surgeon's mate, from New York, January 7, 1799, to date from December 31, 1798. Served in **Governor Jay** and **Adams**. Resigned August 10, 1799.

Leonard, James T.
Midshipman, from New York, February 26, 1799. Served in **Governor Jay, Constellation** and **President**. Retained under P. E. A.

Leonard, Lorannus.
Midshipman, July 10, 1799, to date from June 27, 1799. (Entered service during 1798.) Served in U. S. S. **Constitution**. Resigned March 18, 1800.

Levely, George.
Midshipman, May 6, 1800, and ordered to U. S. S. **Insurgente**. No later record found.

Lewis, Jesse N. (or V.)
Midshipman, from Virginia, April 12, 1800. Served in U. S. S. **Ganges**. Resigned January 1, 1801.

Lewis, Robert.
Purser, May 11, 1798. Warranted December 10, 1798. Served in U. S. S. **Ganges**. October 27, 1800, ordered to settle his accounts without delay. No later record found.

Lewis, William.
Midshipman, September 3, 1798. Served in **Ganges** and **New York**. Resigned June 8, 1801, under P. E. A.

Libby, Jacob.
Carpenter in U. S. S. **Constitution** from June, 1798, to June, 1799.

Lincoln, Abel, Jr.
Midshipman, May 15, 1799. Served in U. S. S. **Boston**. Discharged October 25, 1801, under P. E. A.

Lincon, Amos.
Master's mate in U. S. S. **Chesapeake**, May 4 to October 24, 1800.

Lindsay, Clement.
Midshipman, from Virginia, January 2, 1800 for U. S. S. **Chesapeake**. Discharged August 20, 1801, under P. E. A.

Ling, Samuel.
Midshipman, February 28, 1799. (Entered service July 25, 1798. Served in U. S. S. **Baltimore**. Discharged July 20, 1801, under P. E. A.

Linnell (Lennell), John Gould.
Master's mate in U. S. S. **Connecticut** from September 13 to December 23, 1799 when he resigned and took his place among the men.

Little, Edward P.
Acting midshipman in U. S. S. **Boston** from May 20, 1799, to October, 1800. No further record found.

Little, George.
Captain, Commission sent April 16, 1799, to rank from March 4, 1799. Commanded U. S. S. **Boston**. Discharged November 1, 1801, under P. E. A.

Little, George, Jr.
Captain's clerk and schoolmaster in U. S. S. **Boston**. Dates of entrance into, and separation from, service not found.

Little, Lemuel.
Sailing master, August 9, 1799. Served in U. S. S. **Congress**. Discharged June 20, 1801, under P. E. A.

Little, Thomas.
Appointed acting boatswain in U. S. R. C. **Eagle**, June 11, 1799. No later record found.

Livingston, John, Jr.
Midshipman, from New York, July 30, 1799. Served in **Adams** and **New York**. Still attached to **New York** October 18, 1800. Died, date not found.

Livingston, William Mallet.
Midshipman, from New York, December 31, 1798. Served in **Adams** and **New York**. Retained under P. E. A.

Long, Abraham.
Boatswain in U. S. S. **Constellation**, 1798–1800.

Longley (Longly), John.
Midshipman, July 10, 1799, to date from June 30, 1799. Served in U. S. S. **Constitution**. Discharged August 20, 1801, under P. E. A.

Lopez, Jacob R.
Acting midshipman in U. S. S. **General Greene** prior to September, 1801.

Lord, Archibald Brown.
Midshipman, July 9, 1799. Served in **John Adams** and **Boston**. Retained under P. E. A.

Love, John.
Master's mate, April to November, 1799. Lieutenant, November 29, 1799. Served in U. S. S. **Ganges**. Discharged August 10, 1801, under P. E. A.

Low, Rufus.
Acting sailing master in U. S. S. **Essex** November 7, 1799, to latter part of December, 1800. Appointed from Massachusetts.

Ludlow, Abraham.
Lieutenant, October 1, 1799. Served in U. S. R. G. **Scammel**. Discharged July 15, 1801, under P. E. A.

Ludlow, Charles.
Midshipman, December 5, 1798, to date from November 29, 1798. Served in U. S. S. **United States**. Retained under P. E. A.

Lynch, John P.
Purser, appointed by Captain Morris August 8, 1799. Warranted January 8, 1801. Served in U. S. S. **Adams**. Discharged July 15, 1801, under P. E. A.

Macay, James.
Midshipman, from North Carolina, August 25, 1800. March 16, 1801, ordered to U. S. S. **John Adams**. Retained under P. E. A.

Macdonough, James.
Midshipman, March 16, 1798. Served in U. S. S. **Constellation**. Wounded in action with French frigate **L'Insurgente**, February 9, 1799. No further service performed.

Macdonough, Thomas.
Midshipman, February 5, 1800. Served in **Ganges** and **Constellation**. Retained under P. E. A.

Mack (Mackie), John P.
Midshipman, December 5, 1798. (Entered service June 11, 1798.) Served in U. S. S. **Constitution**. Discharged July 14, 1799.

Macombe (McCumber), Nehemiah.
Sailing master, May 15, 1799. Served in U. S. S. **Boston**. Resigned August 4, 1800.

Maddox, Joshua.
Master's mate in U. S. S. **Enterprize**. Sailing master, April 11, 1801, for same ship. Declined.

Magrath, Humphrey.
Midshipman, from South Carolina, February 4, 1799. Warranted January 1, 1800. Served in **South Carolina**, **John Adams** and **Enterprize**. Discharged October 25, 1801, under P. E. A.

Maley, William.
Lieutenant, September 30, 1799, to date from August 1, 1799. Commanded U. S. S. **Experiment**. Resigned November 12, 1800.

Manchester, John.
Master's mate in U. S. S. **George Washington** from April 30, 1800, to May 4, 1801.

Mann, George.
Midshipman, from Maryland, January 15, 1801. Served in U. S. S. **Boston**. Retained under P. E. A.

Mantz, Ezra.
Midshipman, July 29, 1800. Served in U. S. R. C. **Eagle**. Discharged December 1, 1801, under P. E. A.

Marcellin, George Anthony.
Midshipman, from New York, July 30, 1799. Warranted June 4, 1801. Served in **Adams** and **New York**. Retained under P. E. A.

Marchant, William.
Master's mate in U. S. R. C. **Scammel**, 1800–1801, and U. S. S. **Essex** during cruise of May 1801 to August 1802.

Margorum, David B.
Midshipman, April 30, 1800, for U. S. S. **Norfolk**. Resigned October 26, 1800.

Marner, Richard.
Lieutenant, from New York, February 28, 1799. Served in U. S. S. **Adams**. Dismissed September 9, 1800.

Marshall, John (or Samuel).
Gunner, from Massachusetts, July 6, 1798. Served in **Herald** and **Congress**. Apparently retained in service and assigned to **Congress** in ordinary. Died prior to September 30, 1802.

Marshall, Samuel R.
Surgeon's mate, from Pennsylvania, May 14, 1799. Surgeon, January 16, 1800. Served in **United States**, **Richmond** and **Congress**. Retained under P. E. A.

Marshall, Thomas.
Surgeon's mate, November 11, 1799. Warranted December 13, 1800. Served in U. S. S. **Essex**. Retained under P. E. A.

Martin, John.
Purser, October 27, 1798, to date from October 5, 1798. Served in **George Washington** and **President**. Resigned October 7, 1801.

Martin, Joseph.
Boatswain, December 2, 1799. (Entered service November 15, 1799.) Served in U. S. S. **Essex**. Retained under P. E. A.

Martin, Simeon, Jr.
Midshipman, from Rhode Island, February 28, 1799. Served in U. S. S. **General Greene**. Resigned August 19, 1800.

Mason, Westwood Thomas.
Midshipman, January 4, 1800. Served in **Constellation** and **Philadelphia**. Retained under P. E. A.

Masury, Samuel.
Gunner, December 2, 1799. Served in U. S. S. **Essex**. Retained under P. E. A.

Mather, Thomas.
Master's mate in U. S. S. **Patapsco** during 1800.

Maxwell, Joseph J.
Midshipman, from South Carolina, February 28, 1799. Served in **John Adams** and **Constellation**. Retained under P. E. A. and ordered to **Enterprize**.

May, John.
Gunner, May 14, 1800, for U. S. S. **Norfolk**. Served in U. S. R. C. **Eagle** after November 1800. No other record found.

May, John.
Lieutenant, April 23, 1799. Served in U. S. S. **Connecticut**. Discharged May 1, 1801, under P. E. A.

McAlpine, James.
Surgeon's mate. (Entered service November 1, 1798, under temporary appointment.) Commissioned August 7, 1799. Served in U. S. R. C. **Eagle**. Discharged June 17, 1800.

McBurr, Redmond.
Master's mate, July 12, 1799. Lieutenant, about August 23, 1800. Served in U. S. S. **Boston**. Discharged September 14, 1801, under P. E. A.

McCall, Archibald.
Midshipman, March 8, 1800. Served in **Philadelphia** and **Enterprize**. Retained under P. E. A. Resigned February 13, 1802.

McClennan, Redman, Lieut., U. S. N. *See* McBurr, Redmond.

McComb (McCombe), Andrew.
Lieutenant, from Connecticut, April 23, 1799. Served in U. S. S. **Connecticut**. Discharged November 21, 1800.

McConnell, Robert.
Midshipman, from Pennsylvania, March 26, 1800. Served in **Norfolk** and **Ganges**. Died in service August 23, 1800.

McCormick, Daniel, Jr.
Surgeon's mate, August 1, 1800. Served in **President** and **Enterprize**. Retained under P. E. A. Resigned January 10, 1802.

McCutchen, Samuel.
Lieutenant, November 14, 1799, for U. S. S. **Philadelphia**. Discharged April 20, 1801, under P. E. A.

McDonald, Patrick.
Carpenter in U. S. S. **Constellation**. (Name appears among those engaged in action with **La Vengeance** February 1, 1800.) Died in service in August 1800.

McElroy, Archibald.
Lieutenant, May 11, 1798. Served in U. S. S. **Ganges** and in command of prize schooner **Magicienne** (ex-U. S. S. **Retaliation**) and U. S. S. **Augusta**. Discharged May 10, 1801, under P. E. A.

McFarlan (McFarline), John.
Master's mate in U. S. S. **Baltimore**, August 24, 1799, to May 6, 1800, and in U. S. S. **Constellation** to April 29, 1801.

McHatton, William.
Acting midshipman from March 1, 1799. Midshipman, July 10, 1799. Served in **Insurgente** and **Baltimore**. Discharged July 20, 1801, under P. E. A.

McGregor, David.
Midshipman, June 11, 1799. Served in U. S. S. **Portsmouth**. Resigned January 27, 1800.

McIntosh, Hampden.
Midshipman, April 26, 1798. Accepted appointment July 5, 1798. No later record found.

McIntosh, William.
Midshipman, April 30, 1800. Served in U. S. S. **Chesapeake**. Retained under P. E. A.

McKenzie, Allen.
Lieutenant, April 2, 1799. Served in **Norfolk** and **Ganges**. Killed in a duel about November 18, 1799.

McKenzie, Kenneth.
Midshipman, from Maryland, February 28, 1799. Ordered to U. S. S. **Maryland**. Discharged August 12, 1801, under P. E. A.

McKenzie, Thomas.
Acting lieutenant, appointed by Lieutenant Cowper August 27, 1799. Served in U. S. S. **Baltimore**. Still in service January 19, 1801. No later record found.

McKnight, Robert.
Midshipman, July 13, 1799. Served in **Constellation** and **Insurgente**. Resigned July 15, 1800.

McLane, Lewis (Louis).
Midshipman, May 3, 1799, for U. S. S. **Philadelphia**. Entered service December 26, 1799. Retained under P. E. A. Resigned February 10, 1802.

McNair, Samuel.
Carpenter in U. S. S. **Experiment**.

McNeill, Daniel.
Captain, July 17, 1798. Commanded **Portsmouth** and **Boston**. Discharged October 27, 1802, under P. E. A.

McNeill, Daniel, Jr.
Midshipman, December 31, 1798. (Entered service December 1, 1798.) Served in **Portsmouth** and **Essex**. Retained under P. E. A.

McNeill, William.
Acting sailing master in U. S. S. **Boston** during cruise to Mediterranean, October 1801 to November 1802.

McNier (McNair), John.
Boatswain, January 15, 1800. Served in U. S. S. **Richmond**. Broke September 9, 1800.

McRea, John.
Lieutenant, September 10, 1798. Served in **Norfolk**, **Constellation**, **Insurgente**, **Chesapeake**, and **Congress**. (Acting Lieutenant of Marines in **Insurgente**.) Retained under P. E. A.

McWilliams, Alexander.
Surgeon's mate in U. S. S. **United States** late in 1800 and early in 1801. Commission dated and sent Lieut. Sterett, U. S. S. **Enterprize**, February 8, 1802.

Meade, Edward.
Sailing master, May 28, 1798. Lieutenant, May 29, 1799. Served in U. S. S. **United States**. Discharged November 1, 1801, under P. E. A.

Meiring (Meering), John.
Midshipman, from Maryland, February 13, 1799. Warranted August 6, 1799. Served in **Baltimore** and **Eagle**. Deserted.

Mercer, John Fenton.
Midshipman from Virginia, June 4, 1799. Served in U. S. S. **Baltimore**. Resigned September 18, 1800.

Mercer, Robert.
Lieutenant, from Pennsylvania, November 27, 1799, to date from November 14, 1799. Served in U. S. S. **Ganges**. Resigned December 30, 1800.

Merrill, George.
Acting midshipman, from Connecticut, July 16, 1799. Midshipman, February 5, 1800. Served in **Connecticut** and **Essex**. Retained under P. E. A.

Merrill, Stephen.
Purser, December 4, 1799. Served in U. S. S. **Ganges**. Discharged June 30, 1801, under P. E. A.

Merry, Thomas H.
Lieutenant, from New York, June 21, 1799. Served in U. S. R. C. **Scammel**. Resigned October 18, 1799.

Metcalf, Paul Rey.
Surgeon's mate, from Rhode Island, April 23, 1799. Served in U. S. S. **General Greene**. Resigned August 4, 1799.

Miles, Charles.
Midshipman, June 24, 1799. Served in **Delaware**, **United States** and **Essex**. Retained under P. E. A.

Miller, Jacob.
Sailmaker, May 28, 1798. Served in **United States**, **Constellation** and **Philadelphia**. Retained under P. E. A.

Miller, Robert.
Midshipman, April 30, 1800. Served in U. S. S. **Congress**. Discharged June 10, 1801, under P. E. A.

Miller, William.
Midshipman, August 2, 1800. Served in U. S. S. **Maryland**. Retained under P. E. A.

Miller, William W.
Midshipman, from Pennsylvania, March 18, 1799. Served in U. S. S. **Insurgente**. No further record found.

Milne, James.
Midshipman, June 30, 1799. Served in U. S. S. **Constitution**. Discharged October 25, 1801, under P. E. A.

Milton, Thomas.
Acting purser and captain's clerk in U. S. R. C. **Eagle** six months prior to July 20, 1799.

Milton, Thomas S.
Midshipman, May 14, 1800, for U. S. S. **Norfolk**. Resigned October 21, 1800.

Mitchell, George.
Midshipman, April 20, 1800. Served in U. S. S. **United States**. Retained under P. E. A.

Moody, William.
Sailmaker in U. S. S. **Trumbull**, February 17, 1800, to May 21, 1801.

Moore, Abraham V.
Master's mate in U. S. S. **Constellation**, November 22, 1800, to April 8, 1801.

Moore, Charles.
Midshipman, February 5, 1800. Served in U. S. S. **Philadelphia**. Retained under P. E. A. Died in August, 1802.

Moore, James.
Recruited as seaman July 19, 1798. Took charge as gunner January 2, 1799. Gunner, June 30, 1799. Served in U. S. S. **Constitution**. Retained under P. E. A.

Moore, Skinkin.
Midshipman, from North Carolina, February 5, 1800. Discharged August 6, 1801, under P. E. A. No record of actual service found.

Morgan, James (or John).
Gunner, appointed by Captain Truxtun May 9, 1798. Warranted November 2, 1798. Served in **Constellation** and **President**. Died March 12, 1802, at sea.

Morrell, James.
Sailmaker, July 12, 1800. Served in U. S. S. **President**. Discharged May 8, 1801, reason not shown.

Morrell, William.
Midshipman, May 11, 1798. Served in U. S. S. **Ganges**. Discharged October 25, 1801, under P. E. A.

Morris, Charles.
Purser, February 4, 1799. Served in **Baltimore** and **Congress**. Discharged November 18, 1801, under P. E. A.

Morris, Charles, Jr.
Midshipman, from Connecticut, February 28, 1799. Served in **Norfolk**, **Constellation** and **Congress**. Retained under P. E. A.

Morris, James.
Carpenter, May 28, 1798. Served in U. S. S. **United States**. In her yet March 31, 1801. No later record found.

Morris, Noadiah.
Captain's Clerk, May 27, 1800. Chaplain, November 15, 1800. Served in U. S. S. **Constitution**. Retained under P. E. A.

Morris, Richard V.
Captain, from New York, June 7, 1798. Commanded **Adams** and **New York**. Retained under P. E. A.

Morrison, Henry.
Midshipman, from South Carolina, February 28, 1799, for U. S. S. **John Adams**. Accepted appointment April 4, 1799. No later record found.

Mory, Joseph.
Entered service as carpenter July 5, 1800. Served in U. S. S. **George Washington**. Discharged about May 4, 1801, under P. E. A.

Moses, Philip.
Midshipman, May 13, 1800. Served in U. S. S. **Ganges**. Discharged May 1, 1801, under P. E. A.

Motte, Jacob S. (or L.), of South Carolina.
Probably same as William S. Motte, which see.

Motte, William S.
Midshipman, February 28, 1799. Appointed to U. S. S. **John Adams**. Resigned September 29, 1799.

Mullowny, John.
Lieutenant, March 9, 1798. Served in **United States** and commanded **Montezuma** and **Ganges**. Discharged October 1, 1801, under P. E. A.

Mumford, William.
Purser, from Rhode Island, November 13, 1799. Served in U. S. S. **Essex**. Discharged September 20, 1801, under P. E. A.

Munson, Peter.
Carpenter in U. S. S. **Retaliation**, 1798.

Murdaugh, James (or John).
Surgeon's mate, July 13, 1799. Served in U. S. S. **Constellation**. Discharged May 27, 1801, under P. E. A.

Murdoch, James (or James W.).
Lieutenant, from Pennsylvania, November 27, 1799, to date from November 15, 1799. Served in **Ganges**. Discharged after April 14, 1801, under P. E. A.

Murdock, John.
Master's mate in U. S. S. **Trumbull**, April 10 to May 20, 1801.

Murdock, Joseph.
Midshipman, November 14, 1798. Served in **Ganges**, **New York** and **Adams**. Retained July 16, 1801, under P. E. A. and ordered to **George Washington**.

Murray, Alexander.
Captain, from Pennsylvania, August 3, 1798, to date from July 1, 1798. Commanded **Montezuma**, **Insurgente** and **Constellation**. Retained under P. E. A.

Murray, Daniel.
Midshipman, July 13, 1799. Served in **Insurgente**, **President** and **Essex**. Retained under P. E. A.

Murray, William.
Midshipman, April 14, 1800. Declined.

Muse, John.
Purser, appointed temporarily by Captain Williams September 27, 1798. Warranted April 16, 1799. Served in **Norfolk** and **Maryland**. Discharged November 18, 1801, under P. E. A.

Mushaway (Mushainey), John.
Boatswain, from New Hampshire, October 30, 1799. Served in U. S. S. **Congress** until July 3, 1800. Sick.

Naylor, Samuel.
Lieutenant, May 11, 1798, for U. S. S. **Ganges**. Resigned December 3, 1798.

Nazro, James.
Midshipman, June 30, 1799. Served in U. S. S. **Constitution**. Resigned September 3, 1800.

Neill, Robert C.
Midshipman, June 7, 1799. Served in U. S. S. **United States**. Died in August, 1799.

Neilson, William, Jr.
Midshipman, June 20, 1799. Served in U. S. S. **United States**. Furloughed June 6, 1800. No later record found.

Nelson (Nielson), John D.
Midshipman, November 21, 1799. Served in U. S. S. **Richmond**. Dismissed December 30, 1799.

New, Philip.
Gunner, March 26, 1800, for U. S. S. **Portsmouth**. No later record found.

Newman, John.
Midshipman, October 31, 1799. Served in U. S. S. **Warren**, Died in service August 2, 1800.

Newman, Montgomery.
Midshipman, November 21, 1800. Served in **John Adams** and **Constellation**. Discharged May 12, 1801, under P. E. A. Ordered retained, at own request, August 25, 1801. Finally discharged November 27, 1801.

Newman, Morris.
Sailing master, August 1, 1801. Warrant sent to President for signature October 9, 1801.

Newman, Timothy.
Master commandant, July 1, 1799. Commanded U. S. S. **Warren**. Died in service August 15, 1800.

Newman, William.
Acting midshipman in U. S. S. **Constitution**, 1800–1801. Midshipman, July 2, 1801. Served in U. S. S. **Boston**. Retained under P. E. A.

Neyle, Charles.
Midshipman, from South Carolina, May 9, 1800. Discharged August 25, 1801, under P. E. A. No record of actual service found.

Nichols, Lloyd.
Midshipman, from Maryland, January 3, 1801. Served in U. S. S. **Maryland**. Discharged September 10, 1801, under P. E. A.

Nichols (Nicholls), William F.
Midshipman, January 17, 1800. Served in U. S. S. **President**. Retained under P. E. A.

Nicholson, James.
Midshipman, July 29, 1800. Served in **Constellation** and **Philadelphia**. Retained under P. E. A.

Nicholson John (or John B.)
Midshipman, May 1, 1800. Served in **Constellation**, **George Washington** and **President**. Retained under P. E. A.

Nicholson, John R.
Surgeon, October 7, 1799. Served in U. S. S. **Experiment**. Died in service April 28, 1800.

Nicholson, Samuel.
Captain, June 4, 1794. No 2 on list. Commanded U. S. S. **Constitution** and Superintendent of the Boston Navy Yard. Retained under P. E. A.

Nicholson, Samuel, Jr.
Midshipman, April 30, 1798. Served in U. S. S. **Constitution**. Died in service September 25, 1798.

Noble, H. Weld. (Also addressed as H. Wild, Henry W., and Abijah Wile Noble.)
Purser, January 10, 1799. Entered service November 29, 1798. Served in U. S. S. **Portsmouth**. Resignation of May 31, 1800, accepted to take effect June 15, 1800.

North, George.
Midshipman, September 10, 1798. Served in **Retaliation**, **Richmond** and **Portsmouth**. Resigned December 4, 1800.

Norwood, John G.
Midshipman, May 20, 1799. Warranted July 3, 1799. Served in U. S. S. **Boston**. Discharged October 25, 1801, under P. E. A.

Nowell (or Nowel or Newell), Samuel York.
Carpenter (without warrant) in U. S. S. **Essex**, December 6 to December 31, 1799.

Nutter, Jacob.
Gunner, December 31, 1798. (Entered service December 1, 1798.) Served in U. S. S. **Portsmouth**. Resigned February 5, 1800.

Nye, Isaac.
Master's mate in U. S. S. **Constellation**, 1798–1799.

Oaks, Samuel.
Carpenter, November 8, 1800, in U. S. S. **Constitution**. In her yet in April 1801.

O'Brien, Edward.
Midshipman, from Maryland, October 31, 1799. Served in U. S. S. **Chesapeake**. Retained under P. E. A.

O'Callahan, Nicholas.
Purser, February 24, 1801. Served in that capacity from November 3, 1800. Served in U. S. S. **Patapsco**. Discharged July 15, 1801, under P. E. A.

O'Driscoll, Cornelius.
Lieutenant, from South Carolina, December, 1798. Confirmed October 28, 1799, to date from April 26, 1799. Served in U. S. S. **Pinckney**. Discharged May 1, 1801, under P. E. A.

Oglevie, (Ogilvie), Peter S.
Midshipman, from Virginia, January 6, 1800. Served in **Chesapeake** and **Philadelphia**. Retained under P. E. A.

Oliver, Andrew, Jr.
Acting midshipman, U. S. S. **Warren**, 1800–1801. Discharged about August 4, 1801, under P. E. A.

Opie, Leroy.
Midshipman, May 21, 1800. Served in U. S. S. **Congress**. Discharged June 10, 1801, under P. E. A.

Orr, Hector.
Surgeon, from Massachusetts, February 28, 1799. Served in U. S. S. **Essex**. Discharged June 20, 1801, under P. E. A.

Osgood, Daniel.
Surgeon's mate in U. S. S. **Warren**. (Not commissioned.) Discharged August 4, 1801, under P. E. A.

Page, Benjamin.
Midshipman, March 26, 1800. Served in U. S. S. **George Washington**. Retained under P. E. A.

Page, Henry.
Midshipman, from Virginia, February 5, 1800. Served in U. S. S. **Congress**. Retained under P. E. A.

Page, Octavius Augustus.
Midshipman, from Virginia, January 6, 1800. Served in **Chesapeake** and **President**. Retained under P. E. A.

Page, Robert N.
Midshipman, May 2, 1800. Served in U. S. S. **Ganges**. Discharged October 21, 1801, under P. E. A.

Page, William.
Warrant as midshipman forwarded February 5, 1800. Appointed from Virginia. No later record found.

Palmer, John.
Midshipman, appointed from Pennsylvania. Warrant forwarded May 2, 1800, for duty in U. S. S. **Norfolk**. Declined accepting.

Palmer, Robert.
Lieutenant, from Rhode Island. February 28, 1799. Served in U. S. S. **General Greene** and superintended equipment of **Adams** for sea. Discharged December 20, 1801, under P. E. A.

Parcell (Parsell or Parsem), John.
Carpenter in U. S. S. **President**, July 12, 1800, to May 10, 1801. Discharged under P. E. A., date not shown.

Park, John.
Surgeon, from Massachusetts, October 14, 1799. Served in U. S. S. **Warren**. Discharged July 10, 1801, under P. E. A.

Parker, George.
Midshipman, February 3, 1800. Served in U. S. S. **Chesapeake**. Retained under P. E. A.

Parker, John.
Purser, June 15, 1799. Served in U. S. R. C. **Pickering**. Died June 25, 1799.

Parker, John.
Surgeon's mate, May 11, 1798, for U. S. S. **Ganges**. Commission delivered May 22, 1798. No later record found.

Parker, Samuel.
Lieutenant, April 18, 1799. Served in U. S. S. **Adams**. Discharged April 20, 1801, under P. E. A.

Parsons, Richard.
Gunner, June 10, 1799. Served in U. S. R. C. **Scammel**. Resigned August 20, 1800.

Parsons, William.
Surgeon's mate, May 15, 1799. Served in U. S. S. **Boston**. Resignation accepted August 11, 1800.

Patterson, Daniel Todd.
Acting midshipman July 11, 1799. Midshipman, August 20, 1800. Served in U. S. S. **Delaware**. Retained under P. E. A.

Patton, Francis.
Midshipman, November 27, 1799. Served in U. S. S. **Philadelphia**. Retained under P. E. A.

Patton, John.
Midshipman, May 28, 1800. Warrant sent to Captain Barry. Discharged August 20, 1801, under P. E. A.

Pearce, William.
Acting midshipman in U. S. S. **Constitution**, 1799–1800.

Pearson, Banjamin.
Acting master in U. S. S. **Pinckney** prior to March 24, 1800.

Pearson, Jeremiah.
Midshipman, October 31, 1799. Served in U. S. S. **Warren**. Died in service July 25, 1800.

Pell, Francis.
Master's mate in U. S. S. **President**, July 3, 1800, to May 1, 1801.

Pemberton, John.
Midshipman, from Pennsylvania, May 13, 1800. Served in U. S. S. **New York**. Discharged July 20, 1801, under P. E. A.

Pennington, Robert.
Midshipman, March 28, 1800, for U. S. S. **Patapsco**. Probably same as Thomas (F. or T.) Pennington.

Pennington, Thomas (F. or T.).
Midshipman, from Delaware. November 1, 1799. Served in **Patapsco** and **New York**. Discharged June 1, 1801, under P. E. A.

Penrose, James.
Midshipman, November 30, 1799. Served in U. S. S. **Philadelphia**. Discharged August 20, 1801, under P. E. A.

Penrose, William.
Lieutenant, October 19, 1799. Served in U. S. S. **Patapsco**. Discharged May 10, 1801, under P. A. E.

Percival, John.
Master's mate in U. S. S. **Delaware**, 1799–1800.

Peres, Henry.
Acting midshipman in U. S. S. **United States**, 1800–1801.

Perkins, Foster.
Midshipman, February 18, 1800. Served in U. S. S. **Portsmouth**. Discharged October 25, 1801, under P. E. A.

Perkins, George.
Sailmaker in U. S. S. **Congress**, November 26, 1799, to January 2, 1800, and in U. S. S. **Essex** to September 1800.

Perkins, John Hancock.
Surgeon's mate. Entered service December 5, 1799. Commissioned December 13, 1800. Served in U. S. S. **Essex**. Discharged May 5, 1801, under P. E. A.

Perry, Christopher Raymond.
Captain, from Rhode Island, March 1, 1799, to date from June 7, 1798. Commanded U. S. S. **General Greene**. Discharged April 3, 1801, under P. E. A.

Perry, Oliver H.
Midshipman, from Rhode Island, April 7, 1799. Served in U. S. S. **General Greene**. Retained under P. E. A.

Peterkin, William.
Lieutenant, October 14, 1799, to date from June 11, 1799. Served in U. S. S. **Augusta**. Discharged May 10, 1801, under P. E. A.

Pettis, David.
Sailmaker, October 27, 1798, to date from October 12, 1798. Served in U. S. S. **George Washington**. Detached April 29, 1801. No later record found.

Pettis (Pitts), James.
Midshipman, December 5, 1798. Served in U. S. S. **Constitution**. Resigned November 10, 1799. (*See* Pity, James.)

Pew, Richard G.
Master's mate in U. S. S. **Congress** from January 21, 1800, to June 14, 1801.

Peyton, Edward J.
Purser, June 11, 1798. Served in U. S. S. **Delaware**. Discharged July 15, 1801, under P. E. A.

Phillips, Isaac.
Captain, from Maryland, July 3, 1798. Commanded U. S. S. **Baltimore**. Dismissed January 10, 1799.

Phillips, Samuel.
Lieutenant, February 28, 1799. Served in **George Washington** and **Connecticut**. Discharged after May 1, 1801, under P. E. A.

Phipps, David.
Lieutenant, November 12, 1799, to date from July 2, 1799. Served in U. S. S. **Essex**. Discharged April 15, 1801, under P. E. A. Sailing master, June 1, 1801, and ordered to U. S. S. **Constellation**.

Pickering, Timothy, Jr.
Midshipman, June 17, 1799. Served in U. S. S. **Philadelphia**. Resigned May 2, 1801, under P. E. A.

Piele, William.
Midshipman in U. S. S. **Insurgente**.

Pierce, George.
Midshipman, June 15, 1799. Served in U. S. R. C. **Pickering**. Still in service April 4, 1800. No later record found.

Pierce, Stephen S.
Midshipman, September 29, 1798. Served in **Norfolk** and **Insurgente**. No further record found.

Pitman, John.
Master's mate in U. S. S. **President**, May 15, 1801, to March 31, 1802.

Pity, James.
Kept a journal on board U. S. S. **Constitution** from July 23, 1798 to May 11, 1799. Rank not shown. (*See* Pettis, James.)

Platt, Thomas.
Boatswain, about November 9, 1798. Served in U. S. S. **Merrimack**. Still in service January 20, 1800. No later record found.

Plummer, Samuel.
Midshipman, June 20, 1799. Sailing master, August 18, 1800. Served in U. S. R. C. **Scammel**. Discharged June 18, 1801, under P. E. A.

Polk, Daniel.
Midshipman, from Delaware, February 28, 1799. Served in **Delaware** and **Boston**. Retained under P. E. A.

Polk, Gillis W. M. R.
Surgeon's mate, August 23, 1799. Commissioned October 30, 1800. Served in U. S. S. **Maryland**. Resigned December 8, 1800.

Polk, John.
Midshipman, from Delaware, December 5, 1799. Served in U. S. S. **Ganges**. Ordered to U. S. S. **Insurgente** July 5, 1800. No further record found.

Poole, Samuel.
Midshipman, June 30, 1799. Served in U. S. S. **Constitution**. Resigned September 3, 1800.

Porter, David.
Midshipman, from Massachusetts, December 5, 1798, to date from April 16, 1798. Lieutenant, October 8, 1799. Served in **Constellation**, **Experiment** and **Enterprize**. Retained under P. E. A.

Potter, Henry.
Acting midshipman, U. S. S. **Warren**, 1800–1801. Discharged about August 4, 1801, under P. E. A.

Potter, Seymour.
Lieutenant, August 15, 1800. Served in U. S. S. **Adams**. Discharged July 20, 1801, under P. E. A.

Potts, James (or James B.).
Boatswain, May 20, 1799. Warranted July 3, 1799. Served in U. S. S. **Boston**. Retained under P. E. A.

Preble, Edward.
Lieutenant, from Maine, April 9, 1798. Captain, May 15, 1799. Served in U. S. S. **Constitution** and in command of **Pickering** and **Essex**. Retained under P. E. A.

Prentiss (Prentice), John, Jr.
Midshipman, June 11, 1799. Served in U. S. S. **Portsmouth**. Resigned January 27, 1800.

Prescott, Samuel.
Midshipman, June 30, 1799. Served in U. S. S. **Constitution**. Resigned September 3, 1800.

Prevost (Provost), B. B.
Midshipman, from New York, July 30, 1799. Served in U. S. S. **Adams**. Discharged August 20, 1801, under P. E. A.

Price, George.
Captain, U. S. R. C. Service. March 25, 1798. Appointed from Pennsylvania. Commanded U. S. R. C. **General Greene**. Lieutenant, U. S. N., July 19, 1799. September 26, 1799, ordered to take command of one of schooners at Baltimore. No further record found.

Price, Thomas D.
Surgeon's mate, from Virginia, April 1, 1800. Served in U. S. S. **United States**. Discharged August 15, 1801, under P. E. A.

Prince, Joseph P.
Midshipman, from South Carolina, June 13, 1799. Served in **Congress** and **Constellation**. Discharged September 21, 1801, under P. E. A.

Pritchard, Joseph.
Midshipman, from South Carolina. Notified of appointment March 1, 1799. Warrant sent March 10, 1799. Did not accept.

Proctor, Stephen.
Midshipman, from South Carolina, May 9, 1800. Retained under P. E. A. No record of service found.

Provaux (Preveaux), John.
Midshipman, January 15, 1801. Not ordered. Discharged October 25, 1801, under P. E. A.

Pugh, Robert C.
Midshipman, May 24, 1798. Served in U. S. S. **Delaware**. Left the service without permission December 24, 1798.

Purket, John.
Sailing master, January 23, 1799, for the U. S. S. **Herald**. Resigned July 25, 1799.

Purvis, Andrew.
Gunner, November 25, 1799. Served in U. S. S. **Augusta**. Paid at Norfolk in April, 1801. No further record found.

Purvis, William.
Sailmaker, January 15, 1800. Served in U. S. S. **Richmond**. Warrant returned to the Navy Department January 26, 1800.

Quinn, James.
Boatswain in U. S. S. **Baltimore**.

Rae, William J.
Boatswain in U. S. S. **Chesapeake**, May 12 to August 14, 1800.

Ramsay, Thomas.
Boatswain, U. S. N. Discharged September 11, 1801, under P. E. A.

Rand, James.
Purser, March 12, 1800. Served in U. S. S. **Portsmouth**. Discharged July 15, 1801, under P. E. A.

Randall, Thomas.
Acting midshipman in U. S. S. **George Washington** during cruise prior to October, 1799. Midshipman, September 23, 1799. Served in U. S. S. **Essex**. Discharged June 30, 1801, under P. E. A.

Randolph, Edward.
Midshipman, from Virginia, August 20, 1800. Never ordered. Discharged May 16, 1801, under P. E. A.

Randolph, Richard Bland.
Midshipman, June 10, 1799. Served in U. S. S. **Insurgente**. Discharged about May 1, 1801, under P. E. A.

Rawlings, John.
Midshipman, from Maryland, March 25, 1800. Never ordered. Discharged July 20, 1801, under P. E. A.

Raynal, Lewis F. (or G.).
Acting purser in U. S. S. **Pinckney**, 1799–1800. (From South Carolina.) Purser, May 30, 1800. Served in U. S. S. **George Washington**. Accounts still unsettled December 18, 1801. No later record found.

Raynolds, James L.
Midshipman, from Connecticut, July 15, 1799. Served in U. S. S. **Connecticut**. Resigned November 20, 1800.

Read, Benjamin F.
Midshipman, July 13, 1799. Served in **Constellation** and **President**. Retained under P. E. A.

Read, Charles.
Midshipman, December 12, 1799. Served in U. S. S. **Philadelphia**. Retained under P. E. A.

Read (Reed), John K., Jr.
Surgeon, from Virginia, September 12, 1798. Warranted February 5, 1799. Served in **Norfolk**, **Chesapeake** and **President**. Retained under P. E. A.

Reed, George Washington.
Midshipman, from Pennsylvania, December 31, 1798. Warranted January 13, 1799. Served in **Ganges** and **President**. Retained under P. E. A.

Reed, Hethcote Johnson.
Midshipman, December 31, 1798. Served in U. S. S. **Philadelphia**. Retained under P. E. A.

Reed, William.
Surgeon, March 9, 1798. Served in U. S. S. **Constitution**. Died in service September 26, 1798.

Renshaw, James.
Midshipman, July 7, 1800. Served in **George Washington** and **Essex**. Retained under P. E. A.

Reynolds, Edward.
Carpenter, January 15, 1800, for service in U. S. S. **Richmond**. Warrant returned to Navy Department by Captain Talbot September 11, 1800.

Reynolds, Thomas.
Surgeon, from Virginia, September 10, 1798. Served in U. S. S. **Richmond**. Died July 11, 1800.

Rhodes, William.
Midshipman, from Rhode Island, February 28, 1799. Served in U. S. S. **General Greene**. Discharged July 20, 1801, under P. E. A.

Rhodes, Zachariah.
Lieutenant, from Rhode Island, October 27, 1798, to date from October 3, 1798. Served in **George Washington**, **General Greene** and **Portsmouth**. Discharged May 20, 1801, under P. E. A.

Ricard (Rickards or Richards), James.
Sailmaker, September 11, 1799. (Entered service June 28, 1799.) Served in U. S. S. **Connecticut**. Still in her November 12, 1800. No later record found.

Rice, Edward.
Boatswain in U. S. S. **General Greene**. Ran.

Rice, M. (Mattathias or Matthew).
Surgeon's mate, May 13, 1800. Served in U. S. S. **President**. Detached from **President** April 16, 1801. No later record found.

Richardet, Samuel, Jr.
Acting midshipman in U. S. S. **Philadelphia**, February, 1800, to April 12, 1801. No further record found.

Richardson, Joseph.
Purser, from Maryland, August 3, 1798. Midshipman, May 16, 1799. Served in **Montezuma**, **Philadelphia** and **Eagle**. Retained under P. E. A.

Ridgeley, George W.
Midshipman, from Delaware, December 5, 1799. Served in U. S. S. **Ganges**. Ordered July 5, 1800, to join U. S. S. **Insurgente**. No later record found.

Ridgely, Charles Goodwin. (Name changed from Charles Ridgely Goodwin)
Midshipman, October 17, 1799. Served in **Patapsco** and **President**. Retained under P. E. A.

Riggs, Cuthbert.
Sailmaker in U. S. S. **Constitution**, 1800.

Roache (Roche), John (James).
Midshipman, December 5, 1798. Served in **Constitution**, **Experiment** and **Scammel**. Discharged October 12, 1801, under P. E. A.

Roberts, Joseph.
Purser, date of appointment not found. Served in U. S. S. **Delaware**. Discharged September 20, 1801, under P. E. A.

Roberts, Michael.
Acting midshipman in U. S. S. **Boston**, 1800–1801. Drowned May 24, 1801.

Robertson, Thomas.
Midshipman from Maryland, September 11, 1799. Served in U. S. S. **Patapsco**. March 28, 1800, left **Patapsco** with permission to quit service because of ill health.

Robins, R. B.
Midshipman. Found on board U. S. S. **Ganges** from July 19, 1800, to April 2, 1801. No further record found.

Robins, Thomas.
Midshipman, August 9, 1798. Served in U. S. S. **Retaliation**. Died in service September 8, 1798.

Robinson, Charles.
Midshipman, from Virginia, July 31, 1800. Served in **Chesapeake** and **Delaware**. Retained under P. E. A.

Robinson, Joseph.
Carpenter in U. S. S. **Baltimore**. Ran.

Robinson, Thomas.
Captain, January 15, 1800, to date from September 24, 1799. Superintended outfitting of U. S. S. **New York** and commanded U. S. S. **Adams**. Discharged October 1, 1801, under P. E. A.

Robinson, Thomas, Jr.
Midshipman, November 30, 1798. Lieutenant, July 12, 1799. Served in **Constellation** and **President**. Retained under P. E. A. and ordered to **George Washington** May 13, 1801.

Robinson, W.
Midshipman in U. S. S. **Constellation**, 1798.

Rodgers, John.
Lieutenant, from Maryland, March 9, 1798. Captain, May 15, 1799, to date from March 5, 1799. Served in **Constellation** and in command of **Insurgente** and **Maryland**. Discharged November 1, 1801, under P. E. A.

Rogers, James.
Midshipman, from New York, January 12, 1800. Served in U. S. S. **Portsmouth**. Discharged June 20, 1801, under P. E. A.

Rogers, Thomas.
Sailing master, October 31, 1799. Served in U. S. S. **Trumbull**. Discharged June 8, 1801, under P. E. A.

Rogers, Thomas Mumford.
Midshipman, October 31, 1799. Served in U. S. S. **Trumbull**. Discharged July 20, 1801, under P. E. A.

Rogers, William.
Gunner, May 11, 1798. Served in **Ganges** and **Philadelphia**. Retained under P. E. A.

Rose, James.
Carpenter in U. S. S. **Ganges**, 1800.

Ross, David.
Lieutenant, March 9, 1798. Served in U. S. S. **United States**. Furloughed indefinitely November 30, 1799, to make merchant voyages. Did not return to service.

Ross, James.
Midshipman, from Pennsylvania, February 28, 1799. Served in U. S. S. **Delaware**. Resignation of October 8, 1800, accepted November 7, 1800.

Rosseter (Rossiter), Robert C.
Midshipman, March 11, 1800. Served in **President** and **Enterprise**. Discharged May 1, 1801, under P. E. A.

Rowand, John.
Midshipman, April 30, 1800. Served in U. S. S. **Congress**. Discharged June 15, 1801, under P. E. A.

Rowe, James, carpenter, U. S. N. See Howe, James.

Rowe, John.
Midshipman, December 2, 1799. Served in U. S. S. **Essex**. Retained under P. E. A.

Rowland, Thomas.
Surgeon, July 25, 1798. Served in U. S. S. **Baltimore**. Resigned January 23, 1799.

Rumsey, Benjamin.
Boatswain, March 17, 1800. (Entered service February 13, 1800.) Served in U. S. S. **Trumbull**. Discharged June 8, 1801, under P. E. A.

Rumsey, Oliver.
Carpenter in U. S. S. **Connecticut**, February 27 to May 1, 1801, and acting carpenter in U. S. S. **Essex**, May 7, 1801, to August 13, 1802.

Rundlett, Samuel.
Midshipman, in U. S. S. **Warren**. Died in service July 4, 1800.

Rush, John.
Surgeon, May 11, 1798. Lieutenant, March 5, 1799. Served in **Ganges** and **Adams**. Retained under P. E. A.

Rush, John W.
Carpenter, November 25, 1799. Served in **Augusta** and **President**. Retained under P. E. A.

Russell, Charles C.
Lieutenant, April 8, 1798. Master commandant, January 15, 1800. Served in **Constitution** and commanded **Herald**. Discharged November 10, 1801, under P. E. A.

Rutledge, States.
Midshipman, from South Carolina, October 15, 1798, to date from August 1, 1798. Served in **United States**, **Congress** and **Constellation**. Retained under P. E. A.

St. Clair, Arthur, midshipman. See Sinclair, Arthur.

St. John, John.
Carpenter, July 17, 1801, for U. S. S. **George Washington**. (Carpenter's mate in U. S. S. **United States** prior to this.) No later record found.

St. Medard, Peter.
Surgeon, appointed temporarily by Captain Nicholson and entered upon duties December 17, 1798. Commissioned July 14, 1799. Served in U. S. S. **Constitution**. Retained under P. E. A.

Saltar, Francis.
Gunner, September 27, 1798. Served in U. S. S. **Merrimack**. Resigned December 10, 1799.

Sander, James.
Midshipman, from Pennsylvania, August 27, 1800. Served in U. S. S. **Ganges**. Discharged August 25, 1801, under P. E. A.

Sapham, Asa, Lieutenant, U. S. N. See Lapham, Asa.

Sargent, Asa.
Surgeon, appointed by Captain Preble and entered on duties July 18, 1798. Commission delivered June 15, 1799. Served in U. S. R. C. **Pickering**. Still in **Pickering**, January, 1800. No later record found.

Saunders, Joseph.
Lieutenant, from Massachusetts, June 26, 1799, to date from June 10, 1799. Served in **Congress**, **Chesapeake** and **Constitution**. Discharged July 10, 1801, under P. E. A.

Savage, Habijah.
Midshipman, from Massachusetts, June 12, 1799. Sailing master July 31, 1801. Served in U. S. S. **Boston**. Resigned August 11, 1801 under P. E. A.

Sayer, Benjamin.
Sailing master, from Rhode Island, August 14, 1799. (Served without warrant from April, 1799.) Served in U. S. S. **General Greene.** Discharged after July 8, 1801, under P. E. A.

Sayer, Cadwallader.
Acting midshipman in U. S. S. **Ganges** prior to November, 1799.

Scallon, William.
Midshipman, December 2, 1799. Served in U. S. S. **Essex.** Retained under P. E. A.

Scriggins, John.
Carpenter, June 11, 1799. Served in U. S. S. **Portsmouth.** Resigned in February, 1800.

Seely, Amos.
Boatswain in U. S. S. **Experiment.** Killed in action.

Serry, Augustine (or Augustus).
Boatswain in brig **Sophia**, October 15, 1796 to February 16, 1798. Boatswain, U. S. N. August 1, 1800. Served in U. S. S. **George Washington.** Retained under P. E. A.

Servant, James.
Gunner, September 26, 1798. Warranted April 15, 1799. Served in U. S. S. **Norfolk.** Warrant returned to Navy Department May 1, 1800.

Service, Joseph.
Midshipman. Warrant sent April 12, 1800. Not ordered.

Servis (Service), David.
Midshipman, June 15, 1799. Served in **Pickering** and **Boston.** Discharged July 10, 1801, under P. E. A.

Seton, Henry.
Lieutenant, from New York, February 7, 1799. Served in **Baltimore, Maryland, Eagle** and **Congress.** Discharged **May** 1, 1801, under P. E. A.

Sever, James.
Captain, from Massachusetts, May 11, 1798. Commanded **Herald** and **Congress.** Discharged June 30, 1801, under P. E. A.

Shanley, Geoffrey Dillon (or Jeffray Dillon).
Surgeon, from Maryland, September 10, 1798. Served in **Montezuma** and **Portsmouth.** Discharged April 20, 1801, under P. E. A.

Shannon, John.
Gunner in U. S. S. **President.**

Shannon, Richard C.
Surgeon's mate, January 1, 1799. Confirmed July 5, 1799. Surgeon, October 8, 1799. Served in U. S. R. C. **Scammel.** Resigned October 14, 1800.

Sharp, Isaac.
Midshipman, July 10, 1799. Served in **Insurgente** and **Portsmouth.** Resignation accepted December 6, 1800.

Sharpe, Henry.
Sailmaker in U. S. S. **Chesapeake.**

Shattuck, Benjamin.
Midshipman, June 30, 1799. Served in U. S. S. **Constitution.** Discharged July 10, 1801, under P. E. A.

Shattuck, John.
Midshipman, November 11, 1799. Warranted December 2, 1799. Served in U. S. S. **Essex.** Retained under P. E. A.

Shaw, Andrew.
Gunner, December 31, 1799. Served in U. S. S. **Merrimack.** Died July 2, 1800.

Shaw, John.
Lieutenant, from Maryland, August 3, 1798. Served in **Montezuma** and in command of **Enterprize** and **George Washington.** Retained under P. E. A.

Shaw, John O. (or C).
Midshipman, December 31, 1800. Discharged August 6, 1801, under P. E. A. No record of actual service found.

Shepherd, Elisha.
Sailing master in U. S. S. **Connecticut,** June 4 to July 25, 1799.

Shirley, Ambrose.
Acting sailing master from about June 20, 1798. Lieutenant, August 1, 1798. Served in U. S. S. **Constellation.** Discharged July 15, 1801, under P. E. A.

Shore, John.
Midshipman, from Virginia, June 30, 1799. Resigned September 3, 1800. Reappointed February 21, 1801. Served in **Constitution** and **Chesapeake.** Retained under P. E. A.

Shurtliff, Benjamin.
Surgeon's mate, February 5, 1799. (Entered service December 22, 1798) Surgeon, December 23, 1799. Served in U. S. S. **Merrimack.** Discharged **May** 10, 1801, under P. E. A.

Simms (Sim), Daniel C.
Midshipman, November 18, 1799. Served in **Ganges** and **Maryland.** Retained under P. E. A.

Simons, Maurice.
Midshipman, from South Carolina, February 28, 1799. Served in U. S. S. **John Adams.** Retained under P. E. A. Resigned April 20, 1802.

Sinclair, Arthur.
Midshipman, from Virginia, June 29, 1798. Warranted and entered service November 15, 1798. Served in **Constellation, Insurgente** and **Chesapeake**. Discharged October 25, 1801, under P. E. A.

Slater, William.
Gunner, May 24, 1800. Served in U. S. S. **Ganges**. Retained under P. E. A. and ordered July 21, 1801, to one of ships in ordinary at Washington, D. C.

Sloat, John D.
Midshipman, February 12, 1800. Served in U. S. S. **President**. Discharged May 21, 1801, under P. E. A.

Slocum, Ebenezer.
Gunner, April 22, 1799. Served in U. S. S. **General Greene**. Resigned July 7, 1801.

Smith, Aaron.
Master's mate in U. S. S. **Connecticut** from May 15 to August 26, 1799. Deserted.

Smith, Benjamin.
Midshipman, from Rhode Island. Warrant sent for, November 29, 1798. Served in **George Washington** and **Essex**. Retained under P. E. A.

Smith (Smyth), Horace.
Midshipman, from Maryland, August 3, 1798. Warranted December 16, 1798. Served in U. S. S. **Baltimore**. Resigned January 23, 1799.

Smith, James.
Acting lieutenant in U. S. S. **Pinckney**, 1799–1800. Lieutenant, from South Carolina, May 28, 1800. Accepted appointment September 9, 1800. No later record found.

Smith, John.
Promoted to boatswain in U. S. S. **Congress**, June 21, 1801. No further record found.

Smith, John.
Carpenter, May 11, 1798, for U. S. S. **Ganges**. Accepted appointment May 19, 1798. No later record found.

Smith, John.
Midshipman, April 30, 1800, for U. S. S. **General Greene**. Discharged August 20, 1801, under P. E. A.

Smith, John.
Lieutenant, from South Carolina, February 28, 1799. Served in U. S. S. **Chesapeake**. Retained under P. E. A.

Smith, Joseph, Jr. (or John Jr.).
Purser. Warranted March 1, 1799. Ordered to U. S. S. **General Greene**. After sending acceptance declined to serve.

Smith, Joseph Shippen.
Master's mate in U. S. S. **Constellation**, May 21, 1798, to February, 14, 1799, and acting sailing master in U. S. S. **Insurgente**, February 14 to May 31, 1799. No further record found.

Smith, Samuel Owen.
Midshipman, from New Jersey, May 8, 1799. Served in U. S. S. **United States**. Discharged October 19, 1799.

Smith, Sidney.
Midshipman, July 26, 1800. Served in U. S. S. **President**. Retained under P. E. A.

Smith, Simon.
Acting midshipman, 1800–1801. Midshipman, April 28, 1801. Served in **George Washington** and **Essex**. Retained under P. E. A.

Smith, Thomas.
Boatswain in U. S. S. **Constitution**, 1800–1802.

Smith, William.
Lieutenant, from South Carolina, February 28, 1799. Served in, and later in command of, U. S. S. **John Adams**. Discharged August 20, 1801, under P. E. A.

Smith, William.
Midshipman, January 15, 1801. Not ordered. Discharged August 6, 1801, under P. E. A.

Smith, William C.
Acting surgeon's mate in U. S. S. **President** from April 16, 1801, to end of cruise. Commissioned June 1, 1802. Resigned July 13, 1802.

Smith, William H.
Midshipman, March 31, 1800. Served in U. S. S. **George Washington**. Discharged after April 30, 1801, under P. E. A.

Smith, William Mason.
Midshipman, January 12, 1801. Did not accept.

Smith, William P.
Midshipman, January 2, 1800. Served in U. S. S. **Philadelphia**. Retained under P. E. A.

Soley, Nathaniel.
Master's mate in U. S. S. **Boston**, 1800.

Solis, Abraham.
Surgeon's mate in U. S. S. **Herald** during 1800.

Somers, Henry.
Midshipman, June 15, 1799, for U. S. R. C. **Pickering**. No later record found.

Somers, Richard.
Midshipman, April 30, 1798. Lieutenant, May 21, 1799. Served in **United States** and **Boston**. Retained under P. E. A.

Speake, Josias M.
Lieutenant, July 3, 1798. Served in U. S. S. **Baltimore**, in command of **Baltimore** and **Richmond**, and superintended construction of **Chesapeake**. Discharged April 11, 1801, under P. E. A. Sailing master, June 6, 1801, for U. S. S. **United States**.

Spence, Keith.
Purser, May 10, 1800. Served in **Norfolk** and **Ganges**. Retained under P. E. A.

Spence, Robert Traile.
Midshipman, May 15, 1800. Served in **Warren** and **Boston**. Retained under P. E. A.

Spotswood, George W.
Midshipman, from Virginia, July 15, 1799. Served in **Chesapeake** and **President**. Retained under P. E. A.

Spotswood, John Augustus (or Augustine).
Master Commandant, from Virginia, February 10, 1800. Declined accepting. Commission returned to him May 1, 1800. Commanded U. S. S. **Delaware**. Discharged June 10, 1801, under P. E. A.

Sprague, John.
Master's mate in U. S. S. **Constitution**, 1799.

Stains, Edward.
Master's mate in U. S. S. **Retaliation**, 1798.

Standwood (Stanwood), Nathaniel.
Sailing master, January 2, 1800. Served in U. S. S. **Merrimack**. Discharged May 10, 1801, under P. E. A.

Stanford, Thomas.
Purser, January 8, 1800. Served in **Richmond** and **George Washington**. Discharged after May 21, 1802, under P. E. A.

Stanley, Thomas.
Boatswain, June 19, 1798, for U. S. S. **Delaware**. Discharged June 15, 1799, because of ill health.

Starke, Robert B.
Surgeon's mate, April 18, 1800. Served in U. S. S. **Chesapeake**. Retained under P. E. A.

Starke, Thomas.
Surgeon's mate, appointed temporarily by Captain Murray of U. S. S. **Insurgente**. Commission dated and sent July 9, 1800, to Captain Fletcher of same ship. Probably lost with **Insurgente**.

Steele, Isaac.
Sailmaker, July 6, 1798. Served in **Herald** and **Boston**. Retained under P. E. A.

Steinhauer, George William.
Midshipman, from Pennsylvania, February 18, 1800. Served in **Norfolk** and **United States**. Discharged October 25, 1801, under P. E. A.

Sterett, Andrew.
Lieutenant, May 25, 1798, to date from March 25, 1798. Served in **Constellation** and **President** and commanded **Enterprize**. Retained under P. E. A.

Stevens, Calvin.
Midshipman, from Connecticut, April 9, 1800. Served in **Ganges** and **Connecticut**. Discharged May 1, 1801, under P. E. A.

Stevens (Stephens), John.
Midshipman, March 8, 1800. Served in U. S. S. **Enterprize**. Discharged May 1, 1801, under P. E. A.

Stevenson (Stephenson), Richard.
Acting gunner in U. S. S. **Boston** during cruise from October, 1801, to October, 1802.

Stewart, Charles.
Lieutenant, March 9, 1798. Served in U. S. S. **United States** and commanded **Experiment** and **Chesapeake**. Retained under P. E. A.

Stewart, Robert.
Midshipman, June 20, 1799. Served in **United States** and **Constellation**. Retained under P. E. A. Furloughed.

Stickney, Joseph.
Midshipman, from Massachusetts, April 30, 1800. Served in U. S. S. **Boston**. Discharged July 10, 1801, under P. E. A.

Stockwell, Mark.
Purser, August 30, 1800. Served in U. S. R. C. **Scammel**. Discharged September 3, 1801, under P. E. A.

Stocrun, Ebenezer.
Gunner in U. S. S. **General Greene**.

Stoddert, Benjamin F.
Midshipman, November 8, 1800. Served in U. S. S. **United States**. On her yet in April, 1801. No later record found.

Stone, Phineas.
Midshipman, January 31, 1800. Served in U. S. S. **Merrimack.** Discharged May 10, 1801, under P. E. A.

Story, Thomas W.
Acting sailing master in U. S. S. **New York**, October, 1800 to July, 1801.

Street, Thomas (or John).
Gunner, November 12, 1799. Served in U. S. S. **Warren.** Discharged April 18, 1802, under P. E. A.

Strong, Joseph Churchill.
Surgeon's mate, October 19, 1799. Served in U. S. S. **Trumbull.** Discharged June 1, 1801, under P. E. A.

Strout, Joseph.
Lieutenant, from Massachusetts, July 3, 1798. Served in **Herald** and **Warren** and in command of **Warren** upon death of Captain Newman. Discharged July 10, 1801, under P. E. A.

Stubbs, Samuel.
Midshipman, December 2, 1799. Served in U. S. S. **Essex.** Resigned February 9, 1801.

Suggs, William Barker.
Midshipman, February 27, 1799. Warranted August 13, 1799. Served in **Baltimore** and **Maryland.** Discharged September 28, 1801, under P. E. A.

Sullivan, Jeremiah.
Midshipman. Warrant sent to, February 7, 1799, with orders to U. S. S. **Baltimore.** Resigned July 28, 1799.

Swain, Charles.
Sailing master, appointed temporarily by Captain Nicholson and accepted July 21, 1798. Confirmed December 5, 1798. Served in U. S. S. **Constitution.** Out of service prior to June, 1799.

Swartwout, Thomas (or Thomas, Jr.).
Midshipman, from New York, May 28, 1800. Served in **Connecticut** and **Essex.** Retained under P. E. A. Killed in a duel March 26, 1802.

Sweeney, Christopher.
Boatswain in U. S. S. **Congress**, June 19, 1800, to June 11, 1801.

Sweeney (Sweeny), William.
Acting gunner in U. S. S. **Maryland**, 1801. Gunner, July 31, 1802.

Swimms, John H.
Carpenter, July 12, 1799. Served in U. S. S. **Delaware.** Dismissed September 15, 1800.

Sykes, Stephen.
Purser, September 12, 1800, for U. S. S. **Delaware.** Resignation accepted November 10, 1800.

Symmes, Joshua George.
Surgeon, January 9, 1799. Served in U. S. S. **Portsmouth.** No other record found.

Symons, Ebenezer.
Acting midshipman in U. S. S. **Constitution**, 1800.

Talbot, Cyrus.
Lieutenant, from Massachusetts, May 21, 1799. Master commandant, January 15, 1800, to date from May 21, 1799. Commanded **Richmond** and **Warren** and served in **United States.** Discharged November 10, 1801, under P. E. A.

Talbot, Silas.
Captain, May 11, 1798, to date from June 4, 1794. No. 3 on list. Agent for outfitting **George Washington** and in command of **Constitution.** Resigned September 8, 1801.

Talcott (Falcott), Matthew.
Midshipman, April 26, 1798. Served in U. S. S. **Constellation.** Discharged August 16, 1798.

Talcott (Falcott), Matthew.
Midshipman, September 11, 1799. Entered service about June 20, 1799. Served in U. S. S. **Connecticut.** Discharged after April 15, 1801, under P. E. A.

Tallman, Peleg.
Lieutenant, from Maine, June 17, 1799, to date from April 16, 1799. Resigned September 20, 1799.

Taney, Joseph.
Midshipman, February 20, 1800. Served in U. S. S. **Portsmouth.** Resigned January 2, 1801.

Tapley, John.
Midshipman, January 31, 1800. Served in U. S. S. **Merrimack.** Discharged May 10, 1801, under P. E. A.

Tarbell, Joseph.
Midshipman, December 5, 1798. (In service as early as September, 1798.) Lieutenant, August 25, 1800. Served in **Constitution, Richmond** and **Essex.** Retained under P. E. A.

Tarbett (Tarbell), Fitch.
Midshipman, December 2, 1799. Served in U. S. S. **Essex.** Resigned November 23, 1800.

Taylor, Persifer.
Carpenter, April 17, 1800. Served in U. S. S. **New York.** Retained under P. E. A.

Taylor, Richardson.
Midshipman from Virginia, April 14, 1800. Served in U. S. S. **Congress.** Discharged June 15, 1801, under P. E. A.

Tenant, Moses.
Midshipman, April 26, 1798. Warranted July 3, 1798. Served in U. S. S. **United States**. Resigned December 15, 1798.

Terrell, William. See Turerall, William.

Tew, George Washington.
Midshipman, from Rhode Island, February 28, 1799, to date from February 21, 1799. Lieutenant, April 1, 1800. Served in **General Greene** and **Essex**. Died at sea October 8, 1801.

Tharp, John.
Master's mate in U. S. S. **United States** between May 1, 1800, and June 17, 1801.

Thom, William S.
Purser, from Virginia, October 15, 1799. Served in **Experiment** and **Philadelphia**. Discharged about May 21, 1802, under P. E. A.

Thomas, Richard.
Midshipman, from Maryland, August 3, 1798. Served in **Montezuma**, **Enterprize** and **George Washington**. Retained under P. E. A. Resigned December 2, 1802.

Thompson, Charles.
Boatswain in **Insurgente** and **Baltimore**.

Thompson, John.
Gunner in U. S. S. **President**.

Thompson, John.
Boatswain, March 17, 1800, for U. S. S. **Portsmouth**. No later record found.

Thompson, Robert.
Boatswain, July 9, 1798. Served in U. S. S. **Herald**. No other record found. See Robert Thompson, sailing master.

Thompson, Robert.
Sailing master, in U. S. S. **Herald**, 1800–1801. See Robert Thompson, boatswain.

Thomson, Robert.
Chaplain, July 12, 1800. Served in U. S. S. **President**. Retained under P. E. A.

Thorn, Jonathan.
Midshipman, April 28, 1800. Served in U. S. S. **New York**. Retained under P. E. A.

Thorn, William H.
Midshipman, August 2, 1800. Served in **Delaware** and **Chesapeake**. Retained under P. E. A.

Thornborough, Nicholas.
Gunner. Entered service July 6, 1798. Warranted November 29, 1798. Ordered to U. S. S. **United States**. No other record found.

Thorndyke, Larkin.
Surgeon, from Massachusetts, July 3, 1798. Served in **Herald** and **Congress**. Died in service May 26, 1800.

Thornton, Charles F. (or T.).
Surgeon's mate, from Virginia, September 22, 1800, for U. S. S. **Delaware**. Did not accept appointment.

Thornton, William.
Midshipman, April 30, 1800. Discharged August 12, 1801, under P. E. A. No record of service found.

Tibbitts, Henry.
Surgeon, from Rhode Island, February 28, 1799. Served in U. S. S. **General Greene**. Died in service July 22, 1799.

Tibbitts, Richard S.
Lieutenant, January 7, 1799. Served in U. S. S. **Portsmouth**. Resigned February 5, 1800.

Tickner, Thomas (John).
Boatswain, October 19, 1799. Served in U. S. S. **Experiment**. In her yet in July 1800. No later record found.

Tilden, John.
Midshipman, from Maryland, January 14, 1800. Served in **Norfolk** and **Maryland**. Resigned December 24, 1800.

Tilghman, Robert Lloyd.
Midshipman, from Maryland, June 24, 1799. Served in **Insurgente**, **Constellation** and **Philadelphia**. Retained under P. E. A. Resigned December 7, 1802.

Tingey, Thomas.
Captain, from New Jersey. September 3, 1798. Commanded U. S. S. **Ganges** and shore duty at Washington Navy Yard. Discharged under P. E. A. prior to his appointment as Superintendent of Washington Navy Yard October 23, 1801.

Tisdale, Nathaniel.
Surgeon's mate, from Connecticut, March 10, 1799. Served in **Connecticut** and **Essex**. Retained under P. E. A.

Titcomb, **(Fitcomb)** Jonathan, Jr.
Sailing master, October 15, 1798. Lieutenant, January 2, 1800, to date from June 20, 1799. Served in U. S. S. **Merrimack**. Discharged May 10, 1801, under P. E. A.

Titcomb, **(Fitcomb)** Michael, Jr.
Lieutenant, October 15, 1798. Served in U. S. S. **Merrimack**. Discharged May 10, 1801, under P. E. A.

Toler, Hugh K.
Midshipman, from New Jersey, February 28, 1799. Served in U. S. S. **Norfolk.** Discharged August 25, 1801, under P. E. A.

Tompkins, Francis.
Purser, from Virginia, November 19, 1799. Served in U. S. S. **Augusta.** Discharged June 10, 1801, under P. E. A.

Torrey, Joseph.
Gunner, about July 19, 1798. Acting Lieutenant, December 27, 1798. Served in U. S. S. **Constitution.** Discharged January 14, 1800.

Trant, James.
Sailing master, from New York, April 10, 1799. Served in U. S. S. **Adams.** Retained under P. E. A. Resigned March 31, 1802.

Trenchard, Edward.
Midshipman, April 30, 1800. Served in U. S. S. **New York.** Retained under P. E. A.

Trezevant (Trezvaunt), Peter.
Purser, from South Carolina, March 10, 1799. Served in U. S. S. **John Adams.** Discharged November 18, 1801, under P. E. A.

Triplett (Tripplett), Thomas.
Surgeon, October 14, 1799. Served in **Trumbull** and **Chesapeake.** Retained under P. E. A.

Trippe, John.
Midshipman, from Maryland, April 5, 1799. Served in **United States, Experiment** and **President.** Retained under P. E. A.

Trundey, Nathaniel.
Master's mate in U. S. S. **Connecticut,** December 5, 1800, to January 29, 1801, when he died.

Truxtun, Thomas.
Captain, June 4, 1794. No. 5 on list. Commanded **Constellation** and **President.** Retained under P. E. A. and placed in command of **Chesapeake.** Resigned March 3, 1802.

Truxtun, Thomas, Jr.
Midshipman, from New Jersey, December 1, 1798. Served in **Ganges, Enterprize, Constellation** and **Essex.** May 11, 1801, permitted to resign under P. E. A.

Tryon, George.
Midshipman, from Connecticut. Entered service June 28, 1799. Warrant sent for, September 11, 1799. Served in U. S. S. **Connecticut.** Discharged June 15, 1801, under P. E. A.

Tryon, Moses.
Captain, from Connecticut, September 10, 1798, to rank from September 16, 1798. Commanded U. S. S. **Connecticut.** Discharged June 15, 1801, under P. E. A.

Tudor, Owen.
Midshipman. Entered service July 13, 1799. Warrant sent for, September 11, 1799. Served in U. S. S. **Connecticut.** Discharged July 20, 1801, under P. E. A.

Tuffs, Joseph.
Midshipman, April 4, 1800. Served in U. S. S. **Boston.** Discharged July 10, 1801, under P. E. A.

Turerall (Terrell), William.
Gunner, July 12, 1799, for U. S. S. **Delaware.** Resigned August 11, 1800.

Turk, William.
Surgeon's mate, January 17, 1800. Served in U. S. S. **Richmond.** Discharged after June 3, 1801, under P. E. A.

Turner, Benjamin.
Midshipman, from Rhode Island, September 27, 1800. Served in **General Greene** and **Boston.** Retained under P. E. A.

Turner, George R.
Lieutenant, January 7, 1799. Entered service December 17, 1798. Served in **Portsmouth** and **Adams.** Discharged June 18, 1801, under P. E. A.

Turner, William.
Surgeon's mate, June 7, 1798. Served in **United States, Congress** and **Philadelphia.** Retained under P. E. A.

Turner, William.
Surgeon, from Rhode Island, August 31, 1799. Served in U. S. S. **General Greene.** Discharged August 12, 1801, under P. E. A.

Valk, Jacob R.
Midshipman, July 24, 1798. Served in **Ganges** and **John Adams.** Retained under P. E. A. Resignation accepted August 24, 1802.

Vallette, Elie (E. A. F.).
Chaplain and captain's clerk in U. S. S. **Philadelphia,** February 26, 1800, to June 15, 1801.

Vanartsdale, John,
Midshipman, from Pennsylvania, September 24, 1799, for U. S. S. **Augusta.** No later record found.

Vandyke, Henry.
Midshipman, from Delaware, March, 16, 1798. Lieutenant, May 1, 1800. Served in **Constellation, Norfolk,** and **Philadelphia.** Retained under P. E. A.

Van Renselaer, Killiam H.
Lieutenant, January 7, 1799. Served in **Herald, George Washington, New York** and **Adams.** Died March 18, 1801, from wound received in duel.

Van Schaick, Sybrant.
Midshipman, from New York, December 31, 1798. Served in U. S. S. **Constitution.** Retained under P. E. A.

Vickerey (**Vickery**), Jacob (or Jacob C.).
Midshipman, June 25, 1800. Served in **Chesapeake** and **President.** Retained under P. E. A.

Vinton, Benjamin.
Surgeon, from Massachusetts, May 22, 1799. Served in U. S. S. **Boston.** Resigned July 31, 1800.

Voorhees, Andrew Hunter.
Midshipman, July 12, 1800, for U. S. S. **Insurgente.** No later record found.

Waddell, John.
Lieutenant, from New Jersey, October 15, 1798. Resigned January 16, 1799.

Wadsworth, Charles.
Purser, May 28, 1798. Served in **United States** and **Boston.** Retained under P. E. A.

Wadsworth, Henry.
Midshipman, from Maine, August 28, 1799. Served in U. S. S. **Congress.** Retained under P. E. A.

Wainwright, Robert Dewar.
Midshipman, from South Carolina, May 9, 1800. Served in U. S. S. **John Adams.** Discharged August 25, 1801, under P. E. A.

Walker, Ralph.
Carpenter in U. S. S. **Constellation,** July 10, 1800, to April 30, 1801.

Wall, William.
Nominated as officer for galley at Savannah September 11, 1798. Found as midshipman in U. S. R. C. **Eagle,** 1799–1800.

Walsh, Keyran (Kegran).
Acting midshipman, July 27, 1799. Midshipman, November 25, 1799. Served in **Retaliation** and **Augusta.** Discharged May 15, 1801, under P. E. A.

Ward, Peter.
Surgeon, from South Carolina, May 8, 1799. Served in U. S. S. **John Adams.** Discharged May 15, 1801, under P. E. A.

Ward, Samuel C.
Clerk to Captain Preble, U. S. S. **Essex.** Acting purser on that ship from December 1800 to April 1801.

Warfield, Anderson.
Surgeon from Maryland, June 1, 1799. Served in U. S. S. **Maryland.** Discharged September 10, 1801, under P. E. A.

Warfield, Lott.
Midshipman, July 16, 1799, for U. S. R. C. **Eagle.** Discharged July 3, 1801, under P. E. A.

Warner, John (or John S.).
Lieutenant, October 27, 1798, to date from October 2, 1798. Served in **George Washington** and **Norfolk,** Detached from **George Washington** May 4, 1801. No later record found.

Warren, Robert.
Midshipman, September 13, 1798. Warranted July 13, 1799. Served in **Norfolk, Insurgente** and **Constellation.** Discharged about May 13, 1801, under P. E. A.

Warrington, Lewis.
Midshipman, from Virginia, January 6, 1800. Served in **Chesapeake** and **President.** Retained under P. E. A.

Waterman, Zuriel (or Turiel).
Acting midshipman, U. S. S. **General Greene,** 1800–1801.

Watkins, Tobias.
Surgeon's mate from Maryland. July 20, 1799. Served in U. S. S. **Baltimore.** Resigned January 1, 1801.

Watson, James.
Boatswain in U. S. S. **Chesapeake** from May 24, 1800. Warranted March 9, 1802.

Watson, James Pyott.
Lieutenant from New York, June 29, 1799, to date from February 13, 1799. Served in **Insurgente, Congress** and **Constellation** and cruised in command of prize **Conquest of Italy.** Discharged after April 11, 1801, under P. E. A.

Watson, John.
Carpenter, July 29, 1799, for U. S. R. C. **Eagle.** Warrant returned to Captain Campbell, date not shown.

Webb, Charles.
Surgeon's mate, March 30, 1800. Surgeon, November 19, 1800. Served in **United States, Norfolk** and **Eagle.** Dismissed July 10, 1801.

Webb, James.
Sailmaker, appointed April 30, 1798, by Captain Truxtun. Warranted November 4, 1798. Served in U. S. S. **Constellation.** Discharged by Captain Truxtun, date not shown.

Webb, John.
Boatswain, November 12, 1799. Served in U. S. S. **Warren.** Discharged September 25, 1801, under P. E. A.

Webb, John Shore.
Midshipman, from Virginia, June 4, 1799. Served in **Insurgente** and **Congress.** Discharged June 10, 1801, under P. E. A.

Wederstrandt, Philemon Charles.
Midshipman, from Maryland. March 16, 1798. Lieutenant, June 25, 1800. Served in **Constellation** and **President.** Retained under P. E. A.

Wells, Henry.
Surgeon's mate, July 25, 1798. Surgeon, August 2, 1799. Served in **Baltimore**, **Norfolk** and **Insurgente.** Supposed to have been lost in **Insurgente.**

Wells, James.
Surgeon, April 24, 1799. Served in **Connecticut** and **Essex.** Retained under P. E. A.

Wells, Robert.
Sailing master, appointed temporarily by Captain Murray September 8, 1798. Lieutenant, July 1, 1799, to date from February 14, 1799. Served in **Montezuma** and **Insurgente.** Probably lost in **Insurgente.**

Wells (Welles), William.
Lieutenant, February 10, 1800. Served in U. S. S. **Portsmouth.** Discharged June 10, 1801, under P. E. A.

Wescott, William.
Sailing master, August, 1799. Warranted December 4, 1800. Served in U. S. S. **Maryland.** Still in **Maryland** February 16, 1801. No later record found.

West, James Elliott.
Midshipman, from South Carolina, June 12, 1799. Ordered to **Insurgente** or **Chesapeake.** No record of service in either found. Served in U. S. S. **Baltimore.** Discharged October 25, 1801, under P. E. A.

West, John.
Lieutenant, from Virginia. July 3, 1798. Served in U. S. S. **Baltimore.** Resigned January 23, 1799.

Weston, Abijah.
Acting midshipman in **General Greene** and **Constitution** 1800–1801. Midshipman, July 2, 1801. Served in **Boston.** Retained under P. E. A.

Weston (Western), George.
Gunner, August 1, 1800. (Entered service July 2, 1800.) Served in U. S. S. **George Washington.** Retained under P. E. A.

Wharton, Joseph B.
Midshipman, October 19, 1799. Served in U. S. S. **Philadelphia.** Discharged after May 18, 1801, under P. E. A.

Wheelock, Clark.
Purser in U. S. R. C. **Pickering.**

Whidbee, John W.
Lieutenant, from Virginia, January 16, 1800. Served in U. S. S. **Congress.** Left **Congress** December 29, 1800, because of ill health. No later record found.

Whipple, Arnold.
Midshipman, October 27, 1798, to date from October 6, 1798. Served in U. S. S. **George Washington,** Discharged after April 30, 1801, under P. E. A.

Whipple, Job.
Master's mate in U. S. S. **Insurgente,** 1799.

Whistler, William.
Midshipman, April 30, 1800. Accepted appointment June 9, 1800. Discharged April 10, 1801, under P. E. A. No record of service found.

White, B.
Acting midshipman in U. S. S. **Boston** between July 1801 and October 1802.

White, Luther.
Gunner, from Massachusetts. August 23, 1800. Served in U. S. S. **Boston.** In her in October 1800. No further record found.

White, Michael.
Acting boatswain, U. S. S. **President,** April 14 to August 20, 1801.

Whitehead, William (or Thomas).
Boatswain, May 27, 1800. Served in U. S. S. **United States.** Retained under P. E. A.

Whitesides, William.
Midshipman, June 24, 1799. Served in U. S. S. **Insurgente.** Supposed to have been lost in her.

Whitlock, Isaac.
Midshipman, from Maryland, April 4, 1800. Ordered to U. S. S. **Insurgente** June 4, 1800. No later record found.

Whitmore, Benjamin.
Midshipman, January 31, 1800. Served in U. S. S. **Merrimack**. Discharged May 10, 1801, under P. E. A.

Whitmore, Joseph.
Entered service from Massachusetts as sailing master, August 13, 1799. Served in U. S. S. **Warren**. Discharged July 10, 1801, under P. E. A.

Whitney, John.
Sailmaker in U. S. S. **Boston**, May 28 to July 27, 1799.

Wickham, William.
Acting midshipman in U. S. S. **Connecticut**, June 10 to November 5, 1800.

Wier, David.
Gunner in U. S. R. C. **Eagle**, 1799–1800.

Wildes (Wild), William.
Lieutenant, April 23, 1799. Served in U. S. S. **Boston**. Resigned August 4, 1800.

Wiley, George.
Purser, August 4, 1800. Dismissed October 8, 1800.

Wilkins, John S.
Sailing master, September 29, 1798, for U. S. S. **Norfolk**. No further record found.

Wilkinson, James B.
Midshipman, November 15, 1799. Warrant sent November 16, 1799. No further record found.

Wilky (Wilkey), Thomas.
Lieutenant, May 25, 1798. Served in **Delaware** and **Philadelphia**. Tendered his resignation May 18, 1801, which was not accepted. No further record found.

Willett, Samuel Edward.
Surgeon's mate, September 24, 1800. Served in U. S. S. **Adams**, Retained under P. E. A.

Williams, George.
Boatswain, July 12, 1799. Served in U. S. S. **Delaware**. Dismissed September 15, 1800.

Williams, Thomas.
Captain from Virginia, July 17, 1798. Commanded U. S. S. **Norfolk**. Resigned May 28, 1799.

Williams, William.
Master's mate in U. S. S. **Congress**, September 4, 1799, to January 17, 1800.

Williams, William H.
Midshipman from Rhode Island, August 8, 1799. Served in U. S. S. **Essex**. Died in service June 1, 1800.

Williamson, George.
Midshipman from New Jersey, May 8, 1799. Served in **United States** and **New York**. Discharged June 15, 1801, under P. E. A.

Willis, Elias.
Midshipman, from Virginia, June 4, 1799. Served in **Insurgente**, **Constellation** and **President**. Drowned October 22, 1801, at Gibraltar.

Willis, Thomas Nelson.
Acting midshipman, February 14, 1799. Warranted August 13, 1799. Served in U. S. S. **Baltimore**. Furloughed December 3, 1800, for East India voyage. No further record found.

Willitson, Joseph.
Midshipman, from Massachusetts, June 3, 1799. (Entered service May 20, 1799.) Served in U. S. S. **Boston**. Resigned August 15, 1801.

Willson, Robert.
Carpenter in U. S. S. **Maryland** prior to October 30, 1801.

Willson, Thomas.
Midshipman in U. S. S. **General Greene**, 1799–1800.

Wilmer, Abraham, midshipman, U. S. N. *See* Witmer, Abraham.

Wilson, Charles.
Midshipman, January 2, 1800. Served in U. S. S. **Philadelphia**. Retained under P. E. A.

Wilson, Richard.
Boatswain in U. S. S. **Portsmouth**, 1798. Placed on pension list January 20, 1799.

Wilson, Thomas.
Boatswain, September 21, 1798. Warranted July 27, 1799. Served in **Norfolk** and **Constellation**. In **Constellation** July 29, 1799. No later record found.

Wilson, William.
Sailmaker in U. S. S. **Enterprize** in December 1800.

Winder, Levin Winchester.
Midshipman, from Maryland. June 3, 1799. Served in U. S. S. **Congress**. Resigned March 25, 1800.

Winder, Thomas Jones.
Surgeon, from Maryland, September 24, 1799. Served in U. S. S. **Augusta**. Resignation accepted December 6, 1800.

Winn, Timothy.
Purser, June 29, 1799. Served in **Scammel**, **General Greene** and **Essex**. Retained under P. E. A.

Winship (Windship), Amos.
Surgeon, September 12, 1799. Served in U. S. S. **Herald.** Dismissed May 2, 1801.

Winslow, William.
Gunner in U. S. S. **George Washington** prior to April 1800.

Winter, Walter.
Midshipman, from Maryland, March 22, 1799. Served in U. S. S. **Maryland.** Discharged September 10, 1801, under P. E. A.

Witherspoon (Wotherspoon), David.
Midshipman, December 11, 1799. Served in U. S. S. **Ganges.** Resigned January 1, 1801.

Witherspoon (Wotherspoon), John.
Midshipman, from Delaware, February 5, 1800. Served in U. S. S. **Ganges.** Died in service in September 1800.

Witmer (Witmore), Abraham.
Midshipman, from Pennsylvania, April 4, 1799. Served in **Ganges** and **Norfolk.** Resigned February 10, 1800.

Wood, Godfrey.
Lieutenant, from Rhode Island, February 10, 1800. Served in **Portsmouth** and **President.** Retained under P. E. A. Resigned August 11, 1802.

Wood, John.
Midshipman, from New Jersey, December 7, 1799. Served in U. S. S. **Ganges.** Died August 30, 1800.

Wood, John.
Midshipman, July 18, 1800. Served in **United States** and **Chesapeake.** Retained under P. E. A.

Woodend (Wooden), James.
Acting lieutenant in **Norfolk** and **Insurgente**, 1799–1800.

Woodhouse, Samuel.
Acting midshipman in U. S. S. **Constellation**, 1800–1801. Midshipman, May 2, 1801. Served in U. S. S. **Philadelphia.** Retained under P. E. A.

Woodruff, Abner.
Midshipman, from New Jersey, October 15, 1798, to date from September 1, 1798. Served in **Ganges, President, George Washington, Essex** and **Philadelphia.** Retained under P. E. A.

Woodward, J. W. (John W. or Joseph).
Midshipman, from New Hampshire, August 28, 1799. Served in U. S. S. **Congress.** Resigned April 21, 1800.

Woodwell (Woodruck), Benjamin.
Carpenter, January 31, 1800. Served in U. S. S. **Merrimack.** In service yet May 11, 1801. No later record found.

Woolsey, Melancthon T.
Midshipman, from New York, April 9, 1800. Served in **New York, Adams** and **Boston.** Retained under P. E. A.

Wormeley, Hugh Wallace.
Midshipman, November 24, 1800. Served in U. S. S. **Maryland.** Discharged September 10, 1801, under P. E. A.

Wright, George.
Surgeon June 20, 1798. Served in U. S. S. **Delaware.** Discharged June 15, 1801, under P. E. A.

Wurts (Werts), Daniel.
Midshipman, from New Jersey, December 31, 1798. Served in **Richmond** and **Essex.** Retained under P. E. A. Resigned January 28, 1802.

Wyer (Weyer or Weir), Edward.
Midshipman, April 26, 1798. Lieutenant, May 18, 1800. Served in **United States, New York** and **Boston.** Retained under P. E. A.

Yancey, Benjamin.
Midshipman, from South Carolina, March 13, 1799. Served in U. S. S. **Constellation.** Discharged May 10, 1801, under P. E. A.

Yancey, Joseph.
Midshipman in U. S. S. **Portsmouth.**

Yeomans, James.
Carpenter, appointed March 23, 1798, by Captain Truxtun. Warranted December 5, 1798. Served in U. S. S. **Constellation.** Resigned July 27, 1799.

Yooll, William.
Master's mate in U. S. S. **Enterprize** in 1801.

Young, Samuel.
Purser, July 24, 1800. Served in U. S. S. **Boston.** Died October 23, 1800, of wounds received in action with **Le Berceau.**

Younge, John.
Master's mate in U. S. S. **Experiment.**

OFFICERS OF U. S. MARINE CORPS

Alexander, Philip.
Second lieutenant, U. S. M. C., November 7, 1800. Served at Barracks, Washington, D. C., and in U. S. S. **Essex**. Retained in service.

Amory, William.
Second lieutenant, U. S. M. C., July 25, 1798. First lieutenant, November 10, 1799. Served in **Constitution**, **Adams** and **Connecticut**. Retained in service.

Baldwin, Samuel.
Second lieutenant, U. S. M. C., January 2, 1800. First lieutenant, December 10, 1801. Served in U. S. S. **Chesapeake**. Retained in service.

Barclay, Thomas.
Second lieutenant, U. S. M. C., from Maryland, August 8, 1799. First lieutenant, October 21, 1801. Performed shore duty and served in U. S. S. **Maryland**. Resigned May 31, 1802.

Bell, Daniel.
Second lieutenant, U. S. M. C., November 8, 1800. Ordered to Philadelphia, Penna. Resigned February 14, 1801.

Burrows, William Ward.
Major commandant, U. S. M. C., May 12, 1798, from Pennsylvania. Lieutenant-colonel commandant, May 1, 1800. Served as such until his resignation March 6, 1804.

Caldwell, Henry.
Second lieutenant, U. S. M. C., from Connecticut, August 3, 1798. First Lieutenant, March 2, 1799. Served in **George Washington**, **Trumbull** and **Constellation**. Retained in service.

Cammack, William.
First lieutenant, U. S. M. C., August 3, 1798. Served at Norfolk, Va., and in U. S. S. **Chesapeake**. Resigned January 1, 1801.

Carmick, Daniel.
First lieutenant, U. S. M. C., May 5, 1798. Captain, August 3, 1798. Served in **Ganges** and **Constitution**, and performed shore duty. Retained in service.

Church, Jonathan.
First lieutenant, U. S. M. C., August 3, 1798. Served in U. S. S. **Boston**. Resigned October 26, 1801.

Clark, Lemuel.
First lieutenant, U. S. M. C., March 9, 1798. Captain, August 3, 1798. Performed duty on shore and served in U. S. S. **Constitution**. Resigned November 30, 1801.

Claypoole, John.
Second lieutenant, U. S. M. C., March 30, 1799. Shore duty and service in U. S. S. **Baltimore**. Resigned December 23, 1800.

Clinch, Bartholomew.
First lieutenant, U. S. M. C., November 15, 1798. (Served as early as July 1, 1798.) Served in **Constellation** and **United States**. Retained in service.

Colton, Diamond.
First lieutenant, U. S. M. C., August 3, 1798. Recruiting at Springfield, Mass. Resigned June 24, 1799.

Darley, John.
Second lieutenant, U. S. M. C., November 8, 1798. First lieutenant, April 10, 1800. Served in U. S. S. **United States**. Resigned October 31, 1800.

Edwards, Philip.
First lieutenant, U. S. M. C., from Maryland, March 9, 1798. Served in **Constellation** and **United States** and at Baltimore, Md. Died October 16, 1800, from wounds received in a duel.

Fenwick, John Roger.
Second lieutenant, U. S. M. C., from South Carolina, November 10, 1799. First lieutenant, December 1, 1801. Served in **President** and **Philadelphia**. Retained in service.

Gale, Anthony.
Second lieutenant, U. S. M. C., from Pennsylvania, August 3, 1798. First lieutenant, March 2, 1799. Served on shore and in **Ganges** and **Portsmouth**. Retained in service.

Geddes, Simon W.
First lieutenant, U. S. M. C., August 3, 1798. Served in **Ganges**, **Retaliation**, **Norfolk**, **George Washington**, **Essex** and **Philadelphia**. Resigned April 9, 1801.

Greenleaf, Robert.
Second lieutenant, U. S. M. C., from Rhode Island, February 27, 1801. (Formerly steward in U. S. S. **General Greene**.) Served at Boston, Mass. Retained in service.

Hall, Edward.
Second lieutenant, U. S. M. C., April 15, 1799. Served at New York and in U. S. S. **Adams**. Retained in service.

Hall, John.
First lieutenant, U. S. M. C., August 2, 1798. Captain, December 1, 1801. Served at Charleston, S. C., and in U. S. R. C. **South Carolina** and U. S. S. **John Adams**. Retained in service.

Harwood, Richard.
First lieutenant, U. S. M. C., July 10, 1798. Served in U. S. S. **Baltimore**. Resigned November 10, 1799.

Hoist, Thomas.
Second lieutenant, U. S. M. C., January 7, 1799, for U. S. S. **Portsmouth**. Commission dated January 14, 1799. March 27, 1800, spoken of as late Lieutenant of Marines in **Portsmouth**. No other record found.

Hooper, Thomas W.
Second lieutenant, U. S. M. C., from Massachusetts, January 17, 1801. Served in **Connecticut** and **Essex**. Retained in service.

Howard, John.
Second lieutenant, U. S. M. C., from North Carolina, June 4, 1799. First lieutenant, July 1, 1801. Served at Philadelphia and in U. S. S. **Ganges**. Retained in service.

Huger, Jacob M.
Second lieutenant, U. S. M. C., May 1, 1799. Died November 8, 1799. No service found.

James, James.
First lieutenant, U. S. M. C., August 3, 1798. Served in U. S. S. **Ganges** and at recruiting duty in the Carolinas. Resigned May 20, 1799

Johnson, John.
Second lieutenant, U. S. M. C., from Pennylvania, May 23, 1800. Shore duty at Frederick, Md., and service in **Portsmouth** and **Philadelphia**. Retained in service.

Keene, Newton.
Second lieutenant, U. S. M. C., from Virginia, December 22, 1798. First lieutenant November 1, 1800. Served in **Connecticut** and **President**. Retained in service.

Lane, Enoch S.
Second lieutenant, U. S. M. C., February 27, 1801. Served in U. S. S. **Enterprize**. Retained in service.

Lewis, John L.
Second lieutenant, U. S. M. C., August 9, 1798. First lieutenant, June 24, 1799. Served as Adjutant to Major Commandant Burrows and in **Insurgente** and **President**. Resignation accepted and honorably discharged June 30, 1801.

Lilly, Reuben.
First lieutenant, U. S. M. C., August 3, 1798. Accepted appointment September 9, 1798. Shore duty at Boston and Brookfield, Mass. Died April 9, 1800.

Llewellin, Samuel.
Second lieutenant, U. S. M. C., June 12, 1799. First lieutenant, October 1, 1801. Served in U. S. S. **Congress**. Retained in service.

McCleary, William.
Second lieutenant, U. S. M. C., from Massachusetts, December 16, 1799. Served in U. S. S. **United States**. Died in service December 31, 1800.

McKnight, James.
First lieutenant, U. S. M. C., May 25, 1798. Captain, December 5, 1798, to date from August 6, 1798. Served in **Delaware**, **Philadelphia** and **Constellation** and performed shore duty. Killed in a duel October 14, 1802.

McRea, William.
Captain, U. S. Army, acting as Lieutenant of Marines in U. S. S. **United States**. August 1797 to May 1798.

Maine, John.
Second lieutenant, U. S. M. C., from South Carolina, October 15, 1798, to date from August 12, 1798. Recruiting in the Carolinas. Resigned May 14, 1799.

Memminger, George.
Captain, U. S. M. C., August 3, 1798. Died August 31, 1798. (First Adjutant of the Marine Corps.)

Middleton, James R.
Second lieutenant, U. S. M. C., January 7, 1799. First lieutenant, November 1, 1800. Served in **Montezuma** and **Patapsco**. At Washington, D. C., July 1802. No further record found.

Neale, Joseph.
Second lieutenant, U. S. M. C., May 8, 1799. Served in U. S. S. **Maryland**. Died September 22, 1800.

Nichols (Nicholls), Robert Hamilton.
Second lieutenant, U. S. M. C., February 27, 1801. Resigned April 5, 1801.

O'Bannon, Presley N.
Second lieutenant, U. S. M. C., from Virginia, January 18, 1801. First lieutenant, October 15, 1802. Shore duty and service in U. S. S. **Adams**. Retained in service.

Osborne, William S.
Second lieutenant, U. S. M. C., from South Carolina, October 9, 1800. First lieutenant, July 1, 1802. Served in U. S. S. **President**. Retained in service.

Porter, James.
Second lieutenant, U. S. M. C., December 6, 1799. Served in U. S. S. **Essex**. Resignation accepted June 30, 1801, and honorably discharged.

Rankin, Robert.
Second lieutenant, U. S. M. C., August 3, 1798. First lieutenant, March 2, 1799. Served in **Montezuma** and **Insurgente** and as Adjutant to Colonel Burrows. Retained in service.

Reddick, Josiah.
Second lieutenant, U. S. M. C., from Virginia, August 3, 1798. First lieutenant May 25, 1799. Recruiting duty and service in **Insurgente**, **Adams** and **New York**. Resigned June 30, 1802.

Reynolds, Michael.
Second lieutenant, U. S. M. C., May 1, 1799. First lieutenant, April 9, 1801. Shore duty at New York and Philadelphia. Served as Quartermaster, U. S. M. C. Retained in service.

Saunders, John.
Lieutenant, U. S. Army, acting as Lieutenant of Marines in U. S. S. **Constellation**, August to December 1798.

Sheredine, Nathan R.
Second lieutenant, U. S. M. C., March 26, 1799. Served in **Experiment** and **Warren**. Resigned July 31, 1802.

Stickney, David.
First lieutenant, U. S. M. C., from Massachusetts, October 15, 1798. Served in U. S. S. **Merrimack**. Resigned September 30, 1801.

Strother, Benjamin.
First lieutenant, U. S. M. C., from New Hampshire, October 31, 1798. Served in U. S. S. **Congress** and performed shore duty. Resigned October 31, 1800.

Talman (Tallman), James.
First lieutenant, U. S. M. C., August 3, 1798. Recruiting officer at Gloucester, Mass. Dismissed January 2, 1799.

Thayer, Cotton.
Second lieutenant, U. S. M. C., appointed by Captain Nicholson December 27, 1798. Appointment confirmed June 25, 1799. Served in U. S. S. **Constitution**. Resigned July 15, 1801.

Thompson, James.
Second lieutenant, U. S. M. C., April 19, 1799, to rank from January 1, 1799. First lieutenant, July 1, 1800. Served at Headquarters as Paymaster of Marine Corps. Retained in service.

Triplett, James.
Lieutenant of Artillery who served as Lieutenant of Marines under Captain Truxton of the **Constellation**, April to August 1798.

Wait, Marmaduke.
Second lieutenant, U. S. M. C., from Vermont, January 16, 1801. Commission sent February 3, 1801, with orders to report to Colonel Burrows. No later record found.

Wales, Samuel.
Second lieutenant, U. S. M. C., November 10, 1800. Resigned February 20, 1801. No other record found.

Weaver, James.
First lieutenant, U. S. M. C., August 3, 1798. Served at Newport, R. I., and in U. S. S. **General Greene**. Retained in service.

Wharton, Franklin.
Captain, U. S. M. C., from Pennsylvania, August 3, 1798. Served in U. S. S. **United States** and at Philadelphia, Penna. Retained in service.

Wharton, Thomas, Jr.
Second lieutenant, U. S. M. C., January 7, 1799. First lieutenant, October 17, 1800. Shore duty and service in U. S. S. **Delaware**. Left service in 1801. (Marine Corps records say he died and Bu. of Nav. that he resigned December 9, 1801.)

Williams, Henry A.
First lieutenant, U. S. M. C., August 3, 1798. Recruiting for **Ganges** and service in **Richmond** and **Warren**. Died in service July 1, 1800.

Wynkoop, Dyre S.
First lieutenant, U. S. M. C., August 3, 1798. Shore duty at Dover, Del., and Philadelphia, Penna. Served in U. S. S. **Insurgente** and was lost in her late in 1800.

OFFICERS OF REVENUE CUTTER SERVICE

Adams, John.
Captain, U. S. Revenue Cutter Service, from New Hampshire, June 30, 1798. Commanded U. S. R. C. **Scammel** until she was taken permanently into the Navy in June 1799.

Atwood, James.
Second lieutenant, U. S. R. C. Service, in **Pickering** to October 1798, when he was discharged.

Bright, Francis.
Captain, U. S. R. C. Service, from Virginia, June 25, 1795. In command of U. S. R. C. **Virginia**, which was returned to the Treasury Department in June 1799.

Brown, John.
Captain, U. S. R. C. Service, from North Carolina, October 19, 1796. Commanded U. S. R. C. **Diligence**, which was returned to the Treasury Department in June 1799.

Bruce, David.
Promoted from master's mate to sailing master, U. S. R. C. Service, in October 1798. Served in U. S. R. C. **Pickering**.

Brum, Philip.
First mate in U. S. R. C. **Eagle** from August 1798 to May 29, 1799.

Gilman, Samuel.
Third mate in U. S. R. C. **Eagle**, August 1798.

Jones, Luke.
Boatswain in U. S. R. C. **Eagle**, March to May 1799.

Leonard, John W.
Captain, U. S. R. C. Service, from New York, May 31, 1798. Commanded U. S. R. C. **Governor Jay**, which was returned to the Treasury Department in May 1799.

Loyd, Richard.
Carpenter in U. S. R. C. **Eagle** from March to May 1799.

Mariner, John.
Second mate, U. S. R. C. **General Greene**, December 31, 1798.

Odiorne (**Odiornd**), Samuel.
Second mate in U. S. R. C. **Scammel**, December 1798.

Oliver, John S.
Third mate for U. S. R. C. **General Greene**, December 31, 1798.

Pearson, Nathaniel.
Second mate for U. S. R. C. **Eagle**, August 25, 1798. Prize master of **Bon Pere**, captured by **Eagle**, April 5, 1799.

Tucker, William.
Master U. S. R. C. **Pickering**, 1800.

Wade, John.
Third mate, December 31, 1798, for U. S. R. C. **Governor Jay**.

OFFICERS OF GALLEYS

Bostwick, Richard.
Lieutenant for North Carolina galley **Governor Davie**, March 21, 1799. Resigned in May, 1799.

Braddock, John
Captain of galley **St. Mary's** September 11, 1798. Died about September 29, 1798, before appointment was accepted.

Brown, John.
Lieutenant in galley **South Carolina**, 1798.

Campbell, Ang.
Boatswain in galley **South Carolina**, 1798.

Cartwright, Paul (or P. A.).
Captain in command of galley **Beaufort** from about June 20, 1799, to December 10, 1801.

Coxeter, John.
Lieutenant in galley **Governor Davie**, 1799–1801. Discharged after October 10, 1801, under P. E. A.

Crocker, Lemuel.
Boatswain in galley **Governor Williams**, 1799.

Dorsey, Lawrence A.
Captain to command galley **Governor Williams** September 11, 1798. Died January 23, 1800.

Fisher, Hendrick.
Lieutenant for one of the Georgia galleys February 28, 1799. Discharged about November, 1800.

Fowler, Thomas.
Lieutenant for galley **St. Mary's** March 20, 1799. In service yet in January 1801. Date of discharge not found.

Haywood (Heyward), Samuel.
Captain to command galley **South Carolina (Protector)** September 2, 1798.
Lieutenant, U. S. Navy, January 29, 1800. Commanded U. S. S. **Pinckney**. Discharged April 15, 1801, under P. E. A.

Heatley, Thomas.
Lieutenant for galley **Governor Williams** March 20, 1799. Entered service November 9, 1798. Discharged March 13, 1802, under P. E. A.

Howell (Howard), John.
Captain to command galley **St. Mary's** February 28, 1799. Commission sent to him March 21, 1799, but he did not accept appointment.

Jocelyn (Jocelin), Amaziah.
Captain to command galley **Governor Williams** May 29, 1800, to date from January 23, 1800. Discharged January 3, 1802, under P. E. A.

McKerrall (McKerall), William.
Captain to command galley **Governor Davie** September 11, 1798. Discharged September 4, 1801, under P. E. A.

Nicholls, George.
Captain to command galley **South Carolina (Protector)** November 30, 1798. Out of service from December 10, 1800.

Payne, James.
Entered service August 17, 1798. Appointed Captain to command a galley September 2, 1798. Commanded galley **Mars** and U. S. R. C. **South Carolina**. Separated from service in November 1799. Appointed a captain in Revenue Cutter Service November 29, 1799.

Pendleton, Oliver.
Entered service February 9, 1799. Commission as Captain of galley **Mars** sent to him May 4, 1799. Still in service September 2, 1799. No later record found.

Quigin, David.
Boatswain in galley **Charleston, 1798.**

Randolph, John F.
Captain to command a galley October 15, 1798. Commissioned March 23, 1799, to date from September 13, 1798. Commanded galley **Savannah**. November 13, 1800, told that he would be out of service after settling his accounts.

Shane, ———
Lieutenant in one by Georgia galleys prior to March 21, 1799. Suspended.

Sutton, Ephraim.
Boatswain in galley **Governor Davie**, 1799.

Wright, Henry.
Boatswain in galley **Governor Davie**. Resigned May 1, 1799.

DATA GATHERED FROM OFFICIAL SOURCES RELATIVE TO U. S. SHIPS-OF-WAR AND VESSELS OPERATING IN COOPERATION WITH THE U. S. NAVY DURING THE QUASI-WAR WITH FRANCE

It has been impossible to secure complete and accurate dimensions of many ships because of the manner in which they were acquired, as well as from the fact that the plans were often changed during their construction. The same is true of their batteries. Certain guns were ordered for a vessel but others were substituted if it was found impracticable to secure those ordered. It was also the custom to add a few more guns than the ship was designed to carry and to change the battery at the end of a cruise or whenever the ship was overhauled.

ADAMS

Frigate, 28 guns

Length, keel, 108 feet; beam, 34 feet; depth, 10 feet 9 inches; tons, 530; guns, 28, 24 of which were 12-pounders; complement, 220.
Built by U. S. Government, under contract, at New York, 1798.
Commanded by Captain Richard V. Morris to August, 1800, and Captain Thomas Robinson to end of French War service.
Retained under P. E. A. and laid up at New York.

AUGUSTA

Brig, 14 guns

Guns, 14, 10 of which were 6-pounders; complement, 100.
Purchased by U. S. Government at Norfolk, Va., June 30, 1799.
Commanded by Lieutenant Archibald McElroy to January, 1801.
Sold at Norfolk in 1801.

BALTIMORE

Ship, 20 guns

Length, 103 feet 9 inches; beam, 30 feet 8 inches; tons, 422; guns, 20, 9-pounders and 4-pounders; complement, 180.
Purchased at Baltimore May 3, 1798. Formerly American merchant ship **Adriana.**
Commanded by Captain Isaac Phillips to January, 1799, Lieut. Josias M. Speake to March, 1799, Captain Samuel Barron to July, 1799, and Master-Comdt. William Cowper to end of service.
Sold at Baltimore in 1801.

BEAUFORT ††

Galley

Built by the citizens of Beaufort, S. C., 1799.
Commanded by Captain P. A. Cartwright.
Sold at Charleston, S. C., about February 1, 1802.

BOSTON

Frigate, 28 guns

Tons, 530; guns, 32, 12-pounders and 9-pounders; complement, 220.
Built for U. S. Government by citizens of Boston, Mass. Launched May 20, 1799.
Commanded by Captain George Little to July, 1801.
Retained under P. E. A. and sent to France with American Minister October 28, 1801, under Captain Daniel McNeill.

††Act of Congress of May 4, 1798, authorized the purchase, or construction, of a number of small vessels, not to exceed 10, to be used as galleys or otherwise. They were built and equipped by the Navy Department but operated under the War Department as a sort of Naval Militia. Complement of each was a captain, a lieutenant, a boatswain, and 25 privates. Each was armed with one 24-pounder and 5 or 6 brass howitzers. Approximate size was: keel, 52 feet; beam, 15 feet; depth, 5 feet 8 inches.

CHARLESTON ††

Galley

Built at Charleston, S. C., 1798. (Seems to be identical with galley called **Mars.**)
Commanded by Captains James Payne and Oliver Pendleton.
Sold at Charleston about February 1, 1802.

CHESAPEAKE

Frigate, 36 guns

Length, between perpendiculars, 152 feet 6 inches; keel, 127 feet 5 inches; beam, 40 feet 11 inches; depth, 13 feet 9 inches; tons, 1,244; guns, 40, 18-pounders and 9-pounders; complement, 340.
Authorized by Act of Congress March 27, 1794. Built by U. S. Government at Norfolk, Va. Launched December 2, 1799.
Commanded by Captain Samuel Barron to end of French War service.
Retained under P. E. A. and laid up at Norfolk.

CONGRESS

Frigate, 36 guns

Length, keel, 136 feet; beam, 41 feet 6 inches; depth, 14 feet 3 inches; tons, 1,268; guns, 24 18-pounders and 12 12-pounders; complement, 340.
Authorized by Act of Congress March 27, 1794. Built by U. S. Government at Portsmouth, N. H. Launched August 15, 1799.
Commanded by Captain James Sever to June, 1801.
Retained under P. E. A. and laid up at Washington, D. C.

CONNECTICUT

Ship, 24 guns

Tons, 492; guns, 26 12-pounders; complement, 180.
Built by U. S. Government, under contract, at Middletown, Conn. Launched June 6, 1799.
Commanded by Captain Moses Tryon to November, 1800, and Captain Richard Derby to end of service.
Sold at New York in 1801.

CONSTELLATION

Frigate, 36 guns

Length, between perpendiculars, 164 feet; keel, 136 feet; beam, 40 feet 6 inches; depth, 13 feet 6 inches; tons, 1,265; guns, original battery, 28 24-pounders and 10 12-pounders; complement, 340.
Authorized by Act of Congress March 27, 1794. Built by U. S. Government at Baltimore, Md. Launched September 7, 1797.
Commanded by Captain Thomas Truxtun to August, 1799, and again from November, 1799, to April, 1800, Captain Samuel Barron, August to November, 1799, and Captain Alexander Murray to end of French War service.
Retained under P. E. A. and laid up at Philadelphia, Penna.

CONSTITUTION

Frigate, 44 guns

Length, between perpendiculars, 175 feet; keel, 145 feet; beam, 43 feet 6 inches; depth, 14 feet 3 inches; tons, 1,576; guns, 44, 24-pounders and 12-pounders; complement, 400.
Authorized by Act of Congress March 27, 1794. Built by U. S. Government at Boston, Mass. Launched October 21, 1797.
Commanded by Captain Samuel Nicholson to May, 1799, and Captain Silas Talbot to September, 1801.
Retained under P. E. A. and sent to Boston for repairs.

††Act of Congress of May 4, 1798, authorized the purchase, or construction, of a number of small vessels, not to exceed 10, to be used as galleys or otherwise. They were built and equipped by the Navy Department but operated under the War Department as a sort of Naval Militia. Complement of each was a captain, a lieutenant, a boatswain, and 25 privates. Each was armed with one 24-pounder and 5 or 6 brass howitzers. Approximate size was: keel, 52 feet; beam, 15 feet; depth, 5 feet 8 inches.

DELAWARE

Ship, 20 guns

Length, 94 feet 9 inches; beam, 28 feet; depth, 14 feet; tons, 321; guns, 16 9-pounders and 4 6-pounders; complement, 180.
Purchased at Philadelphia, Penna., May 5, 1798. Formerly American Merchant ship **Hamburgh Packet.**
Commanded by Captain Stephen Decatur to June, 1799, Captain Thomas Baker to July, 1800, and Master-Comdt. John A. Spotswood to end of service.
Sold at Baltimore in 1801.

DILIGENCE *

U. S. Revenue Cutter, 12 guns

Schooner; tons, 187; guns, 12 6-pounders; complement, 50.
Built at Philadelphia, Penna., 1797. Placed under Secretary of Navy in 1798.
Commanded by Captain John Brown, U. S. R. C. Service.
Returned to Revenue Cutter Service about June, 1799.

EAGLE *

U. S. Revenue Cutter, 14 guns

Brig; tons, 187; guns, 14 6-pounders; complement, 70.
Built at Philadelphia, Penna., 1797–1798. Placed under Secretary of Navy in 1798.
Commanded by Captain Hugh G. Campbell, U. S. R. C. Service (later Master-Commandant, U. S. Navy) to November, 1800, and Lieut. M. Simmones Bunbury, U. S. Navy, to end of French War service.
Taken permanently into the Navy in 1799 and sold at Baltimore, Md., in 1801.

ENTERPRIZE

Schooner, 12 guns

Length, keel, 60 feet; beam, 22 feet 6 inches; depth, 9 feet 6 inches; tons, 135; guns, original battery, 12 6-pounders; complement, 70.
Built by U. S. Government, under contract, at Baltimore, Md., 1799.
Commanded by Lieutenant John Shaw to December, 1800.
Retained under P. E. A. and sent to the Mediterranean June 1, 1801, under Lieutenant Andrew Sterett.

ESSEX

Frigate, 32 guns

Length, keel, 118 feet; beam, 37 feet; depth, 12 feet 3 inches; tons, 850; guns, original battery, 26 12-pounders and 10 6-pounders; complement, 260.
Built for U. S. Government by citizens of Salem, Mass. Launched September 30, 1799.
Commanded by Captain Edward Preble to April, 1801.
Retained under P. E. A. and sent to the Mediterranean June 1, 1801, under Captain William Bainbridge.

EXPERIMENT

Schooner, 12 guns

Length, keel, 60 feet; beam, 22 feet 6 inches; depth, 9 feet 6 inches; tons, 135; guns, original battery, 12 6-pounders; complement, 70.
Built by U. S. Government under contract at Baltimore, Md., 1799.
Commanded by Lieutenant William Maley to July, 1800, Lieutenant Charles Stewart to March, 1801, and Sailing Master Shubael Downes to October, 1801.
Sold at Baltimore in October, 1801.

*"The History of American Sailing Ships" by Howard I. Chapelle gives the dimensions of Revenue Cutters Diligence, Eagle, Governor Jay, Pickering and Scammel as: keel, 58 feet; beam, 20 feet, hold, 9 feet; guns, 10 to 14.

GANGES

Ship, 24 guns

Length, 116 feet 4 inches; beam, 31 feet 4 inches; depth, 15 feet 8 inches; tons, 504; guns, 26 9-pounders; complement, 220.
Purchased at Philadelphia, Penna., May 3, 1798. Formerly American merchant ship **Ganges.**
Commanded by Captain Richard Dale to September, 1798, Captain Thomas Tingey to November, 1799, and Lieutenant John Mullowny to end of service.
Sold at Philadelphia in 1801.

GENERAL GREENE

U. S. Revenue Cutter, 10 guns

Sloop; tons, 98; guns, 10 4-pounders; complement, 34.
Built at Philadelphia in 1797. Placed under Secretary of Navy in 1798.
Commanded by Captain George Price, U. S. R. C. Service.
Returned to Revenue Cutter Service about June, 1799.

GENERAL GREENE

Frigate, 28 guns

Length, 124 feet 3 inches; beam, 34 feet 8 inches; depth, 17 feet 4 inches; tons, 654; guns, 24 12-pounders and 6 6-pounders; complement, 220.
Built by U. S. Government at Warren, R. I. Launched January 21, 1799.
Commanded by Captain Christopher R. Perry to end of French War service.
Retained under P. E. A. and laid up at Washington, D. C.

GEORGE WASHINGTON

Ship, 24 guns

Length, keel, 108 feet; beam, 32 feet 6 inches; depth, 14 feet; tons, 624; battery, 24 9-pounders and 8 6-pounders; complement, 220.
Purchased at Providence, R. I., in September, 1798. Formerly American merchant ship **George Washington.**
Commanded by Captain Patrick Fletcher to April, 1800, and Captain William Bainbridge to May, 1801.
Retained under P. E. A. and sent to the Mediterranean under Lieut. John Shaw.

GOVERNOR DAVIE ††

Galley

Built at Wilmington, N. C., 1798.
Commanded by Captain William McKerrall.
Ordered turned over to Revenue Cutter Service late in 1801 but seems to have been sold instead.

GOVERNOR JAY *

U. S. Revenue Cutter, 14 guns

Schooner; tons, 187; guns, 14; complement, 70.
Built at New York in 1797. Placed under Secretary of Navy in 1798.
Commanded by Captain John W. Leonard, U. S. R. C. Service.
Returned to Revenue Cutter Service about May, 1799.

††Act of Congress of May 4, 1798, authorized the purchase, or construction, of a number of small vessels, not to exceed 10, to be used as galleys or otherwise. They were built and equipped by the Navy Department but operated under the War Department as a sort of Naval Militia. Complement of each was a captain, a lieutenant, a boatswain, and 25 privates. Each was armed with one 24-pounder and 5 or 6 brass howitzers. Approximate size was: keel, 52 feet; beam, 15 feet; depth, 5 feet 8 inches.

*"The History of American Sailing Ships" by Howard I. Chapelle gives the dimensions of Revenue Cutters **Diligence, Eagle, Governor Jay, Pickering** and **Scammel** as: keel, 58 feet; beam, 20 feet, hold, 9 feet; guns, 10 to 14.

GOVERNOR WILLIAMS ††

Galley

Built at Wilmington, N. C., 1798.
Commanded by Captain Lawrence A. Dorsey to January 23, 1800, and Captain Amaziah Jocelyn to end of service.
Apparently turned over to Revenue Cutter service nearly in 1802.

HERALD

Ship, 18 guns

Length, 92 feet 8 inches; beam, 26 feet 3½ inches; depth, 13 feet 1¾ inches; tons, 279; guns, original battery, 16 6-pounders and 6 4-pounders; complement, 140.
Purchased at Boston, Mass., June 15, 1798.
Formerly American merchant ship **Herald**.
Commanded by Captain James Sever to January, 1799, and Lieutenant Charles C. Russell to end of her service.
Sold at Boston in 1801.

INSURGENTE

Frigate, 36 guns

Length, gun deck, 148 feet; beam, 37 feet 5 inches; depth, 11 feet 9 inches; tons,----; guns, when captured, 24 12's, 2 18's and 8 6's, all long, 4 36's and 2 24's; complement, 340.
Captured by **Constellation**, February 9, 1799, and purchased by U. S. Navy. Formerly French frigate **L'Insurgente**.
Commanded by Captain John Rodgers to June, 1799, Captain Alexander Murray to April, 1800, and Captain Patrick Fletcher to end of her service.
Sailed from the United States on a cruise July 14, 1800, and was never heard from again. Supposed to have been lost in a gale in September, 1800.

JOHN ADAMS

Frigate, 28 guns

Length, between perpendiculars, 139 feet; keel, 104 feet 10 inches; beam, 32 feet; depth, 16 feet 4 inches; tons, 544; guns, 24 12-pounders and 6 24-pounders; complement, 220.
Built for U. S. Government by citizens of Charleston, S. C. Launched June 5, 1799.
Commanded by Captain George Cross to January, 1801, and Lieutenant William Smith to end of French War service.
Retained under P. E. A. and laid up at Washington, D. C.

MARYLAND

Sloop, 20 guns

Tons, 380; guns, original battery, 20 9-pounders and 6 6-pounders; complement, 180.
Built for U. S. Government by citizens of Baltimore, Md. Launched June 3, 1799.
Commanded by Captain John Rodgers to end of her service. Sold at Baltimore in October, 1801.

MERRIMACK

Ship, 24 guns

Tons, 530; guns, original battery, 20 9-pounders and 8 6-pounders; complement 220.
Built for U. S. Government by citizens of Newburyport, Mass. Launched October 12, 1798.
Commanded by Captain Moses Brown to end of her service.
Sold at Boston, Mass., in 1801.

††Act of Congress of May 4, 1798, authorized the purchase, or construction, of a number of small vessels, not to exceed 10, to be used as galleys or otherwise. They were built and equipped by the Navy Department but operated under the War Department as a sort of Naval Militia. Complement of each was a captain, a lieutenant, a boatswain, and 25 privates. Each was armed with one 24-pounder and 5 or 6 brass howitzers. Approximate size was: keel, 52 feet; beam, 15 feet; depth, 5 feet 8 inches.

MONTEZUMA

Ship, 20 guns

Tons, 347; guns, 20; complement, 180.
Purchased at Baltimore, Md., June 26, 1798. Formerly American merchant ship **Montezuma.**
Commanded by Captain Alexander Murray to May, 1799, and Lieutenant John Mullowny to end of her service.
Sold at Baltimore in November or December, 1799.

NEW YORK

Frigate, 36 guns

Length, between perpendiculars, 144 feet 2 inches; keel, 120 feet; beam, 37 feet; depth, 11 feet 9 inches; tons, 1,130; guns, 38, 18-pounders and 9-pounders; complement, 340.
Built for U. S. Government by citizens of New York City. Launched April 24, 1800.
Commanded by Captain Thomas Robinson to August, 1800, and Captain Richard V. Morris to end of French War service.
Retained under P. E. A. and laid up at Washington, D. C.

NORFOLK

Brig, 18 guns

Tons, 200; guns, 18 6-pounders; complement, 140.
Purchased at Norfolk, Va., in 1798.
Commanded by Captain Thomas Williams to March, 1799, Master-Comdt. William Bainbridge to April, 1800, and Lieutenant Thomas Calvert to end of her service.
Sold at Baltimore about November, 1800.

PATAPSCO

Sloop, 20 guns

Tons, 380; guns, 20; complement, 180.
Built for U. S. Government by citizens of Baltimore, Md. Launched June 20, 1799. Originally named **Chesapeake.**
Commanded by Captain Henry Geddes to end of her service.
Sold at Philadelphia in June, 1801.

PHILADELPHIA

Frigate, 36 guns

Length, between perpendiculars, 157 feet; keel, 130 feet; beam, 39 feet; depth, 13 feet 6 inches; tons, 1,240; guns, 28 18-pounders, long, and 16 carronades; complement, 307.
Built for U. S. Government by citizens of Philadelphia, Penna. Launched November 28, 1799. (Also called **City of Philadelphia.**)
Commanded by Captain Stephen Decatur to May, 1801.
Retained under P. E. A. and sent to the Mediterranean June 1, 1801, under Captain Samuel Barron.

PICKERING*

U. S. Revenue Cutter, 14 guns

Brig; tons, 187; guns, 14 4-pounders; complement, 90.
Built at Newburyport, Mass., in 1798. Placed under Secretary of Navy in 1798.
Commanded by Captain Jonathan Chapman, U. S. R. C. Service, to January, 1799, Lieutenant Edward Preble, U. S. Navy, to June, 1799, and Master-Comdt. Benjamin Hillar, U. S. Navy, to end of her service.
Retained permanently in the Navy in 1799, and sailed from the United States on a cruise August 20, 1800, and was never heard from again. Supposed to have been lost in a gale in September, 1800.

*"The History of American Sailing Ships" by Howard I. Chapelle gives the dimensions of Revenue Cutters **Diligence, Eagle, Governor Jay, Pickering** and **Scammel** as: keel, 58 feet; beam, 20 feet, hold, 9 feet; guns, 10 to 14.

PINCKNEY

Brig, 18 guns

Tons, 195; guns, ____; complement, 140.
Built at Charleston, S. C., as a Revenue Cutter. Launched September 22, 1798.
December 11, 1798, the Secretary of the Navy decided to use her as a galley.
Commanded by Captain George Cross, U. S. Navy, to October 31, 1798, and Samuel Haywood, Captain of a Galley, to end of her service.
Sold at Charleston, S. C., between February 15 and April 18, 1800.

PORTSMOUTH

Ship, 24 guns

Tons, 590; guns, 24; complement, 220.
Built by U. S. Government, under contract, at Portsmouth, N. H., in 1798.
Commanded by Captain Daniel McNeill to end of her service.
Sold at Baltimore in 1801.

PRESIDENT

Frigate, 44 guns

Length, between perpendiculars, 175 feet; keel, 146 feet 7¾ inches; beam, 43 feet 8 inches; depth, 13 feet 11 inches; tons, 1,576; guns, 44; complement, 400.
Authorized by Act of Congress March 27, 1794. Built by U. S. Government at New York, N. Y. Launched April 10, 1800.
Commanded by Captain Thomas Truxtun to May 1801.
Retained under P. E. A. and sent to the Mediterranean June 1, 1801, as Flag Ship of Squadron under Commodore Richard Dale, Captain James Barron, Flag Captain.

RETALIATION

Schooner, 14 guns

Tons, 107; guns, 14 6-pounders; complement, 70.
Captured July 7, 1798, by U. S. S. **Delaware.** Purchased by U. S. Government July 30, 1798. (Formerly French privateer **La Croyable.**)
Commanded by Lieutenant William Bainbridge.
Recaptured by French frigates **La Volontaire** and **L'Insurgente** November 20, 1798, and taken into French Navy as **La Magicienne.**
Recaptured by U. S. S. **Merrimack** June 28, 1799, and sold as a prize November 29, 1799.

RICHMOND

Brig, 18 guns

Tons, 200; guns, 18 6-pounders; complement, 140.
Purchased and fitted out for U. S. Government by citizens of Petersburg, Richmond, Manchester and Norfolk, Va., in 1798.
Commanded by Captain Samuel Barron to March, 1799, Lieutenant Josias M. Speake to October, 1799, Lieutenant Cyrus Talbot to December, 1799, and Master-Comdt. Richard Law to end of service.
Sold at New York in 1801.

SCAMMEL *

U. S. Revenue Cutter, 14 guns

Schooner; tons, 187; guns, 14 6-pounders; complement, 70.
Built at Portsmouth, N. H., 1797–1798. Placed under Secretary of Navy in 1798.
Commanded by Captain John Adams, U. S. R. C. Service, to June, 1799, Lieutenant Mark Fernald, U. S. Navy, to August, 1800, and Lieutenant John H. Jones, U. S. Navy, to end of service.
Permanently retained in the Navy about June, 1799, and sold at Baltimore in 1801.

*"The History of American Sailing Ships" by Howard I. Chapelle gives the dimensions of Revenue Cutters **Diligence, Eagle, Governor Jay, Pickering** and **Scammel** as: keel, 58 feet; beam, 20 feet, hold, 9 feet; guns, 10 to 14.

SOUTH CAROLINA

U. S. Revenue Cutter, 12 guns

Schooner; tons, 187; guns, 12; complement 50.
Built at Charleston, S. C., 1798. Placed under Secretary of Navy in 1798.
Commanded by James Payne, Captain of a Galley, to end of her service with the Navy.
Returned to Revenue Cutter Service, about August, 1799.

SOUTH CAROLINA††

Galley

Built at Charleston, S. C., 1798. (Seems to be identical with galley called **Protector.**)
Commanded by Captains Samuel Haywood and George Nicholls.
Sold at Charleston about February 1, 1802.

ST. MARY'S††

Galley

Built at St. Mary's, Ga., 1798.
Commanded by Lieut. Thomas Fowler.
Turned over to the Revenue Cutter Service in November or December, 1801.

SAVANNAH††

Galley

Built at Savannah, Ga., 1798.
Commanded by Captain John F. Randolph.
Sold at Savannah in February, 1802.

TRUMBULL

Ship, 18 guns

Tons, 400; guns, 18 12-pounders; complement, 220.
Built for U. S. Government by citizens of Norwich, Conn., 1799.
Commanded by Master-Comdt. David Jewett to end of service.
Sold at New York in 1801.

UNITED STATES

Frigate, 44 guns

Length, between perpendiculars, 175 feet; keel, 145 feet; beam, 43 feet 6 inches; depth, 14 feet 3 inches; tons, 1,576; guns, 30 24-pounders and 14 12-pounders; complement, 400.
Authorized by Act of Congress March 27, 1794. Built by U. S. Government at Philadelphia, Penna. Launched May 10, 1797.
Commanded by Captain John Barry to end of French War service.
Retained under P. E. A. and laid up at Washington, D. C.

VIRGINIA

U. S. Revenue Cutter, 14 guns

Schooner; tons, 187; guns, 14; complement, 70.
Built at Norfolk, Va., 1797. Placed under Secretary of Navy in 1798.
Commanded by Captain Francis Bright, U. S. R. C. Service.
Returned to Revenue Cutter Service about June, 1799.

WARREN

Ship, 20 guns

Tons, 385; guns, 20; complement, 160.
Built by U. S. Government at Newburyport, Mass., 1799.
Commanded by Master-Comdt. Timothy Newman to August, 1800, and Captain James Barron to end of service.
Sold at Boston in 1801.

††Act of Congress of May 4, 1798, authorized the purchase, or construction, of a number of small vessels, not to exceed 10, to be used as galleys or otherwise. They were built and equipped by the Navy Department but operated under the War Department as a sort of Naval Militia. Complement of each was a captain, a lieutenant, a boatswain, and 25 privates. Each was armed with one 24-pounder and 5 or 6 brass howitzers. Approximate size was: keel, 52 feet; beam, 15 feet; depth, 5 feet 8 inches.

A List of French Armed Vessels Captured by United States Men-of-War

Date	Capturing vessel	Captured vessel
7 July 1798	*Delaware*	*La Croyable*
23 August 1798	*United States & Delaware*	*Sans Pareil*
5 September 1798	*United States & Delaware*	*Jaloux*
3 February 1799	*United States*	*L'Amour de la Patrie*
4 February 1799 (About).	*United States*	*Tartuffe*
9 February 1799	*Constellation*	*L'Insurgente*
1 March 1799 (About)	*Montezuma*	*Les Amis*
5 March 1799	*Delaware*	*Marsouin*
14 March 1799	*Constellation*	*Union*
5 April 1799	*Eagle*	*Bon Pere*
17 April 1799	*Constellation & L'Insurgente*	*Diligente*
26 April 1799	*Richmond, Eagle & Virginia*	*Louis*
29 May 1799	*Baltimore & Eagle*	*Syren*
16 June 1799	*Ganges*	*Vainqueur*
28 June 1799	*Merrimack*	*Magicienne* (ex-*Retaliation*)
5 August 1799	*Ganges*	*La Rebateuse*
7 August 1799	*Merrimack*	*Buonaparte*
9 September 1799	*Delaware & Eagle*	*Reynard* (*Reynold*)
2 October 1799	*Ganges*	*L'Esperance*
18 October 1799	*Pickering*	*L'Egypte Conquise*
29 October 1799	*Delaware*	*L'Ocean*
15 November 1799	*Adams*	*L'Onze Vendemiaire*
— November 1799	*Norfolk*	Armed Sloop
7 November 1799	*Boston & Norfolk*	*La Gourde du Pelican*
7 December 1799	*Pickering*	*La Volligeuse*
1 December 1799	*Boston & General Greene*	*Flying Fish*
20 December 1799	*Baltimore*	*L'Esperance*
— ——— 1799	*Pickering*	*Atalanta*
29 December 1799	*Connecticut*	*L'Italie Conquise*
— July or August 1799	*Portsmouth*	*La Fripponne*
— ——— 1799	*Ganges*	*Eugene*
12 January 1800	*Baltimore*	*La Brillante Jeunesse*
10 January 1800	*Eagle & Adams*	*La Fougueuse*
21 January 1800	*Herald*	*La Mutine*
27 January 1800	*Boston*	*Les Deux Anges*
— January 1800	*Boston*	A Small Boat
4 February 1800	*Experiment*	*Amphitheatre*
18 February 1800	*Experiment*	*La Legere*
24 January to 1 March 1800	*Adams*	*Le Gembeau* (or *Le Gambeau*)
	Adams	*L'Heureuse Rencontre*
	Adams	*General Massena*
— ——— 1800	*Experiment*	Sloop and Barge
4 March 1800	*Boston*	*La Fortune*
11 March 1800	*General Greene*	Armed Schooner
26 March 1800	*Boston*	*L'Heureux*
3 April 1800	*John Adams*	*Le Jason*
1 April 1800	*Eagle*	*Favorite*
17 April 1800	*Experiment*	*La Bonne Amitie*
24 April 1800	*Pickering*	*L'Active*
— April 1800	*Scammel*	*Felix*
5 May 1800	*Enterprize*	French Letter of Marque
— May 1800	*Trumbull*	*Peggy*
9 May 1800	Prize Schooner *Amphitheatre*, Tender to *Constitution*	*Esther* (*Ester*)
11 May 1800	American Sloop *Sally* Commandeered by *Constitution* (11 May 1800)	*Sandwich*

A LIST OF FRENCH ARMED VESSELS CAPTURED BY UNITED STATES MEN-OF-WAR—Continued

Date	Capturing vessel	Captured vessel
— May 1800	*Adams*	*Dove*
— May 1800	*Adams*	*Renommée*
1 June 1800	*Connecticut*	*Le Piege*
3 June 1800	*Augusta*	*La Victoire*
3 June 1800	*Augusta*	*La Jeanne*
5 June 1800	*Connecticut*	*L'Unite*
13 June 1800	*John Adams*	*Decade*
17 June 1800	*Enterprize*	*Le Cygne*
17 June 1800	*Eagle*	*Magdeline*
21 June 1800	*Baltimore*	*Emmanuel (Manuel)*
23 or 24 June 1800	*Boston & Augusta*	*L'Espoir (Hope)*
25 June 1800	*Eagle*	*Dolphin*
9 July 1800	*Enterprize*	*L'Aigle*
15 July 1800	*Connecticut*	*Le Chou Chou*
23 July 1800	*Enterprize*	*Le Flambeau*
29 July 1800	*Ganges*	*La Fortune*
Unknown	*Baltimore*	*La Quinolla*
3 August 1800	*Trumbull*	*Vengeance*
4 August 1800	*Trumbull*	*Cullie*
7 August 1800	*Patapsco*	*Dorade*
13 August 1800	*Enterprize*	*La Paulina*
22 August 1800	*Eagle*	*La Tourterelle*
27 August 1800	*Experiment*	*Grand Rivau*
27 August 1800	*Experiment*	*St. Michael*
1 September 1800	*Experiment*	*Les Deux Amis*
2 September 1800	*Maryland*	*Aerial*
7 September 1800	*Enterprize*	*Guadaloupean*
1 October 1800	*Experiment*	*La Diane*
12 October 1800	*Boston*	*Le Berceau*
20 October 1800	*Merrimack*	*Phoenix*
Unknown	*Merrimack*	*Brilliant*
3 December 1800	*Philadelphia*	*La Levrette*
24 December 1800	*Enterprize*	*La Amour de la Patrie*
— ——— 1800	*Pickering*	*Fly*
— ——— 1800	*Enterprize*	*Le Citoyen*
— ——— 1800	*General Greene*	*Industry*
1 January 1801	*Chesapeake*	*Le Jeune Creole*
18 January 1801	*Constellation*	*Marrs*
— ——— 1801	———	*Union*
— ——— 1801	———	*La Guerre*

NAVY AGENTS DURING THE QUASI-WAR WITH FRANCE

Blagge, John, New York, N. Y.
Appointed by Secretary of War July 3, 1794. Last Appearance November 8, 1797.

Brown, Samuel, Boston, Mass.
Appointed April 1, 1801. Resigned August 15, 1807.

Campbell, Archibald, Baltimore, Md.
Took over agency from Jeremiah Yellott about October 15, 1799. Succeeded by John Stricker September 26, 1801.

Clarkson, David Matthew, St. Kitts.
Appointed agent temporarily by Captain Truxtun January 18, 1799. Appointment confirmed April 16, 1799. Thomas T. Gantt appointed to succeed him October 4, 1800.

Crafts, William, Charleston, S. C.
Appointed about August 14, 1798. Resigned between June 11 and September 24, 1801.

DeSaussure, Daniel, Charleston, S. C.
Agent for galleys prior to July 28, 1798, dates not found.

DeSaussure, Henry William, Charleston, S. C.
Succeeded his father as agent for galleys about July 28, 1798. Gave up agency August 14, 1798.

Gantt, Thomas T., St. Kitts.
Appointed October 4, 1800. Agency discontinued at close of war. Last appearance March 23, 1801.

Gibbs and Channing, Newport, R. I.
Appointed prior to July 10, 1798. Resigned February 3, 1802.

Hammond, Henry, Cape Francois.
Appointed September 27, 1800. Agency discontinued at close of war. Last appearance May 13, 1801.

Harrison, George, Philadelphia, Penna.
Appointed November 21, 1799. Remained in office until March 8, 1833.

Higginson, Stephen, and Co., Boston, Mass. Appointed by Secretary of War prior to June 19, 1798. Succeeded by Samuel Brown April 1, 1801.

Howland, Joseph, Norwich, Conn.
Agent for construction and equipment of the *Trumbull* from March 30, 1799 to end of war.

Howland and Allyn, New London, Conn.
Appointed in February, 1800. Last appearance December 20, 1803.

Hubbard, Nehemiah, Middletown, Conn.
Appointed in July, 1798. Accounts closed about July 30, 1800.

Hunter, William, Savannah, Ga.
Appointed June 1, 1801. Last appearance April 14, 1802.

Jackson, Ebenezer, Savannah, Ga.
Appointed prior to September 6, 1798. Resigned June 1, 1801.

Jackson, Henry, Boston, Mass.
Appointed by Secretary of War June 25, 1794. On August 4, 1798, told to prepare his accounts for settlement.

Jocelin (or Jocelyn), Amaziah, Wilmington, N. C. Appointed prior to September 6, 1798. Last appearance September 2, 1802.

Johnson, Nicholas, Newburyport, Mass.
Appointed September 1, 1798. Last appearance, May 23, 1801, when he was told to submit his accounts for settlement.

Langdon, Woodbury, Portsmouth, N. H.
Appointed May 1, 1801. Died in office sometime in 1804.

Levy, Nathan, Cape Francois.
Appointed March 30, 1799. Succeeded by Mr. Hammond September 27, 1800.

Ludlow, Daniel, New York, N. Y.
Appointed April 1, 1801. Succeeded by John Beekman January 4, 1804.

Marbury, William, Washington, D. C., and Georgetown, Md. Appointed May 23, 1799. Agency discontinued July 9, 1801.

Pennock, William, Norfolk, Va.
Appointed by Secretary of War in July, 1794. Succeeded by Daniel Bedinger April 26, 1802.

Riddle and Bird, New Castle, Del.
Appointed in June, 1799. Last appearance May 3, 1805.

Sheaffe, Jacob, Portsmouth, N. H.
Appointed by Secretary of War in July, 1794. Succeeded by Woodbury Langdon May 1, 1801.

Smith, William, and Co., Charleston, S. C.
Appointed September 24, 1801. Resigned May 20, 1806.

Sterrett, Samuel and Joseph, Baltimore, Md.
Appointed by Secretary of War prior to August 8, 1794. Last appearance May 24, 1798.

Stricker, John, Baltimore, Md.
Appointed September 26, 1801. Last appearance in 1810.

Waters, Joseph, Salem, Mass.
Appointed agent for building and equipping the *Essex* February 23, 1799. Last appearance May 7, 1801.

Watson, James and Ebenezer, New York, N. Y.
Appointed by Secretary of War prior to June 19, 1798. Succeeded by Daniel Ludlow April 1, 1801.

Yellott, Jeremiah, Baltimore, Md.
Appointed by Secretary of War prior to June 19, 1798. Last appearance January 10, 1800.

American Armed Merchantmen, 1799–1801

The following list is a continuation of the list of American Armed Merchantmen of 1798, included in the second volume (November, 1798 to March, 1799) of "Naval Documents, Quasi-War with France". It covers the years 1799 to 1801, an asterisk indicating each ship, or ship of the same name, which operated also in 1798.

In view of the practice prevailing before 1798, of large merchant ships being armed, it must not be assumed that every armed ship listed herein had received an official commission, in accordance with the Act of Congress of 9 July, 1798, authorizing the issue of special commissions to American privately owned vessels, for protection of American commerce against the depredations of French vessels.

Only American Merchantmen which the source material definitely indicates were armed, have been included. Many more merchantmen than appear in this compilation, were no doubt armed, but lack of data confirming their being armed has prohibited their inclusion. Duplications may occur in listing vessels of the same name where information is incomplete.

Many sources have furnished data for this list, including contemporary newspapers; the Custom House Records of the Treasury Department; the French Spoliation papers in the United States Court of Claims; the Archives of the State Department; the Baker Library, Harvard University; the Essex Institute; the Massachusetts Historical Society; the Rhode Island Historical Society; and selections from the Privy Council Register (Public Record Office, London) in the Library of Congress. Except where otherwise indicated, newspapers are the sources of information.

Because of the nonofficial status of some of the sources, the Office of Naval Records and Library cannot vouch for the authenticity of many items. They are included, however, because of the great extent and importance of the activities of American armed merchantmen during the years 1798 to 1801.

Active, Brig. *Tons:* 160. *Commander:* Joseph Watts. *Registry Port:* Baltimore, Md. (March 1, 1799). *Owner:* W^m^ Duncan. Built at Baltimore, Md., 1798.

May 11, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Active,* Ship. *Tons:* 206. *Guns:* 4. *Men:* 13. *Commander:* Timothy Bryant. *Registry Port:* Salem, Mass., (Nov. 2, 1799). *Owners:* Ichabod Nichols, and others. Built at Salem, Mass., 1799.

November 4, 1799 issued clearance at Salem, Mass., for Bombay. [TDA. CHR.]

Adams, Ship. *Commander:* ——— Corish.

May — 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Adiona, Schooner. *Tons:* 209. *Guns:* (pierced for 12). *Commander:* ———.

May 21, 1799 for sale, Boston, Mass.

Adolph, Ship. *Tons:* 272. *Guns:* 4. *Commander:* John Hodson. *Registry Port:* Portsmouth, N. H. *Owners:* Robt. Dennis and Richard Billings.

April 13, 1799 commissioned private armed vessel, Portsmouth, N. H. [TDA. CHR.]

Adventure, Schooner. *Commander:* ——— Devereaux.

——— —, 1799 arrived Port Republican after beating off, in company with Brig *Molly*, two French privateers.

Adventure,* Ship. *Tons:* 200. *Guns:* 6, 6-pound, 4, 12-pound carronades. *Commander:* J. Berry. *Registry Port:* New York, N. Y.

May 9, 1799 for sale at New York, N. Y.

Aerial, Ship [?]. *Commander:* ——— ———.

23 May 1799 sailed from St. Croix.

Agnes, Brig. *Tons:* 154. *Guns:* 6, 6-pounders (pierced for 16). *Commander:* Peter Burton.

July 12, 1799 for sale, new, Philadelphia, Pa. August 27, 1799, Norfolk, Va., offered for freight or charter.

Agnes, Brig. *Commander:* ——— Fitch. *Registry Port:* New York, N. Y.

——— —, 1800 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Albemarle,* Ship. *Tons:* 231. *Guns:* 10, 3-pounders; 2, 6-pounders. *Men:* 20. *Commander:* Thomas Brown. *Registry Port:* New York, N. Y. (March 14, 1799). *Owner:* Fortescue Cuming. Built in Bertie County, N. C., 1794.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] December 19, 1799 en route Trinidad, in Latitude 22° 37′ N., Longitude 67° 49′ W., beat off French privateer of 12 guns.

——— —, 1800 en route New York to Cuba beat off a French privateer. 6 June 1800 for sale at New York, N. Y.

Alecto, Schooner. *See* list, volume for Nov. 1798–March 1799.

Alert,* Brig. *Guns:* 16. *Commander:* ——— Rich.

September 6, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.] June —, 1799 en route Gibraltar to Boston, in Straits of Gibraltar, beat off two French privateers. January — 1800 en route Gibraltar to Salem, Mass.

Alert,* Brig. *Tons:* 141. *Guns:* 4. *Men:* 11. *Commander:* James Mansfield. *Registry Port:* Salem, Mass. (Nov. 15, 1799.) *Owner:* Jesse Richardson. Built at Freeport, Mass., 1799.

November 15, 1799 issued clearance Salem, Mass. for Bombay. [TDA. CHR.]

Alert, Schooner. *Commander:* ——— Paine. *Registry Port:* New York, N. Y.

——— —, 1800 commissioned private armed vessel New York, N. Y. [TDA. CHR.]

Alert,* Ship. *Tons:* 167. *Guns:* 16. *Commander:* William Bowles. *Registry Port:* Boston, Mass. (Aug. 14, 1798). *Owners:* Ebenezer Preble and others. Built at Falmouth, Mass., 1798.

August 23, 1799 cleared Boston, Mass., "on a circumnavigatory voyage to the North-Western Coast of America and India".

Alert of Beverly, Schooner. *See* list, volume for Nov. 1798–March 1799.

Alexander, Schooner. *Commander:* ——— Hastings.

August 6, 1800 outward bound from New York, in Latitude 30° 20′ N., Longitude 62° W., recaptured brig *Rambler*, Capt. Bell, of Philadelphia, from French privateer *Three Friends*. September 30, 1800 arrived Philadelphia, Pa., 20 days out from Martinique.

Alexander,* Ship. *Tons:* 133. *Commander:* Asa Dodge. *Registry Port:* Boston, Mass. (Sept. 23, 1799). *Owners:* Benj. Wheeler and others. Built at Pembroke, Mass., 1796.

September 23, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Alexander,* Ship. *Commander:* ———. *Registry Port:* Philadelphia, Pa.

August 25, 1800 arrived Wilmington, Del., direct from Havana.

Alexander Hamilton,* Ship. *Tons:* 270. *Commander:* William Wyse. *Registry Port:* New York, N. Y. (Feb. 16, 1799). *Owners:* John Hollins and others. Built at Newburgh, N. Y., 1794.

February —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Alexandria,* Ship. *Commander:* ——— Davey.

March 5, 1800 commissioned private armed vessel, Philadelphia, Pa. [TDA. CHR.]

Alknomack, Ship. *Tons:* 265. *Guns:* 6, 4-pounders. *Commander:* Joel Vickers. *Registry Port:* Baltimore, Md. *Owners:* Henry Schroeder and others.

June 15, 1800 en route Baltimore, Md. to Batavia, Java, captured by French privateer *Le Confiance,* and carried to Mauritius. [Ct. of Cl.]

Alligator,* Brig. *Tons:* 89. *Guns:* 4. *Men:* 10. *Commander:* George Taylor.

April 26, 1800 issued clearance, Salem, Mass., bound for Northwest coast of America. [TDA. CHR.]

Alliance,* Ship. *Tons:* 310. *Commander:* Samuel Chew. *Registry Port:* New York, N. Y. (Feb. 1, 1799). *Owners:* Isaac Kibble and others. Built at Bath, Mass., 1795.

October 18, 1799 to sail New York for London.

Alliance,* Ship. *Commander:* ——— Webber.

——— —, 1799 departed St. Petersburg, Russia, bound for Boston, Mass.

Almira, Brig. *Tons:* ———. *Guns:* 14. *Commander:* ——— Fawson.

April 15, 1800 at Newport, R. I.

Amazon, Schooner. *Guns:* 8. *Men:* 12. *Commander:* George Burns. *Registry Port:* Charleston, S. C.

January 10, 1799 captured, after an engagement of five glasses, by French privateer *Flower of the Sea,* ten leagues to the eastward of La Guaira and taken to Curacao where cargo was landed and ship stripped.

Amazon,* Ship. *Guns:* 4, 4-pounders, 2, 6-pounders. *Commander:* ——— Parsons.

June 6, 1800 captured by a French privateer.

Amazon,* Ship. *Tons:* 369. *Guns:* 8, 4-pounders, 3, 6-pounders. *Men:* 27. *Commander:* Israel Trask. *Registry Port:* Boston, Mass. *Owners:* Thomas and Jonathan Amory and others.

June 13, 1800 commissioned private armed vessel, Boston, Mass. [TDA. CHR.] July 6, 1800 in Latitude 40° N., Longitude 26° W., was captured by French privateer *La Mouche* and carried to Corunna. [Ct. of Cl.]

Amelia, Brigantine. *Burden:* 450 Hogsheads of tobacco. *Commander:* ———. Built in Brazil.

October 23, 1799 for sale, Baltimore, Md.

Amelia, Brig. *Commander:* ——— Callender.

October 10, 1800 at the entrance of the Straits of Gibraltar captured by the French privateers *L'Adolphe* and *La Belle Poule.*

Amelia,* Ship. *Tons:* 400. *Guns:* 14 (carriage). *Commander:* ——— Hayne. *Registry Port:* New York, N. Y. Built in New York, N. Y., 1794.

December 20, 1799 offered for sale in New York, N. Y. after voyage from India. ——— —, 1800 commissioned private armed vessel New York, N. Y. [TDA. CHR.]

America, Schooner. *See* list, volume for Nov. 1798–March 1799.

America,* Ship. *Tons:* 190. *Guns:* 20, 6-pounders. *Men:* 60–70. *Commander.* ——— Meek; ——— Turner. *Registry Port:* Boston, Mass.

August 14, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.] October —, 1799 at St. Thomas bound from Straits for New York or Boston, Mass. June 14, 1800 commissioned private armed vessel, Portsmouth, N. H. [TDA. CHR.]

America,* Ship. *Commander:* ——— Wills. *Registry Port:* Philadelphia, Pa.

April 26, 1800 commissioned private armed vessel, Philadelphia, Pa. [TDA. CHR.]

America,* Ship. *Guns:* 8, 6-pounders. *Commander:* ——— Walsh. *Registry Port:* Boston, Mass.

January 14, 1800 for sale, Boston, Mass. February 17, 1800 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

America,* Ship. *Tons:* 155. *Commander:* Keyran Welsh. *Registry Port:* Newburyport, Mass. (Feby. 11, 1798). *Owners:* Wm Faris & Ebenezer Stocker. Built at Salisbury, Mass., 1798.

February 11, 1799 commissioned private armed vessel, Newburyport, Mass. [TDA. CHR.]

America,* Ship. *Tons:* 700. *Guns:* 20 (9- and 12-pounders). *Men:* 42. *Commander:* Benjamin Crowninshield; William Brown, *1st Mate;* Thomas Ruee, *2nd Mate. Registry Port:* Salem, Mass. *Owners:* George, George, Jr., Jacob, John and Benjamin Crowninshield.

February 20, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.] February 23, 1799 sailed from Salem, Mass., bound for East Indies via Europe. March 28, 1800 for sale at Salem, Mass., having arrived from Calcutta.

America,* Ship. *Guns:* 16. *Commander:* Philip B. Sands.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

America,* Ship. *Commander:* ——— Chadwick.

May 14, 1799 arrived Charleston, S. C. ——— — 1799 off Port Royal beat off French privateer.

American,* Brig. *Guns:* 12 (carriage). *Commander:* ——— Venn. Built at Philadelphia, Pa.

September 7, 1799 sailed from Philadelphia, Pa., bound for Baltimore, Md. September 21, 1799 for sale, Baltimore, Md.

American Hero, Brig. *Tons:* 110. *Commander:* ——— Alden.

October —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] April 3, 1800 for sale, New York, N. Y.

American Hero, Ship. *Tons:* 251. *Guns:* 11. *Men:* 25. *Commander:* Joseph Lindsay. *Registry Port:* Salem, Mass. (Dec. 29, 1798). *Owner:* Wm Gray. Built at Kennebunk, Mass., 1796.

May 25, 1799 departed Salem bound for Copenhagen. [TDA. CHR.] January 7, 1800 departed Salem, Mass., bound for Alicante. [TDA. CHR.]

Amiable,* Ship. *Tons:* 252. *Commander:* Daniel C. Tillinghaste. *Registry Port:* Philadelphia, Pa. *Owner:* Jeremiah Warden. Built at Philadelphia, Pa., 1792.

April 23, 1800 guns removed, Philadelphia, Pa. [TDA. CHR.]

Amiable Creole, Brig. *Commander:* ——— Story. *Registry Port:* New York, N. Y.

——— —, 1800 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Amiable Matilda,* Brig. *Tons:* 232. *Guns:* 10. *Commander:* ——— Whitlock. *Registry Port:* New York, N. Y. Built at Philadelphia, Pa.

March 3, 1801 for sale, New York, N. Y.

Amity, Ship. *See* list, volume for Nov. 1798–March 1799.

Amphitrite, Schooner. *See* list, volume for Nov. 1798–March 1799.

Amsterdam Packet,* Ship. *Guns:* 12. *Commander:* Archibald Crockett. *Registry Port:* New York, N. Y.

October 18, 1799 to sail New York for Glasgow.

Andromache,* Ship. *Commander:* ——— Pierce.

April —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Ann,* Brig. *Tons:* 136. *Guns:* 10, 4-pounders; 4, large swivels. *Commander:* Richard Law. *Registry Port:* New York, N. Y. *Owners:* R. J. Thurston and others. Built at New York, N. Y., 1792.

——— —, 1799 arrived New York, N. Y., from La Vera Cruz. October 1, 1799 for sale, New York, N. Y. July 4, 1800 twelve days out from Savannah bound to Martinique.

Ann,* Brig. *Tons:* 160. *Guns:* 12. *Commander:* Robert Lord. *Registry Port:* Boston, Mass. *Owners:* William Parsons and Stephen Higginson.

November 28, 1799, while en route Boston to Emden, Prussia, in Latitude 50° 30′ N., Longitude 13° 00′ W., captured by French privateer *Bellone*, ordered to Bourdeaux. [Ct of Cl.]

Ann,* Brig. *Tons:* 170. *Commander:* ——— Richards.

December 10, 1799 to sail from New York bound for St. Pierre, Martinique. ——— —, 1800 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Ann,* Brig. *Commander:* ——— Burke. *Registry Port:* Charleston, S. C.

June 8, 1799 left St. Thomas bound for Charleston, S. C.

Ann,* Schooner. *Tons:* 140. *Guns:* 12, 4-pounders. *Commander:* ——— ———

October 18, 1799 for sale, Baltimore, Md.

Ann,* Schooner. *Commander:* D. H. Hutchman.

March 22, 1799 arrived Norfolk, Va., from Dominica.

Ann,* Schooner. *Tons:* 53. *Commander:* James Mitchell. *Registry Port:* Baltimore, Md. (May 6, 1799.) *Owner:* Hawes Goldsborough. Built in Dorchester County, Md., 1798.

May 6, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Ann,* Schooner. *Commander:* ——— Kershaw.

August 9, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Ann, Ship. *Tons:* 224. *Guns:* 8. *Commander:* William Robinson. *Registry Port:* Alexandria, Va. *Owners:* Robert Oliver & Co., of Baltimore, Md.

June 24, 1799, while en route Lisbon to Batavia, captured by French privateer *La Mouche* and carried into Cadiz, Spain. [SDA.]

Ann, Sloop. *See* list, volume for Nov. 1798–March 1799.

Anna, Schooner. *See* list, volume for Nov. 1798–March 1799.

Anna, Ship. *Tons:* 123. *Guns:* 12, 4- and 6-pounders. *Commander:* Caleb Johnson. *Registry Port:* New York, N. Y. (June 1, 1799). *Owners:* Jas. and Sam'l. Watson. Built at Mount Pleasant, N. Y., 1796.

February —, 1799 commissioned private armed vessel, New York, N. Y. June —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] August 3, 1799 for charter at Norfolk, Va. March 30, 1800 arrived Liverpool. Guns thrown overboard during passage because of heavy weather.

Ann and Hope,* Ship. *Tons:* 550. *Guns:* 12, 9-pounders. *Men:* 60. *Commander:* Benjamin Page; Christopher Bentley. *Registry Port:* Providence, R. I. (July 7, 1798). *Owners:* Brown & Ives, Providence, R. I. Built at Providence, R. I., 1798.

June 17, 1799, in Latitude 30° 42′ N., Longitude 64° 30′ W., beat off French privateer. August 3, 1799 commissioned private armed vessel, Providence, R. I. [TDA. CHR.] August 16, 1800 arrived Providence, R. I., five months 3 days out from Canton. During voyage on July 30, 1800 in Latitude 30° N., Longitude 61° W., beat off French privateer. August 21, 1800 cleared Newport, R. I. for Providence, R. I. [R. I. HS.]

Ann and Susan, Ship [?]. *See* list, volume for Nov. 1798–March 1799.

Antelope, Brig. *Tons:* 212. *Guns:* 8. *Men:* 15. *Commander:* Samuel Derby; John Gray, *1st Mate;* Benjamin Giles, *2nd Mate. Registry Port:* Salem, Mass. (June 12, 1799). *Owners:* Elias Hasket Derby and Richard Derby, Jr. Built at Salem, Mass., 1799.

June 12, 1799 issued clearance Salem, Mass. for Hamburg. [TDA. CHR.] June 22, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute.] February 4, 1800 advertised for sale at Boston and Salem, Mass.

Anubis, Ship. *Commander:* ——— Bridges.

January 4, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.] ———, 1799 arrived Madeira after a running fight with a French privateer in Latitude 36° N., Longitude 32° W.

Apollo,* Ship. *Guns:* 12. *Commander:* ——— Marrenner (or Mariner).

June —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] June 24, 1799 in Latitude 28° 43′ N., Longitude 67° 50′ W., convoying ship *Beaver.*

Arb, Schooner. *See* list, volume for Nov. 1798–March 1799.

Ardent,* Ship. *Tons:* 236. *Guns:* 16. *Men:* 60. *Commander:* Alexander H. Smith; C. F. Kalkman, *Supercargo. Registry Port:* Baltimore, Md. (April 3, 1799). *Owners:* Samuel Smith and others of Baltimore, Md. Built in Talbot County, Md., 1794.

May 16, 1799 en route Baltimore, Md., to Leghorn, captured by French privateers *L'Adolphe, Le Jeune Vengeur, Le Mars, Le Democrat,* and *La Fortune,* in the Straits of Gibraltar, and carried into Algeciras, Spain. [SDA].

Ardent,* Ship. *Tons:* 235. *Guns:* 15. *Commander:* ——— Israel.

October —, 1799 arrived Baltimore from Cadiz, Spain. October 25, 1799 for sale, Baltimore, Md.

Ardent,* Ship. *Commander:* ———.

———, 1800 arrived Gibraltar from Leghorn, departed hurriedly when Gibraltar taken by French.

Argus, Ship. *Commander:* ——— Main. *Registry Port:* New York, N. Y.

October 26, 1799 left St. Sebastian. ———, 1800 commissioned private armed vessel at New York, N. Y. [TDA. CHR.]

Ariadne, Ship. *Tons:* 272. *Guns:* 14. *Men:* 35. *Commander:* George Johnston; John Le Bosquet, 1799; George Marston, 1800. *Registry Port:* Boston, Mass. (March 6, 1799). *Owner:* Joseph Durr (or Dow). Built at Falmouth, Mass., 1790.

April 3, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.] December 19, 1799 to sail from Savannah, Ga., for Liverpool. January 23, 1800 to sail for Liverpool or Glasgow from Savannah, Ga.

Ariel, Brig. *Tons:* 188. *Commander:* John Griffis; ——— Caffin, *1st Mate. Registry Port:* Philadelphia, Pa. *Owners:* David Walker and John Nixon.

May 3, 1800, while en route Leghorn to St. Thomas, captured by French privateer *L'Egypt Conquise* and carried into Guadeloupe. [Ct. of Cl.]

Ariel, Ship. *Commander:* ——— Coates. *Registry Port:* Philadelphia, Pa.

November 10, 1799 left Canton for Philadelphia, Pa., stopping at Penang Roads for refit. May 5, 1800, while en route Canton to Philadelphia, Pa., within "10 days sail of home" was captured by two French privateers. Captain killed.

Aristides, Schooner. *Tons:* 127. *Guns:* 16. *Commander:* ——— Woods. *Registry Port:* New York, N. Y.

———, 1800 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] October 17, 1800 for sale, New York, N. Y.

Asia, Ship. *Commander:* ———. *Registry Port:* Philadelphia, Pa.

October 4, 1800 commissioned private armed vessel at Philadelphia, Pa. [TDA. CHR.]

Aspasia, Ship. *Commander:* ——— Fanning.

——— —, 1799 commissioned private armed vessel at New York, N. Y. [TDA. CHR.]

Astrea,* Ship. *Tons:* 326. *Guns:* 18. *Men:* 21. *Commander:* Henry Prince, 1798; ——— Paine, 1799. *Registry Port:* Salem, Mass. *Owner:* Elias H. Derby, Salem, Mass.

February 20, 1799 sailed from Alicante bound for Salem, Mass. April 16, 1799 for sale at Salem, Mass. November 10, 1799 at Cadiz, due to sail for Alicante. [Essex Institute.]

Astrea,* Ship. *Commander:* ——— Bool. *Registry Port:* New York, N. Y.

——— —, 1800 commissioned private armed vessel at New York, N. Y. [TDA. CHR.]

Atakualpa, Ship. *Commander:* ——— Wildes. *Registry Port:* Boston, Mass.

August 26, 1800 commissioned private armed vessel at Boston, Mass. [TDA. CHR.]

Atalanta,* Ship. *Tons:* 340. *Guns:* 10, 6-pounders. *Commander:* Samuel Sylvester. *Registry Port:* Baltimore, Md. (August 10, 1799). *Owners:* Silas Lee and others of Massachusetts. Built at Bristol, Mass., 1794.

July 13, 1799 for sale, Baltimore, Md.

Atlanta,* Brig. *Commander:* ——— Taylor. *Registry Port:* Boston, Mass.

June 23, 1800 commissioned private armed vessel at Boston, Mass. [TDA. CHR.]

Atlantic,* Ship. *Commander:* ——— Waters. *Owner:* East India Company of North America.

May —, 1799 commissioned private armed vessel at New York, N. Y. [TDA. CHR.] December 11, 1799 en route Cape of Good Hope to Calcutta in company with private armed ship *Eliza Ann*, in Latitude 20° 08′ N., Longitude 91° 50′ E., beat off a French privateer mounting 24 long brass 12-pounders. On following day again beat off the French privateer.

Atlas, Schooner. *See* list, volume for Nov. 1798–March 1799.

Augusta, Brig. *Tons:* 96. *Commander:* Elias Davis; Noah Bennett. *Registry Port:* Gloucester, Mass. (Dec. 12, 1799). *Owner:* Fitz W. Sargent. Built at Newbury, Mass., 1795.

February 15, 1799 commissioned private armed vessel, Gloucester, Mass. [TDA. CHR.] December 12, 1799 commissioned private armed vessel, Gloucester, Mass. [TDA. CHR.]

Augusta, Ship [?]. *See* list, volume for Nov. 1798–March 1799.

Augustus, Brig. *Burden:* 800 bbls. *Guns:* 8, carriage, 4, swivels. *Commander:* ——— Smith. *Registry Port:* Philadelphia, Pa.

May 15, 1800 commissioned private armed vessel, Philadelphia, Pa. [TDA. CHR.] October 15, 1800 for sale at Philadelphia, Pa.

Aurora, Brig. *Tons:* 140. *Guns:* 10. *Men:* 10. *Commander:* James Noble, 1799; Nathaniel Taylor; ——— Shaler, 1800. *Registry Port:* New York, N. Y. (Jan. 18, 1799). *Owners:* Geo. Griswold and others; N. G. Ingraham. Built at Norfolk, Va., 1798.

——— — 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] ——— —, 1800 commissioned private armed vessel, New York N. Y. [TDA. CHR.] ——— —, 1800 en route West Indies to New York.

Aurora, Schooner. *See* list, volume for Nov. 1798–March 1799.

Aurora,* Ship. *Commander:* John Sutter. *Registry Port:* Philadelphia, Pa.

July 6, 1799 while en route Batavia to Philadelphia, in the Straits of Sunda, captured French privateer by *L'Hazard*, after an action of more than an hour, and ordered to Mauritius. [Ct. of Cl.]

Aurora,* Ship. *Commander:* ——— Hughes. *Registry Port:* New York, N. Y.

——— —, 1800 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Aurora,* Ship. *Commander:* ——— Stone. *Registry Port:* Boston, Mass.

February 26, 1800 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Aurora,* Ship. *Tons:* 222. *Guns:* 10. *Men:* 25. *Commander:* Benjamin Beckford; Issachar Ober, *1st Mate;* Jonathan Corning, *2nd Mate. Registry Port:* Salem, Mass. *Owner:* William Gray, Jr.

December 13, 1799 issued clearance Salem, Mass., bound for Alicante. [TDA. CHR.] December 14, 1799 commissioned private armed vessel at Salem, Mass. [Essex Institute.] June 3, 1800 issued clearance Salem, Mass., for Copenhagen. [TDA. CHR.]

Bald Eagle, Ship. *Commander:* ——— ———.

February 12, 1799 to sail Norfolk to London.

Barbara, Schooner. *See* list, volume for Nov. 1798–March 1799.

Barbara, Ship. *Burden:* 2800 bbls. *Guns:* 12, 6-pounders. *Commander:* ——— ———.

December 7, 1799, for sale, Baltimore, Md.

Barbary,* Ship. *Commander:* ——— Clark. *Registry Port:* Boston, Mass.

September 13, 1799 condemned at Cadiz.

Beauty,* Schooner. *Commander:* ——— Carey.

August 15, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Bedford, Ship. *Commander:* ——— Read.

February 28, 1800 commissioned private armed vessel, Newport, R. I. [TDA. CHR.]

Belgrade, Ship. *Guns:* 16. *Commander:* ——— ———.

March 23, 1799 sailed from Boston, Mass.

Belisarius,* Ship. *Tons:* 261. *Guns:* 16. *Men:* 19. *Commander:* Edward Allen; Thomas Downing, *1st Mate;* Jacob Berry, *2nd Mate. Registry Port:* Salem, Mass. (May 20, 1799). *Owners:* George, George, Jr., Jacob, John and Benjamin, Jr., Crowninshield. Built at Salem, Mass., 1794.

May 21, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.]

Bellisarius, Schooner. *Guns:* 6, 4-pounders; 2 6-pounders. *Men:* 11. *Commander:* John McL. Harion.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] December 28, 1799 to sail from New York to Cape Francois.

Bellona, Schooner. *Commander:* ——— Don.

December 30, 1799 arrived New York 25 days out from New Orleans, La.

Bellona, Ship. *Tons:* 156. *Guns:* 10, 4-pounders (pierced for 16). *Commander:* ——— Riley.

October 17, 1799 for sale, New York, N. Y. ——— —, 1800 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] October 24, 1800 for sale at New York, N. Y.

Belvidere,* Ship. *Guns:* 14. *Commander:* David Ross; John Frankford. *Registry Port:* Philadelphia, Pa.

April–July 1799 made passage Philadelphia to Gibraltar and return. On voyage beat off several attacks by French privateers. December 23, 1799 encountered hurricane in Latitude 45°30′ N., Longitude 43°00′ W., for safety of vessel threw overboard shot and 7 lee guns. January 12, 1800 beat off a privateer while en route London.

Benjamin, Ship [?]. *See* list, volume for Nov. 1798–March 1799.

Bermuda Packet,* Sloop. *Commander:* George Wiseman.

June 4, 1800 notice of complaint published for firing on Brig *Sally.*

Betsey,* Brig. *Tons:* 104. *Commander:* Charles Winship. *Registry Port:* Boston, Mass. (Oct. 17, 1799). *Owner:* Abel Winship. Built at Portsmouth, Va., 1797.

October 19, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Betsey,* Brig. *Tons:* 150. *Guns:* 2. *Commander:* George Halliburton. *Registry Port:* Boston, Mass. *Owner:* Stephen Codman, of Boston, Mass.

February 7, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.] May 13, 1799 en route Curacao to Carthegena in Latitude 11°38′ N., Longitude 72°15′ W., captured by French privateer *Gen'l Massena* and carried into Rio de la Hacha, Columbia. [SDA.]

Betsey,* Brig. *Commander:* ——— Stuart. *Registry Port:* Baltimore, Md.

November 20, 1799 off Cape Hatteras, 113 days out from Batavia, Java, bound for Baltimore.

Betsey,* Brig. *Commander:* ——— White; ——— Howland. *Registry Port:* Philadelphia, Pa.

January —, 1800 Philadelphia for Curacao, when ¾ miles from destination beat off French privateer. ——— —, 1800 arrived Leghorn from Barcelona. En route fought two engagements with French privateers.

Betsey,* Brig. *Tons:* 108. *Guns:* 6. *Men:* 10. *Commander:* Timothy Ropes; Jonathan Day, *1st Mate. Registry Port:* Salem, Mass. (June 25, 1799). *Owners:* Aaron Wort, and Jerathmed Pierce. Built at Salem, Mass., 1792.

June 25, 1799 commissioned private armed vessel, Salem, Mass. October 19, 1799 commissioned as private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.]

Betsey,* Brig. *Guns:* 6, 4-pounders. *Commander:* Egbert Van Buren.

January 16, 1799 arrived Baltimore, Md. from Annapolis, Md.

Betsey,* Brig. *Commander:* ——— Earl.

July —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Betsey,* Schooner. *Tons:* 80. *Guns:* 6, 3-pounders. *Commander:* John Johnson *Registry Port:* New York, N. Y. *Owners:* Daniel Dunning and John. Johnson.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] February 9, 1799 en route New York to La Guaira, Venezuela, captured by French privateer *Le Republicain* and carried into Basseterre, Guadeloupe. [Ct. of Cl.]

Betsey, Ship. *Tons:* 218. *Guns:* 6 (pierced for 14) 8 wooden guns. *Men:* 15. *Commander:* Josiah Obear; Thos. Dodge, *1st Mate;* Freeborn Thorndike, *2nd Mate. Registry Port:* Salem, Mass. *Owners:* Samuel Gray and others, of Salem, Mass.

February 16, 1799 issued clearance at Salem, Mass. for Canton. [TDA. CHR.] February 19, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.] March 14, 1800 en route Batavia, Java to Boston in Latitude 21°11′ N. Longitude 57° W., captured by French Corvette *La Bergere* and carried into Cayenne, French Guiana. [Ct. of Cl.]

Betsey, Ship. *Guns:* 18. *Commander:* ——— Carberry.

March 29, 1799 arrived New York from Liverpool in company with *Factor* convoying 10 American ships.

Betsey, Snow. *Guns:* 6, 4- and 6-pounders; 2, swivels. *Commander:* ——— ———.

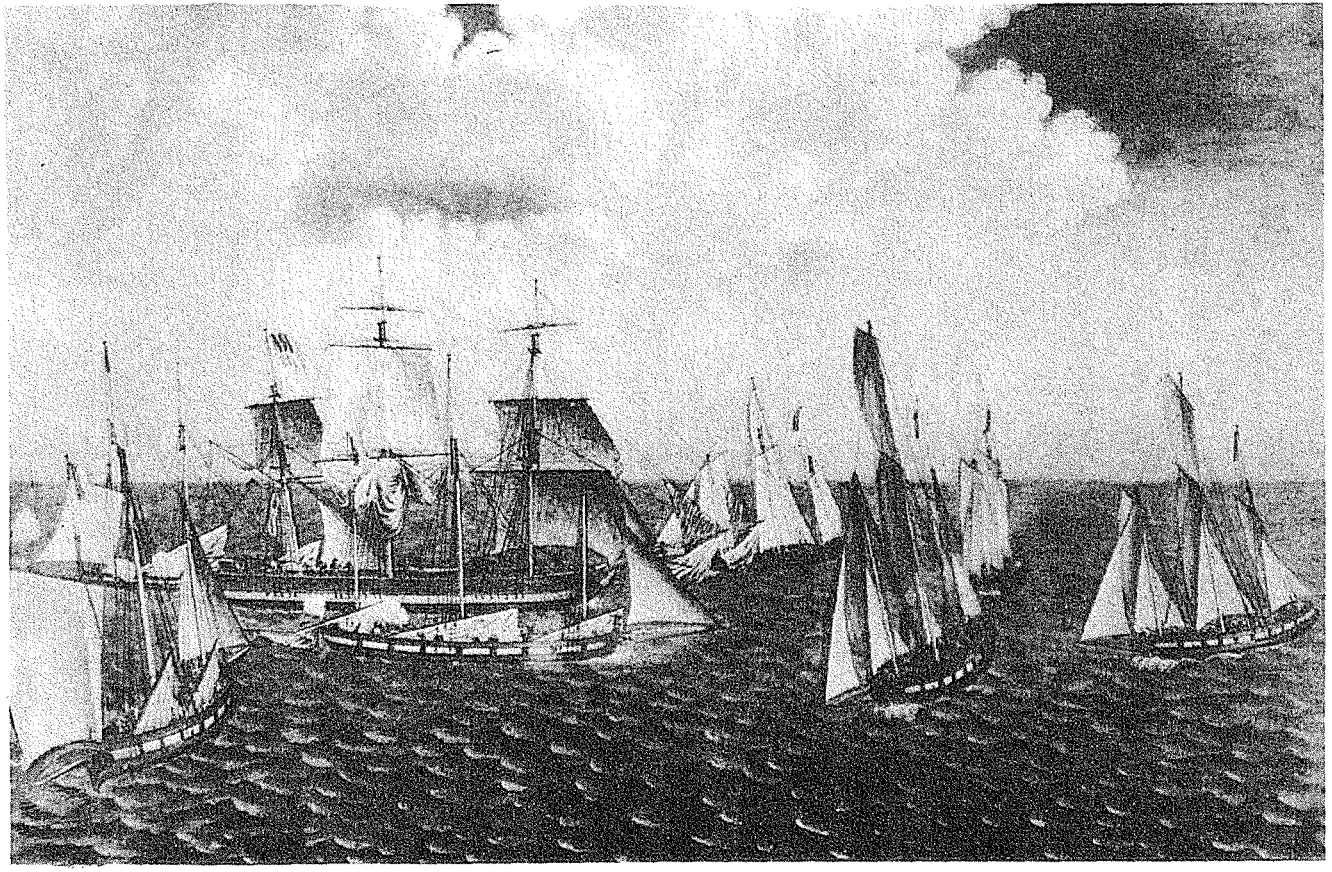
July —, 1799 arrived Charleston, S. C. from Jamaica. July 18, 1799 for sale, Charleston, S. C.

Betsey and Nana, Schooner. *See* list, volume for Nov. 1798–March 1799.

Betsy, Brig. *Burden:* 1,200 barrels. *Commander:* Joseph Chatfield.

November 11, 1799 at Baltimore, Md., loading.

Betsy, Ship [?]. *See* list, volume for Nov. 1798–March 1799.



THE BETSEY OF PHILADELPHIA BEING ATTACKED BY SEVEN FRENCH PRIVATEERS.

Bilboa, Schooner. *See* list, volume for Nov. 1798–March 1799.

Black River, Ship. *See* list, volume for Nov. 1798–March 1799.

Borneo, Ship. *Tons:* 213. *Guns:* 10, 6-pounders. *Commander:* John Gibaut; George G. Smith. *Registry Port:* Boston, Mass. (Oct. 22, 1799). *Owner:* John Gibaut. Built at Salem, Mass., 1799.

October 22, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.] February 20, 1801 for sale, Newport, R. I. May 2, 1800 in Latitude 25°51′ [S], Longitude 55°07′ E., fired shot across English ships bows. [Harvard College Library.]

Boston, Ship. *Commander:* ——— Crocker.

May 10, 1800 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Boston Packet, Brig. *See* list, volume for Nov. 1798–March 1799.

Boyne,* Ship. *Commander:* ——— Brown.

August —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Britannia, Ship. *Tons:* 163. *Guns:* 8, 4-pounders. *Men:* 14. *Commander:* Andrew Cazneau. *Registry Port:* Boston, Mass. (Feb. 18, 1799). *Owner:* Sam'l. Smith. Built at Hanover, Mass., 1784.

April 15, 1799 boarded and captured by French privateer of 10 guns, after an action of ¾ hour. Recaptured by *Surprise* same day and sent into Jamaica.

Brookline, Ship. *See* list, volume for Nov. 1798–March 1799.

Brothers, Ketch. *See* list, volume for Nov. 1798–March 1799.

Brothers, Schooner. *See* list, volume for Nov. 1798–March 1799.

Brothers, Ship. *See* list, volume for Nov. 1798–March 1799.

Brutus, Ship. *Tons:* 209. *Commander:* William Mackett. *Registry Port:* Boston, Mass. (July 9, 1799). *Owners:* Wm H. Bordman and others. Built at Amesbury, Mass., 1799.

July 9, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Brutus, Ship. *Tons:* 303. *Guns:* 4. *Men:* 17. *Commander:* Benjamin Crowninshield, 1799; William Brown, 1800. *Registry Port:* Salem, Mass. (March 27, 1799). *Owners:* Richard Crowninshield and others. Built at Salem, Mass., 1797.

March 22, 1799 issued a clearance at Salem, Mass. for Copenhagen. [TDA. CHR.] April 29, 1800 issued clearance at Salem, Mass. for Leghorn. [TDA. CHR.] July 12, 1800 in Straits of Gibraltar boarded by French privateer and informed French have no orders to take American vessels. Also boarded by English frigate and cautioned not to enter Cadiz.

Brutus, Ship. *Commander:* ——— Rutherford.

July 23, 1800 commissioned private armed vessel, Newburyport, Mass. [TDA. CHR.]

Buckskin, Schooner. *See* list, volume for Nov. 1798–March 1799.

Byfield, Brig. *Guns:* 8. *Men:* 18. *Commander:* Simeon Kinsman. *Registry Port:* Boston, Mass. *Owner:* Eben Parsons.

January 30, 1799 departed Boston bound for Alicante. [SDA. CL, Barcelona Vol. 1, 1798–1809.] February 14, 1800 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Cabot, Schooner. *Guns:* 4. *Commander:* ——— Compton. *Registry Port:* Baltimore, Md.

May 9, 1800 at Batavia, Java.

Caledonia,* Ship. *Commander:* ——— ———.

April 15, 1799 at Liverpool, due to sail for United States. [SDA. CL, Liverpool, Vol. 1, 1790–1800.]

Camilla,* Ship. *Tons:* 163. *Commander:* Thomas Seward. *Registry Port:* Boston, Mass. *Owner:* Eben Parsons. Built at Amesbury, Mass., 1794.

February 5, 1799 defeated French privateer off Lisbon Rock, taking her prize, a Portuguese brig. July 26, 1799 off the Elbe captured American schooner *Little John* from French prize crew.

Camilla,* Ship. *Tons:* 262. *Commander:* Gibbs West. *Registry Port:* Philadelphia, Pa. Built at Philadelphia, 1791.

August 17, 1799 for sale, Philadelphia, Pa. April 12, 1800 indecisive action with French privateer in Batavia Roads. February 20, 1801 for sale, Philadelphia, Pa.

Canton, Ship. *Commander:* Richard Dale.

May —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Canton, Ship. *Commander:* ——— McLachlin.

June 28, 1800 commissioned private armed vessel, Philadelphia, Pa. [TDA. CHR.]

Carlisle, Ship. *Commander:* ——— Bryden.

December —, 1799 en route Liverpool to Annapolis, beat off French privateer in Latitude 24° 00′ N., Longitude 66° 00′ W. January 28, 1800 beat off attack of French privateer. February 7, 1800 arrived Annapolis, Md., from Liverpool.

Carmelite, Schooner. *Tons:* 76. *Commander:* ——— Jenne. *Registry Port:* Baltimore, Md. (July 6, 1799). *Owners:* Jas. Walker and others. Built in Matthews County, Va., 1799.

July 8, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Carolina,* Ship. *Commander:* William Malcolm. *Registry Port:* Charleston, S. C. *Owners:* Geo. Henry Inglis and others.

February 25, 1799 near Start Point, England, captured by French privateer *Courageux* of 6 guns and taken into Paimpol, France.

Carolina,* Ship [?]. *Guns:* 12. *Commander:* ——— Cooke.

——— —, 1799 captured near Teneriffe after an action of one hour.

Caroline, Schooner. *Commander:* ——— Clarke.

July 20, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Caroline, Ship. *Tons:* 182. *Commander:* Enoch Preble. *Registry Port:* Boston, Mass. (Feb. 16, 1799). *Owners:* Ebenezer Preble and Jas. Deering. Built at Falmouth, Mass., 1796.

February 16, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.] October 4, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Caroline Wilmans,* Brig. *Commander:* ——— McKee.

July 18, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Carrollton, Ship. *See* list, volume for Nov. 1798–March 1799.

Cassius, Ship. *See* list, volume for Nov. 1798–March 1799.

Castor & Pollox, Ship. *Tons:* 500. *Commander:* ——— ———.

October 5, 1799 advertised for freight at Baltimore, Md. ——— —, 1800 beat off French privateer.

Catharine, Ship. *Tons:* 210. *Commander:* James Mills. *Registry Port:* Baltimore, Md. (July 24, 1799). *Owner:* Peter D. Goverts. Built at New Market, N. H., 1792.

June 28, 1799 to sail for Hamburg from Baltimore, Md.

Catherine,* Ship. *Tons:* 370. *Guns:* 12, 6-pounders. *Commander:* Horatio Moore.

June 18, 1799 for sale, Norfolk, Va. February 13, 1800 for sale, Norfolk, Va.

Cato, Ship. *See* list, volume for Nov. 1798–March 1799.

Ceres,* Brig. *Tons:* 121. *Guns:* 8, 6-pounders. *Commander:* John O'Conner. *Registry Port:* New York, N. Y. (March 30, 1799). *Owners:* Thos. W. Satterthwaite and others. Built at New York, N. Y., 1795.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] Jan. 11, 1800 for sale, New York, N. Y.

Chance,* Schooner. *Tons:* 69. *Commander:* Samuel Almy. *Registry Port:* Newport, R. I. (Sept. 13, 1797). *Owners:* Sam'l. Almy and Jno. Sabens. Built at Warren, R. I., 1797.

July 22, 1799 commissioned private armed vessel, Newport, R. I. [TDA. CHR.]

Chance,* Schooner. *Tons:* 75. *Guns:* 4. *Men* 6. *Commander:* I. Graham. *Registry Port:* New York, N. Y. [?] *Owner:* Miller & Graham.

——— —, 1800 en route West Indies to New York, convoyed by U. S. S. *General Greene.*

Charles,* Ship. *Guns:* 6, 6-pounders. *Commander:* ——— ———.

——— —, 1800 arrived Philadelphia from Africa. October 28, 1800 for sale at Philadelphia, Pa.

Charles Carter, Ship. *See* list, volume for Nov. 1798–March 1799.

Charlestown, Ship. *Tons:* 233. *Commander:* Alexander Coffin. *Registry Port:* New York, N. Y., (Apr. 8, 1799). *Owner:* Chas. Wright. Built at Charlestown, Mass., 1794.

July 17, 1799 to sail Liverpool, England for New York. [SDA. CL, Liverpool, Vol. 1, 1790–1800.]

Charlotte, Brig. *Commander:* ——— ———.

May 20, 1799 arrived Charleston, S. C. from Jamaica.

Charlotte, Schooner. *Commander:* ——— Hubbert.

August 1, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Charlotte, Schooner. *Tons:* 170. *Guns:* 10. *Commander:* William King. *Registry Port:* Baltimore, Md. (June 3, 1799). *Owners:* Joseph Calman and others. Built at St. Michaels, Md., 1799.

June 6, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.] July 20, 1799 arrived Baltimore, Md., 16 days out from Curacao. October 17, 1799 for sale, Baltimore, Md.

Charlotte,* Ship. *Guns:* 10 (plus). *Commander:* J. Smith.

June 19, 1799 at Baltimore, Md.

Charlotte, Snow. *Tons:* 120. *Commander:* Sam'l. R. C. Moffatt. *Registry Port:* Baltimore, Md. (April 27, 1799). *Owner:* Rich'd. Gettings. Built at Philadelphia, Pa., 1793.

July 16–17, 1799 to sail London for Baltimore, Md. [SDA. CL, Bristol, Vol. 1, 1791–1799.] December 22, 1800 for sale, Baltimore, Md.

Charlotte Murdock, Brig. *Tons:* 211. *Commander:* John Walker. *Registry Port:* New York, N. Y. (March 11, 1799). *Owner:* Jas. Sheaf. Built at New Market, N. H., 1798.

April —, 1799, commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Charming Betsey, Schooner. *Tons:* 89. *Guns:* 8, 4-pounders. *Men:* 20. *Commander:* John Conway; David Butler. *Registry Port:* Baltimore, Md., (July 5, 1799). *Owners:* John Marean and others. Built at Portsmouth, Va., 1796.

——— —, 1799 fought off French privateer *Revenge.* October 19, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.] January 2, 1800 for sale at Baltimore, Md.

Chatham, Brig. *Guns:* 6, 6-pounders. *Commander:* ——— ———.

February 27, 1799, off southwest end of Cuba, en route Jamaica to New York beat off French privateer.

Chatham, Schooner. *Commander:* ——— Mills.

July 24, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Chatham, Snow. *Commander:* ——— Stanwood.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Chesapeake,* Ship. *Tons:* 367. *Commander:* Andrew Tombs. *Registry Port:* New York, N. Y. (Jan. 25, 1799). *Owners:* Samuel and James Watson. Built at Baltimore, Md., 1793.

August —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] ——— —, 1799 sunk the American private armed vessel *Vigilant.*

Chuter, Ship [?]. *See* list, volume for Nov. 1798–March 1799.

Cicero, Brig. *Tons:* 139. *Guns:* 6. *Men:* 12. *Commander:* Nath. Kinsman; John Dixey, *1st Mate;* Edward Standley, *2nd Mate.* *Registry Port:* Salem, Mass. *Owner:* William Gray, Jr.

July 8, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.]

Cincinnatus, Ship. *Tons:* 226. *Guns:* 2. *Men:* 14. *Commander:* Samuel Endicott; John Edwards, Jr., *1st Mate;* Jos. H. Millett, *2nd Mate.* *Registry Port:* Salem, Mass. (June 17, 1799). *Owners:* Jos. Peabody and Thos. Perkins. Built at Hanover, Mass., 1799.

June 18, 1799 issued clearance at Salem for Copenhagen. [TDA. CHR.] June 19, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.]

Circumnavigation, Ship. *Tons:* 319. *Commander:* Richard Curtis. *Registry Port:* Boston, Mass. (Jan. 28, 1799). *Owner:* Thos. Steeves. Built at York, Mass., 1796.

March 16, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Citizen,* Schooner. *Commander:* ——— Fosse.

September 21, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Citizen,* Ship. *Tons:* 282. *Guns:* 14. *Men:* 40. *Commander:* Ezekiel Hubbel; Nap. Raymond. *Registry Port:* New York, N. Y. (Aug. 1, 1799). *Owners:* Henry Whitney and others. Built at Philadelphia, Pa., 1791.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] December 2, 1799 to sail New York for Havana. ——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Cleopatra,* Ship. *Tons:* 270. *Guns:* 18. *Men:* 50. *Commander:* Walter Connor. *Registry Port:* Baltimore, Md. *Owner:* A. Brown.

July 29, 1799 arrived New York, 56 days out from Hamburg.

Cleopatra,* Ship. *Tons:* 278. *Commander:* Samuel Naylor. *Registry Port:* Philadelphia, Pa. *Owners:* Sam'l. Mifflin and others. Built at Philadelphia, Pa., 1792.

November 12, 1799 arrived Philadelphia, 124 days out from Batavia. November 3, 1800 en route Calcutta to Boston, in company with the ships *Perseverance* and *Grace* of Philadelphia, Pa., and *Sphinx* of Baltimore, Md., went to the assistance of the British East-Indiaman *Cornwallis* and drove off the French privateer *La Gloire.* [Morison's "Maritime History of Massachusetts", pp. 87–88.]

Cleopatra,* Ship [?]. *Commander:* ——— ———.

——— —, 1799 captured off Curacao by French privateer *La Revanche.* [SDA. Dom. L., Vol. 11, 1798–1799.]

Cleopatra,* Ship. *Tons:* 181. *Commander:* Henry Rogers. *Registry Port:* New York, N. Y. (Feb. 9, 1799). *Owners:* Geo. Meade, Jr., and W^m^ Wilbur. Built at Philadelphia, Pa., 1795.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Cleopatra, Sloop. *Tons:* 181. *Commander:* Thomas Harding. *Registry Port:* New York, N. Y. (Feb. 22, 1799). *Owners:* Jas. Scott and Israel Seaman. Built at Peekskill, N. Y., 1795.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Clothier,* Ship. *Tons:* 308. *Guns:* 20, 6-pounders. *Commander:* Nathaniel D. Gardner. *Registry Port:* Philadelphia, Pa. *Owner:* James Oldden. Built at Philadelphia, Pa., 1791.

March 28, 1799 to sail from Liverpool for Philadelphia, Pa.

Columbia, Ship. *Commander:* ——— Lelar.

March 3, 1800 commissioned private armed vessel, Philadelphia, Pa. [TDA. CHR.]

Columbia, Ship. *Tons:* 279. *Guns:* 12. *Commander:* Thomas Tupman. *Registry Port:* Fredericksburg, Va.

July 27, 1799 left Isle of Wight, England, with other armed vessels bound for Norfolk, Va.

Columbus,* Ship. *Tons:* 300. *Guns:* 4, 9-pounders. *Commander:* ——— ———.

October 1, 1799 for sale, New York, N. Y., after arrival from Tortola.

Columbus,* Ship. *Commander:* ——— ———.

August 11, 1799 left Falmouth, England, bound for Charleston, S. C.

Commerce,* Brig. *Tons:* 125. *Guns:* 8, 4-pounders. *Commander:* ——— Dawson.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] October 18, 1799 for sale, New York, N. Y., after arrival from the Mediterranean.

Commerce,* Ship. *Commander:* R. Smith. *Registry Port:* Baltimore, Md.

September 6, 1799 en route Liverpool for India, in Latitude 49° N., Longitude 13° W., beat off a French privateer of 22 guns.

Commerce,* Ship. *Tons:* 186. *Guns:* 8. *Men:* 19. *Commander:* Gideon Gardner. *Registry Port:* Baltimore, Md. (April 16, 1799). *Owners:* Worthington, Troup & Davis, of Baltimore. Built in Connecticut, 1796.

June 24, 1799 en route Lisbon for Calcutta, captured by French privateer *La Mouche*, of 20 guns, and carried into Cadiz, Spain. [SDA.]

Commerce,* Ship. *Guns:* 16. *Commander:* ——— Watts.

July 18, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.] November 27, 1799 bound Liverpool for Boston, in Latitude 51° N., Longitude 16° W., captured by French privateer *Rage* and carried into St. André, France.

Concord,* Ship. *Tons:* 171. *Guns:* 6. *Men:* 20. *Commander:* Obed Wyer. *Registry Port:* Salem, Mass. (Oct. 18, 1799). *Owners:* Pickering Dodge and others. Built at Salisbury, Mass., 1795.

October 19, 1799 issued clearance at Salem for Mas-a-Fuera Island. [TDA. CHR.]

Concord,* Ship. *Commander:* ——— Hobson.

June 18, 1799 commissioned private armed vessel, Newport, R. I. [TDA. CHR.]

Connecticut,* Ship. *Tons:* 359. *Guns:* 16, 6-pounders; 2, 18-lb. carronades. *Men:* 50. *Commander:* Jacob Haylander. *Registry Port:* Philadelphia, Pa. Built at Bath, Me., 1796.

——— —, 1799 arrived Philadelphia from London. April 23, 1799 for sale, Philadelphia, Pa.

Criterion,* *Ship. Commander:* ——— Wicks. William Murdock, *First Mate. Registry Port:* Philadelphia, Pa.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] January 4, 1800 in Latitude 18° N., Longtiude 87° E., escaped from attack of French privateer. May 1, 1800 arrived Delaware River from Calcutta.

Cruger,* Brig. *Tons:* 154. *Guns:* 8. *Men:* 13. *Commander:* Ebenezer Shillabar; John Barton. *Registry Port:* Salem, Mass. (Nov. 2, 1799). *Owner:* Elias H. Derby, Jr. Built in Maryland, 1788.

February 2, 1799 commissioned private armed vessel, Salem, Mass. [TDA. CHR.] November 6, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.]

Cygird, Schooner. *See* list volume for Nov. 1798–March 1799.

Cygnet, Schooner. *See* list, volume for Nov. 1798–March 1799.

Cygnet,* Ship. *Tons:* 210. *Commander:* John Gore. *Registry Port:* New York, N. Y. (April 2, 1799). *Owners:* John Gore and Lewis Simond. Built at Guilford, Conn., 1794.

March 14, 1799 engaged and captured by British schooner *John and Edward.* March 17, 1799 retaken by the U. S. S. *Delaware.* April —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Daniel and Mary, Brig. *Commander:* ——— Farley. *Registry Port:* Boston, Mass

January 1, 1800 while part of convoy of U. S. Schooner *Experiment,* took part in engagement with 10 Barges in Channel of St. Marc, Haiti.

Dart, Schooner. *Commander:* Robert Coupland.

November 12, 1799 while en route St. Pierre, Martinique, to New York beat off French privateer, after an engagement of two glasses. November 13, 1799 in Latitude 27° 20′ N., Longitude 70° W., escaped attack of French privateer.

Dauphin, Schooner. *Guns:* 5. *Commander:* ——— Hooper. *Registry Port:* Newburyport, Mass.

April —, 1799 arrived New York 30 days out from Alicante, Spain.

David & George, Brig. *Tons:* 128. *Commander:* Evert Abeel. *Registry Port:* New York, N. Y. (July 27, 1799). *Owner:* Garret B. Abeel. Built in Virginia, 1791.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] June —, 1799 arrived New York from Havana.

David Stewart,* Brig. *Commander:* ——— Jones.

June 3, 1799 at Baltimore, Md., saluted U. S. Sloop *Maryland* at her launching.

Deborah, Ship. *See* list, volume for Nov. 1798–March 1799.

Defiance, Ship. *Tons:* 215. *Guns:* (pierced for 16). *Commander:* ———.

January 27, 1800 for sale at New York, N. Y.

Delaware, Ship. *Tons:* 390. *Commander:* Robert Clay. *Registry Port:* Philadelphia, Pa. *Owners:* Wm Newbold and others. Built at Philadelphia, Pa., 1791.

May 16, 1799 Philadelphia, Pa., to sail for London. September —, 1799 en route London to Philadelphia beat off French privateer of 16 guns, in English Channel.

Delia, Brig. *Commander:* Henry Warning. *Registry Port:* New York, N. Y.

April 16, 1800 in Latitude 22° 30′ N., Longitude 68° 30′ W., while en route Edenton, N. C., to Jamaica captured by French privateer and ordered into Porto Rico.

Derwent, Brig. *Commander:* ——— Fox.

June 18, 1799 in company with brig *Tyne,* off Cape Charles, beat off French privateer. June 22, 1799 arrived Norfolk, Va.

Despatch, Schooner. *See* list, volume for Nov. 1798–March 1799.

Diana,* Brig. *Tons:* 124. *Guns:* 6. *Men:* 15. *Commander:* James Freeman. *Registry Port:* Boston, Mass. *Owners:* Loring, Curtis, Parkman & Hurd of Boston, Mass. Built at Newbury, Mass., 1795.

January 24, 1799 8 miles off Malaga captured by three French privateers and carried into Malaga, Spain. [SDA.]

Diana,* Brig. *Tons:* 104. *Guns:* 4, 4-pounders. *Commander:* ———. *Registry Port:* Norfolk, Va.

May 17, 1800 for sale at Norfolk, Va.

Diana,* Ship. *Tons:* 160. *Guns:* 10, 4-pound cannon. *Commander:* Edward Davis; Nathaniel Barker. *Registry Port:* Boston, Mass. *Owner:* Edward Davis. Built at Amesbury, Mass., 1794.

January 15, 1799 arrived Boston, 55 days out from London, beat off a French privateer en route. September 24, 1799 to sail Boston for London. May 23, 1800 for sale, Boston, Mass. October 28, 1800 for sale, Boston, Mass.

Diana,* Ship. *Guns:* 10 carriage. *Commander:* ——— Furlong. *Registry Port:* Baltimore, Md.

June 4, 1800 departed St. Thomas bound for Baltimore, Md.

Diana,* Ship. *Tons:* 151. *Commander:* George White. *Registry Port:* New York, N. Y. (May 11, 1799). *Owners:* Jas. Gouverneur and others. Built at New York, N. Y., 1791.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Diana,* Ship. *Commander:* ——— Clark.

May —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Diana,* Ship. *Tons:* 182. *Commander:* James McCall. *Registry Port:* New York, N. Y. (Sept. 25, 1799). *Owner:* W^m^ M. Seton. Built at New York, N. Y., 1793.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Discovery, Ship. *Tons:* 284. *Guns:* 10. *Men: 18. Commander:* Stephen Phillips.

August 6, 1799 issued clearance at Salem for Hamburg. [TDA. CHR.]

Dispatch, Schooner. *Tons:* 104. *Guns:* 8, 4-pounders. *Commander:* ——— Fowler. *Registry Port:* New York, N. Y.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] June —, 1799 arrived New York from Havana with 9 sail in convoy. January 9, 1800 for sale at New York, N. Y.

Dispatch, Schooner. *Commander:* ——— Hudson.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Dispatch,* Ship. *Tons:* 357. *Guns:* 16, 6-pounders. *Commander:* ——— Ward, 1799; ——— Anscough, 1800.

——— —, 1799 arrived New York from St. Sebastian, Spain. September 20, 1799 left Lisbon. October 30, 1799 chased by three French privateers. ——— —, 1800 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] November 8 and 15, 1800 for sale, New York, N. Y.

Dolly, Brig. *Guns:* 10. *Commander:* Thomas Webb. *Registry Port:* Philadelphia, Pa.

June 28, 1800 commissioned private armed vessel, Philadelphia, Pa. [TDA. CHR.] July 13, 1800 in Latitude 75° N., Longitude 71° W., bound for the Main with captured French privateer, boarded schooner *Eliza.* November 10, 1800 commissioned private armed vessel, Philadelphia, Pa. [TDA. CHR.]

Dolphin, Schooner. *Commander:* ——— Johnson. *Registry Port:* Newburyport, Mass.

May 3, 1799 commissioned private armed vessel, Newburyport, Mass. [TDA. CHR.] August 5, 1799 off mouth of Mississippi River, captured by French privateer. Recaptured from prize crew.

Dolphin, Schooner. *Tons:* 32. *Commander:* Thimbil Clark. *Registry Port:* Boston, Mass. (Feb. 28, 1799). *Owner:* Eben Parsons. Built at Pembroke, Mass., 1783.

February 28, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Dolphin,* Ship. *Commander:* ——— Hooper. *Registry Port:* Marblehead, Mass. February 21, 1799 left Alicante bound for Marblehead.

Dorsey, Brig. *Commander:* ——— Slaishbuck [?].

October 11, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Dove, Brig. *See* list, volume for Nov. 1798–March 1799.

Dragon, Schooner. *See* list, volume for Nov. 1798–March 1799.

Drake, Brig. *Commander:* ——— ———. *Registry Port:* New London, Conn. June 8, 1799 left St. Thomas.

Dublin Packet, Ship. *Tons:* 164. *Guns:* 8, 4-pounders. *Men:* 12. *Commander:* Henry Green. *Registry Port:* New York, N. Y. *Owners:* John Grant and Alexander Dunlap.

March —, 1800 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] May 18, 1800 en route New York to Leghorn captured by French privateer *L'Abeille* and carried into Cadiz, Spain. [Ct. of Cl.]

Eagle,* Brig. *Guns:* 14. *Commander:* ——— Campbell.

November 22, 1799 sailed from St. Kitts with *Commerce* in convoy. [Am. Antiq. Soc.]

Eagle, Schooner. *Tons:* 97. *Guns:* 6. *Men:* 9. *Commander:* Josiah Ingersoll. *Registry Port:* New York, N. Y. (March 2, 1799). *Owner:* Abraham King, of New York, N. Y. Built at New London, Conn., 1799.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] July 29, 1799, en route New York to Gibraltar, captured by French privateer *Mars*, 2 miles from Island of Tarifa and carried into Algeciras, Spain. [SDA.]

Eagle, Schooner. *Tons:* 95. *Commander:* Seth Carter. *Registry Port:* Baltimore, Md., (Sept. 2, 1799). *Owners:* Geo. Walker and Thos. Sheppard. Built on Choptank River, Md., 1799.

September 21, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Eagle, Schooner. *Commander:* ——— Nutson.

July 8, 1800 at Salem, Mass.

Eagle, Schooner. *Commander:* ———.

October 11, 1800 commissioned private armed vessel, Philadelphia, Pa. [TDA. CHR.]

Eagle, Ship. *See* list, volume for Nov. 1798–March 1799.

Edinburg Packet, Ship [?]. *See* list, volume for Nov. 1798–March 1799.

Edwin, Brig. *Commander:* ——— Knap.

August 20, 1800 commissioned private armed vessel, Newburyport, Mass. [TDA. CHR.]

Eglantine, Schooner. *Tons:* 110. *Commander:* William Paine. *Registry Port:* New York, N. Y. (Sept. 3, 1799). *Owners:* Jno. Haff and Chas. Seton. Built in Connecticut, 1796.

September —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Eleanor,* Schooner. *Tons:* 107. *Guns:* 6. *Commander:* William Groom. *Registry Port:* Baltimore, Md. (May 25, 1799). *Owners:* Thomas and Edward Rutter, and Philip Graybell. Built in Talbot County, Md., 1798.

May 25, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.] November 10, 1799 en route Baltimore to Curacao, in company with Schooner *George*, convoyed through Mona Passage by U. S. S. *Connecticut.*

Eliza,* Bark. *Tons:* 187. *Guns:* 4. *Men:* 12. *Commander:* Benjamin Lander.
March 15, 1800 issued clearance at Salem for Hamburg. [TDA. CHR.]

Eliza,* Brig. *Tons:* 170. *Commander:* Jacob Peterson. *Registry Port:* Philadelphia, Pa.
February 14, 1800 off Island of Gorgona attempted capture of French privateer which escaped. May —, 1800 arrived Philadelphia from Leghorn.

Eliza,* Brig. *Tons:* 102. *Guns:* 12. *Men:* 16. *Commander:* William Champlin. *Registry Port:* Newport, R. I. (Oct. 26, 1799). *Owner:* Wm. Champlin. Built at Warren, R. I., 1796.
October 26, 1799 commissioned private armed vessel, Newport, R. I. [TDA. CHR.] June 17, 1800 for sale, Norfolk, Va.

Eliza, Schooner. *Commander:* ——— ———. *Registry Port:* New York, N. Y.
June 8, 1799 left St. Thomas.

Eliza, Schooner. *Commander:* ——— ———. *Registry Port:* Philadelphia, Pa.
——— —, 1800 captured by privateer, but captain and one sailor retook vessel.

Eliza,* Ship. *Guns:* 12. *Men:* 30. *Commander:* ——— ———.
October 9, 1799 sailed from Martinique for St. Thomas with convoy.

Eliza,* Ship. *Commander:* ——— ———. *Registry Port:* Philadelphia, Pa.
——— —, 1799 left Havana assisting in convoying 9 sail to New York.

Eliza,* Ship. *Commander:* ——— Folger.
August 21, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Eliza,* Ship. *Commander:* ——— Robinson.
——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Eliza,* Ship. *Guns:* 10. *Commander:* ——— Brown.
July 27, 1799 left Isle of Wight bound for Charleston.

Eliza, Sloop. *Tons:* 82. *Commander:* David Parker. *Registry Port:* Philadelphia, Pa. *Owner:* Wm Haslett. Built at Philadelphia, Pa., 1798.
December 12, 1799 arrived Philadelphia from St. Kitts.

Eliza,* Snow. *Tons:* 145. *Commander:* William Bartlett. *Registry Port:* Baltimore, Md. (Feb. 4, 1799). *Owners:* Wm McCreery and others. Built in Mathews County, Va., 1798.
June 18, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Eliza Ann, Ship. *Commander:* ——— Barker.
December 11 and 12, 1799 with convoy en route Cape Good Hope to Calcutta, in Latitude 20° 08′ N., Longitude 91° 50′ W., beat off two attacks of French privateer, mounting 24 long brass 12-pounders.

Eliza and Katy. Schooner. *Tons:* 110. *Guns:* (pierced for 14). Commander: George Parker.
November 14, 1800 for sale at Philadelphia, Pa.

Eliza Myers, Schooner. *Tons:* 150. *Guns:* 14. *Commander:* ——— Lewis.
January 28, 1800 for sale at New York, N. Y. May 21, 1800 commissioned private armed vessel, Philadelphia, Pa. [TDA. CHR.]

Elizabeth, Schooner. *Tons:* 137. *Commander:* James Stephenson; Jno. Waterman. *Registry Port:* New York, N. Y. (Feb. 12, 1799). *Owners:* A. M. Leremboune and others. Built in Mathews County, Va., 1797.
December 24, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Elizabeth,* Ship. *Tons:* 220. *Commander:* Christopher Luther.
June 18, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.] January —, 1800 arrived Baltimore from Leghorn. January 29, 1800 for sale, Baltimore, Md.

Elizabeth,* Ship. *Tons:* 333. *Guns:* 8. *Men:* 26. *Commander:* William Blackler, Jr.; Andrew Kennedy, *1st Mate;* Elisha Whitney, *2nd Mate. Registry Port:* Salem, Mass. *Owner:* William Gray, Jr.

August 3, 1799 issued clearance, Salem for Calcutta. [TDA. CHR.] August 3, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.]

Elizabeth Jones, Brig. *Tons:* 220. *Guns:* 10, 4- and 6-pounders. *Commander:* Edward Chamberlain; Christopher Luther. Built at Portsmouth, Va.

May —, 1800 arrived Philadelphia from Norfolk, having completed one voyage to the West Indies. May 24, 1800 for sale, Philadelphia, Pa.

Endeavor, Schooner. *Tons:* 83. *Commander:* Nathaniel Griffin. *Registry Port:* Boston, Mass. *Owner:* Daniel Sargent.

January 9, 1799 commissioned private armed vessel, Boston, Mass. [TDA CHR.] June 21, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.] November 6, 1799 en route Demerara to Boston captured by French privateer *La Victoire.* November 10, 1799 recaptured by British frigate *Acasta,* and salvage paid. December 15, 1799 in Latitude 24° 30′ N., Longitude 69° 30′ W., captured by French privateer *L'Alliance* and ordered to Porto Rico. [Ct. of Cl.]

Enterprize, Schooner. *Tons:* 80. *Commander:* William Downs. *Registry Port:* New York, N. Y. (Jan. 14, 1799). *Owner:* Wm Armstrong. Built at Sag Harbor, N. Y. 1798.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Enterprize, Ship. *See* list, volume for Nov. 1798–March 1799.

Enterprize, Ship. *Tons:* 161. *Guns:* 6, 3-pounders. *Men:* 18. *Commander:* Silvester Simmons; Ephraim Stubbs; Elijah Bacon. *Registry Port:* Providence, R. I. *Owners:* Jos. S. Martin, Ebenr Thompson, Jr., Silvester Simmons, Providence, R. I.

October 26, 1799 commissioned private armed vessel, Providence, R. I. [TDA. CHR.]

Enterprize, Ship. *Commander:* ——— Hubbell.

——— —, 1800 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Equator, Ship. *Commander:* ——— Wilson.

January 12, 1801 commissioned private armed vessel, Philadelphia, Pa. [TDA. CHR.]

Essequebo Packet, Brig. *Commander:* Thomas Willson.

——— —, 1798 near Martinique had encounter with French privateer, which was afterwards upset by squall and all aboard were drowned. Jan. 30, 1799 arrived New London from Martinique.

Esther and Eliza,* Schooner. *Commander:* ——— ———.

——— —, 1799 sailed from Curacao.

Essex, Brig. *Tons:* 170. *Guns:* 5. *Men:* 13. *Commander:* Joseph Orne.

February 6, 1800 issued clearance at Salem for Lisbon. [TDA. CHR.]

Eucharis, Brig. *Tons:* 200. *Guns:* (pierced for 18). *Commander:* ——— ———.

June 25, 1799 for sale at Baltimore, Md.

Evelina,* Schooner. *Tons:* 133. *Guns:* 6. *Men:* 14. *Commander:* John Wallace. *Registry Port:* Baltimore, Md. (March 16, 1799). *Owners:* David Stewart and Sam'l Walker. Built at Baltimore, Md., 1798.

——— —, 1799 captured off Dominique [Dominica] by French privateer, after 39 minute action.

Exchange,* Brig. *Tons:* 185. *Guns:* 8. *Men:* 10. *Commander:* Benjamin Webb, Jr. *Registry Port:* Salem, Mass., (Nov. 18, 1799). *Owners:* Josiah Orne and others. Built at Salem, Mass., 1796.

November 18, 1799 issued clearance at Salem for Cape of Good Hope. [TDA. CHR.]

Exchange, Schooner. *Tons:* 182. *Commander:* Benj. Wickes. *Registry Port:* Baltimore, Md. (August 31, 1799). *Owners:* Jno. McFadon and others. Built in Talbot County, Md., 1799.

August 31, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Experiment, Brig. *See* list, volume for Nov. 1798–March 1799.

Experiment,* Schooner. *Guns:* 14. *Commander:* ——— Snow; ——— Mitchell, *Supercargo.*

June 2, 1800 captured French privateer and carried her to Cape Nicholas Mole.

Fabius,* Ship. *Guns:* 8, 6-pounders. *Commander:* R. Cowper.

May 14, 1799 to sail Norfolk for Liverpool.

Fabius,* Ship. *Tons:* 223. *Commander:* John Corran. *Registry Port:* Philadelphia, Pa. (Feb. 14, 1799). *Owners:* Jas. Crawford and William Rusk. Built at Philadelphia in 1791.

February 14, 1799 Ownership Certificate surrendered to insert Guns. [TDA. CHR.] November 9, 1799 Ownership Certificate surrendered to insert Guns. [TDA. CHR.]

Factor,* Ship. *Tons:* 300. *Guns:* 10. *Commander:* John Kemp; ——— Farrell. *Registry Port:* New York, N. Y.

———— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] May —, 1799 arrived New York from Liverpool.

Fair American, Brig. *Commander:* ——— Salsbury.

August 16, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Fair American,* Ship. *Commander:* ——— Logan.

———— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Fair American,* Ship. *Tons:* 257. *Guns:* 12 carriage, 2 swivels. *Commander:* Samuel McFaul, 1798; ——— Higbe, 1800. *Registry Port:* New York, N. Y. (May 8, 1799). *Owner:* John Fisher. Built at Amesbury, Mass., 1795.

May —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] May 6, 1799 to sail New York for London. ———— —, 1800 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Fair American,* Ship. *Commander:* ——— Earle. *Registry Port:* Charlestown.

August 11, 1799 left Falmouth bound for Charlestown. May 24, 1800 off Sumatra out from River La Plata. [LC, EPP 1799–1800.]

Fair Columbian, Brig. *Tons:* 141. *Commander:* John Mallory. *Registry Port:* Baltimore, Md. (June 7, 1799). *Owner:* Jos. Forman. Built in Somerset County, Md., 1795.

June 14, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Fame, Brig. *Tons:* 154. *Guns:* 4. *Men:* 11. *Commander:* George Archer; William Munday, *1st Mate;* James Burnes, *2nd Mate.* *Registry Port:* Salem, Mass. (Aug. 17, 1799). *Owners:* John Collins, Amos Hovey and George Archer. Built at Salem, Mass., 1799.

August 19, 1799 issued clearance at Salem for Hamburg. [TDA. CHR.] August 19, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.]

Fame,* Ship. *Tons:* 167. *Guns:* 4. *Men:* 17. *Commander:* John Rust. *Registry Port:* Portland, Me. *Owners:* Nathaniel Richardson and others.

March 27, 1799 in Latitude 43° 40′ N., Longitude 6° 00′ W. (of Paris), captured by the French privateer *Bayonnaise* and carried into Bayonne, [Ct. of Cl.]

Fame,* Ship. *Commander:* ———.

September —, 1800 arrived Baltimore after having been captured by French privateer. Captain and others recaptured vessel on August 19, 1800, put into Bermuda for stores and a crew.

Fame,* Ship. *Commander:* James Goodrich. *Registry Port:* New Haven, Conn.

May 19, 1800 en route London for New Orleans beat off attack by French privateers. May 20, 1800 in Latitude 49° 40′ N., Longitude 11° 47′ W. May 21, 1800 boarded by French privateer *Bellona.* Informed hostilities by France had ceased: Latitude 51° 00′ N., Longitude 12° 18′ W. July 4, 1800 in Latitude 22° 00′ N., Longitude 70° 00′ W. [New Haven Colony HS.]

Fame,* Ship. *Commander:* ——— Jones. *Registry Port:* Philadelphia, Pa.

March 27, 1800 arrived Philadelphia from London. In Latitude 21° 00′ N., Longitude 60° 40′ W., fought and drove off a French privateer. April 24, 1800 commissioned a private armed vessel, Philadelphia, Pa. [TDA. CHR.]

Fanny,* Brig. *Tons:* 152. *Guns:* 4. *Men:* 9. *Commander:* Jesse Smith; Zachariah Brooks, *1st Mate;* Joshua Grant, *2nd Mate. Registry Port:* Salem Mass. (June 15, 1798). *Owner:* John Derby, of Salem, Mass. Built at Salem, Mass., 1785.

March 6, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.] March 6, 1799 issued a clearance at Salem for Cadiz. [TDA. CHR.] April 3, 1799 en route Salem to Cadiz in Latitude 40° 12′ N., Longitude 20° 30′ W., captured by French privateer *Papillon* and carried into Masquer, France. [Ct. of Cl.]

Fanny,* Brig. *Commander:* ——— Hoyt.

July 20, 1799 commissioned private armed vessel, Newburyport, Mass. [TDA. CHR.]

Fanny,* Brig. *Commander:* ——— Bland.

October 25, 1799 arrived Savannah, 16 days out from Cape Francois. August 18, 1799 in Latitude 29° N., Longitude 68° W., boarded and plundered by French privateer *Bayonnaise.*

Fanny,* Brig. *Burden:* 750 bbls. *Commander:* ———

December 13, 1800 for sale at Baltimore, Md.

Fanny, Schooner. *Commander:* ——— Lander.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Fanny,* Ship. *Commander:* Daniel H. Braine. *Registry Port:* New York, N. Y.

May 30, 1799 to sail from New York for Glasgow.

Fanny,* Ship. *Tons:* 160. *Guns:* 10. *Men:* 20. *Commander:* John Baden, 1799; ——— Lindsay, 1800. John Reith, *1st Mate;* Andrew Marsters, *2nd Mate. Registry Port:* Salem, Mass. *Owner:* William Gray, Jr.

August 12, 1799 issued a clearance at Salem for Bilbao. [TDA. CHR.] August 12, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.] July 22, 1800 arrived Salem, 18 days out from Martinique. On outward voyage beat off a French privateer.

Fanny, Snow. *Tons:* 148. *Guns:* 14. *Men:* 9. *Commander:* George Taylor; Clifford C. Byrne, *1st Mate. Registry Port:* Salem, Mass. *Owners:* Elijah Sanderson, Jacob Sanderson, and others.

March 11, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.] ——— —, 1799 bound Salem to Cuba, chased a French privateer. March 18–25, 1800 for sale, Salem and Boston, respectively.

Fanny and Jane, Brig. *See* list, volume for Nov. 1798–March 1799.

Farmer, Ship. *Tons:* 231. *Commander:* William Gibson. *Registry Port:* Philadelphia, Pa. *Owners:* John Savage and others. Built at Philadelphia, Pa., 1795.

November —, 1799 left Port Passage, Spain. January —, 1800 arrived Philadelphia from St. Sebastian.

Favorite,* Ship. *Commander:* ——— Packhouse.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Favorite,* [Ship?] *Commander:* ——— Ellery.

——— —, 1800 bound for Gibraltar, beat off 6 small French privateers.

Felicity, Brig. *Tons:* 182. *Guns:* 6, carriage. *Commander:* John Brown.

February 18, [1800?] commissioned private armed vessel, Portsmouth, N. H. [TDA. CHR.] March 5, 1800 for freight or charter at New York, N. Y.

Felicity,* Schooner. *Tons:* 131. *Guns:* 10. *Men:* 20. *Commander:* Johans Lowe; ——— Bett. *Registry Port:* Baltimore, Md. *Owner:* J. Hollins. Built at West River, Md., 1796.

May 23, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.] September 14, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.] January 8, 1800 for sale, Baltimore, Md.

Felicity,* Ship. *Tons:* 320. *Guns:* 18, 6-pounders. *Commander:* John Borrowdale. *Registry Port:* Alexandria, Va. *Owner:* Wm Wilson.

June —, 1799 arrived Baltimore, 12 weeks out from Liverpool. June 11, 1799 for sale at Alexandria, Va.

Felicity,* Ship. *Tons:* 318. *Commander:* Charles Langford. *Registry Port:* Baltimore, Md. (Aug. 9, 1799.) *Owner:* Joseph Forman. Built at Durham, N. H., 1794.

August 9, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Financier*, Ship. *Commander:* ——— Clark.

June 24, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Five Brothers,* Ship. *Tons:* 293. *Guns:* 12, 6-pounders. *Men:* 40. *Commander:* ——— Phillips. *Registry Port:* Boston, Mass.

——— —, 1799 beat off a French privateer in Straits of Gibraltar. October 7, 1800 for sale at Boston, Mass.

Flora, Ship. *Tons:* 147. *Commander:* James Lovett. *Registry Port:* New York, N. Y. (April 13, 1799). *Owner:* Jno. Blagge. Built at North Providence, R. I., 1796.

April —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Flora, Ship. *Commander:* ——— Le Pelley; ——— Calder.

May 22, 1799 commissioned private armed vessel, Gloucester, Mass. [TDA. CHR.] January 6, 1800 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Fly,* Brig. *Tons:* 179. *Guns:* 8, 4-pounders. *Commander:* Garrett Barry. *Registry Port:* Baltimore, Md. (July 25, 1799). *Owner:* Jas. Barry. Built at Norfolk, Va., 1795.

July 25, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.] October 27, 1799 sailed from La Guaira in company with ship *Maria.* October 29, 1799 beat off two Bermudian privateers. January 16, 1800 for sale, Baltimore, Md.

Flying Fish, Schooner. *Tons:* 84. *Guns:* 6, 3-pounders. *Men:* 13. *Commander:* Nathaniel Packard, Jr; Pearce Coggeshall, *1st Mate;* Oliver Brown, *2nd Mate,* March 1799; *Commander:* Joseph R. Bosworth; Geo. W. Allen, *1st Mate;* Robert S. Packard, *2nd Mate;* November 1799. *Registry Port:* Providence, R. I. *Owners:* Nathaniel Packard, Jr., March 1799; Samuel McClellan, November 1799.

March 15, 1799 commissioned private armed vessel, Providence, R. I. November 6, 1799 commissioned private armed vessel, Providence, R. I. [R. I. HS.]

Flying Fish, Schooner. *Commander:* ——— Bevins.

May 22, 1799 arrived New York, 30 days out from Martinique, May 5, 1799, in Latitude 19° N., captured armed French schooner *Henrietta* and carried her into Bermuda.

Folansbe, Ship. *Tons:* 269. *Guns:* 2. *Men:* 15. *Commander:* Joshua Richardson.

July 13, 1799 issued clearance at Salem for Emden. [TDA. CHR.]

Fortitude, Ship. *Commander:* ——— Smith.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Four Sisters, Ship. *See* list, volume for Nov. 1798–March 1799.

Fox,* Brig. *Tons:* 175. *Guns:* (pierced for 16). *Commander:* ——— ———.

November 22, 1799 for sale Boston, Mass.

Fox,* Schooner. *Commander:* ——— Stevenson.

October 11, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Fox,* Schooner. *Commander:* ——— O'Bryan.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Fox, Ship. *Guns. 4. Commander:* Richard Penniston; R. Andrews, *Supercargo. Registry Port:* Philadelphia, Pa. *Owners:* Morgan & Price.

April 8, 1799 en route Gharleston, S. C. for Bilbao, off Cape Machicacao, captured by French privateer *Courageux* and sent into Gibraltar [?]. Condemned at Bayonne. Not commissioned as private armed vessel. [Am. State Papers, Vol. 2, p. 450.]

Fox, Ship. *Tons:* 116. *Men:* 17. *Commander:* Rich'd Pedrick, Jr. *Registry Port:* Marblehead, Mass. (June 17, 1799). *Owners:* Rich'd Pedrick and Rich'd Pedrick, Jr. Built at Salisbury, Mass., 1795.

August 20, 1799 left Bilbao bound for Marblehead.

Fox, Snow. *Commander:* ——— Sawyer.

January 7, 1800 commissioned a private armed vessel, Boston, Mass. [TDA. CHR.]

Foxwell,* Ship. *Tons:* 300. *Guns:* 22. *Commander:* ——— Stevens; Henry Barnard.

August 10, 1799 to sail from Bristol bound for Boston, Mass. [SDA. CL, Bristol, Vol. 1, 1797–1799.] December 19, 1799 scheduled sail Boston, Mass., for Bristol, England.

Frances, Schooner. *Tons:* 76. *Commander:* W^m^ R. McCullough. *Registry Port:* Baltimore, Md. (July 21, 1799). *Owner:* Isaac Smith. Built in Mathews County, Va., 1799.

August 9, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Francis and Mary, Ship. *Tons:* 311. *Guns:* 8. *Commander:* William Peterkin; William Robinson. *Registry Port:* Boston, Mass., (Feb. 28, 1799). *Owners:* Robt. Miller and others; R. Oliver & Brothers. Built at Bowdoinham, Me., 1793.

May 10, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.] June 16, 1799 en route Baltimore for Lisbon, captured by French privateer *Volney,* off Rock of Lisbon, and conducted into Cadiz. [Am. State Papers, Vol. 2, p. 450.] August 22, 1799 left Cadiz bound for Baltimore. Arrived October —, 1799. October 12, 1799 for sale, Baltimore, Md.

Francis and William, Ship. *Commander:* ——— Patricken. *Registry Port:* Baltimore, Md.

June 16, 1799 captured by French privateer off Lisbon.

Franklin,* Ship. *Commander:* Thomas Oxnard.

——— —, 1800, en route St. Sebastian to Boston, captured by Guernsey privateer and ordered to England. Captain and three men overcame prize crew and brought the ship to Boston. June 10, 1800 for sale, Boston, Mass.

Franklin,* Ship. *Guns:* 20. *Commander:* ——— Shaw.

July 19, 1799 left London for Baltimore, because of bad weather put into Falmouth, August 5, 1799. August 11, 1799 left Falmouth. Arrived Baltimore October 4, 1799. May 24, 1800 off Sumatra from River La Plata. [LC, EPP, 1799–1800.]

Freeport, Schooner. *Commander:* ——— Wild.

May 1, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Friends Adventure, Brig. *Tons:* 187. *Guns:* (pierced for 16). *Commander:* ———.

February 5, 1801 for sale at New York, N. Y.

Friendship, Brig. *Tons:* 150. *Guns:* 8. *Commander:* ———.

——— —, 1799 arrived Philadelphia from St. Sebastian. November 15, 1799 for sale at Philadelphia, Pa.

Friendship, Brig. *Commander:* ——— Chew.

November 9, 1799 commissioned private armed vessel, New London, Conn. [TDA. CHR.]

Friendship, Brig. *Tons:* 157. *Guns:* 5. *Men:* 10. *Commander:* Nathan Leech, Jr.; John Fielder, *1st Mate;* John Glover, *2nd Mate. Registry Port:* Salem, Mass. (June 25, 1799). *Owners:* Nathan Leech, Benj. Lovett, Jr., and Abraham Kilham. Built at Salem, Mass., 1795.

June 25, 1799 issued clearance at Salem for Copenhagen. [TDA. CHR.] June 25, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.]

Friendship, Schooner. *See* list, volume for Nov. 1798–March 1799.

Friendship,* Ship. *Tons:* 342. *Guns:* 14. *Men:* 30. *Commander:* Israel Williams; William Story, *1st Mate;* David Thomas, *2nd Mate. Registry Port;* Salem, Mass. *Owners:* Aaron Wait and Jonathan Pearce.

August 23, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.] January 31, 1800 issued clearance at Salem for Cadiz. [TDA. CHR.]

Gadsden, Ship. *Guns:* 16. *Commander:* ——— Brown, 1799; ——— Gardner, 1800. *Registry Port:* Charleston, S. C.

——— —, 1799 captured by privateer. April 22, 1800 bound Charleston, S. C., to the Spanish Main, beat off French privateer. Later captured by English sloop of war *Busy* and sent into St. Kitts, under pretence of carrying on illicit trade. Detained for a few days and released.

Galen,* Ship. *Tons:* 261. *Guns:* (pierced for 18). *Men:* 30. *Commander:* John Mackay; ——— Seward. *Registry Port:* Boston, Mass. *Owners:* Morse and Eddy of Boston. Built at Charlestown, Mass., 1798.

October 18, 1799 to sail Boston to London. November 18, 1799 left Boston to cross North Atlantic. ——— —, 1800 from Charleston bound for the Spanish Main, beat off a French privateer.

Galiot, Schooner. *See* list, volume for Nov. 1798–March 1799.

Gallant, Schooner. *See* list, volume for Nov. 1798–March 1799.

General Green, Schooner. *Tons:* 68. *Commander:* John Wood. *Registry Port:* Newport, R. I. (Feb. 6, 1798). *Owners:* Caleb Gordon and others. Built at Providence, R. I., 1794.

October 16, 1799 commissioned private armed vessel, Newport, R. I. [TDA. CHR.]

General Green, Schooner. *Tons:* 110. *Guns:* (pierced for 12). *Commander:* John Johnson.

December 2, 1800 for sale, New York, N. Y.

General Lincoln, Ship. *Tons:* 221. *Commander:* Elias Lord; Jedediah Kelly, *Supercargo. Registry Port:* New London, Conn. (Nov. 27, 1798). *Owners:* Ted Kelley and others. Built at Berkley, Mass., 1792.

March 19, 1799 arrived Havana from Antigua, during voyage boarded by two British cruisers.

General Washington,* Ship. *Tons:* 252. *Guns:* 16. *Commander:* Samuel B. Davis. *Registry Port:* Philadelphia, Pa. *Owner:* Daniel W. Coxe. Built at Wilmington, Del., 1790.

March 15, 1799 [about] sailed from Philadelphia, Pa. October —, 1799 arrived Philadelphia from New Orleans. October 17, 1799 for sale, Philadelphia, Pa. May 29, 1800 to sail from Philadelphia for Liverpool.

General Wayne,* Ship. *Tons:* 199. *Commander:* John Seaman, 1799; ——— Ledet, 1800. *Registry Port:* New York, N. Y. *Owners:* Chas. Watkins and others. Built at Cape Elizabeth, 1794.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] ——— —, 1799 left Havana with convoy. ——— —, 1800 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Genius, Brig. *Guns:* 14. *Commander:* Denbo Cables. *Registry Port:* New York, N. Y. *Owner:* Cadwallader Colden.

July 14, 1799 arrived New London from Tortola. On passage captured French privateer *Columbus.*

George,* Brig. *Tons:* 135. *Guns:* 15. *Men:* 30. *Commander:* Edward Healy. *Registry Port:* New York, N. Y. *Owner:* John G. Lockwood. Built in North Carolina, 1786.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

George,* Brig. *Tons:* 170. *Commander:* Elisha Higgens. *Registry Port:* Baltimore, Md. *Owner:* Archibald Stewart.

May 3, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.] June 12, 1799 en route Baltimore to Surinam captured by French privateer *L'Importun* and order to Cayenne. [Ct. of Cl.]

George,* Brig. *Commander:* ——— Caswell.

June 8, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

George, Brig. *Guns:* 12. *Men:* 36. *Commander:* ——— McLleod.

September 16, 1799 from Jamaica bound to Port Republican captured by 6 barges and brought into Petit Goave.

George, Schooner. *Tons:* 116. *Commander:* Perry Dunkin; William Patterson. *Registry Port:* Baltimore, Md. (Aug. 10, 1799). *Owner:* Wm. Patterson. Built at Baltimore, Md., 1799.

August 10, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.] November 10, 1799 bound from Baltimore to Curacao, in company with Schooner *Eleanor*, convoyed through Mona Passage by the U. S. S. *Connecticut.*

George, Schooner. *Tons:* 120. *Guns:* (pierced for 16). *Commander:* ———. Built in North Carolina, 1800.

October 9, 1800 for sale, New York, N. Y.

George, Ship. *Commander:* ——— McCollom.

November 5, 1799 arrived Philadelphia, 14 days out from Gonaives. April 2, 1800 commissioned private armed vessel, Philadelphia, Pa. [TDA. CHR.]

George Barclay, Ship. *Commander:* ——— McAllister; ——— Whitten, 1800. *Registry Port:* Philadelphia, Pa.

March 16, 1800 arrived Philadelphia from Batavia. April 1, 1800 commissioned private armed vessel, Philadelphia, Pa. [TDA. CHR.]

George Washington, Brig. *Tons:* 207. *Guns:* 6. *Men:* 16. *Commander:* Thomas Webb. *Registry Port:* Salem, Mass. (Dec. 21, 1799). *Owners:* Thos. Webb and others. Built at Scituate, Mass., 1799.

December 27, 1799 issued clearance at Salem for Sumatra. [TDA. CHR.]

George Washington,* Ship [?]. *Commander:* ——— Roberts. *Registry Port:* Boston, Mass.

——— —, 1799 arrived Algeciras, after beating off a French privateer.

Georgia Packet,* Brig. *Tons:* 131. *Guns:* 10. *Commander:* Josiah Burnham, Jr. *Registry Port:* New York, N. Y. (Aug. 7, 1799). *Owner:* Jacob T. Walden. Built at Duxbury, Mass., 1792.

March —, 1799 left Alicante. August —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Gladiator, Ship. *Commander:* ——— Turner.

February 26, 1800 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Good Friends, Ship. *Commander:* ——— Earle.

April 3, 1800 commissioned private armed vessel, Philadelphia, Pa. [TDA. CHR.]

Good Hope, Brig. *See* list, volume for Nov. 1798–March 1799.

Governor Carver, Schooner. *Guns:* 4. *Men:* 11. *Commander:* Nathaniel Spooner. *Registry Port:* Boston, Mass. *Owner:* Eben Parsons of Boston.

January 23, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.] January 30, 1799 left Boston. Arrived Alicante March 21, 1799. [SDA. CL, Barcelona, Vol. 1, 1798–1809.]

Governor Sumner, Ship. *Tons:* 118. *Commander:* Thomas Dismore; Barnabas Young, 1799; ——— Leech, Jr., 1800. *Registry Port:* Boston, Mass. (Jan. 1, 1799). *Owner:* Nehemiah Parsons. Built at Newburyport, Mass., 1799.

January 18, 1799 commissioned private armed vessel, Boston, Mass. April 27, 1799 arrived Boston. June 7, 1799 commissioned private armed vessel, Boston, Mass. May 23, 1800, commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Grace, Brig. *See* list, volume for Nov. 1798–March 1799.

Grace,* Ship. *Commander:* ——— Davis. *Registry Port:* Philadelphia, Pa.

January 24, 1800 commissioned private armed vessel, Philadelphia, Pa. [TDA. CHR.] November 3, 1800 en route Calcutta to Boston, in company with the ships *Perseverance*, and *Cleopatra*, of Philadelphia, Pa., and the *Sphinx*, of Baltimore, Md., went to the assistance of the British East-Indiaman *Cornwallis* and drove off the French privateer *La Gloire*.

Grand Turk, Ship. *Tons:* 376. *Guns:* 14. *Commander:* Pardon T. Taber. *Registry Port:* Boston, Mass. (Jan. 19, 1799). *Owner:* Jno. Coles. Built at Newcastle, Me., 1795.

January 22, 1799 commissioned private armed vessel, New London, Conn. [TDA. CHR.] June 1, 1799 convoyed 15 sail from Jamaica to the East Coast. March 6, 1800 to sail from Savannah, Ga., to Liverpool.

Gray, Ship [?]. *See* list, volume for Nov. 1798–March 1799.

Greyhound, Brig. *Guns:* 8. *Men:* 18. *Commander:* William S. Plummer. *Registry Port:* Boston, Mass. *Owner:* Eben Parsons.

January 30, 1799 left Boston. Arrived Alicante March 21, 1799. [SDA. CL, Barcelona, Vol. 1, 1797–1809.]

Greyhound, Brig. *Commander:* ——— Rider.

September 9, 1799 sailed from Port Republican for Charleston with a convoy.

Greyhound, Schooner. *See* list, volume for Nov. 1798–March 1799.

Greyhound, Ship [?]. *See* list, volume for Nov. 1798–March 1799.

Guardian, Snow. *Tons:* 124. *Guns:* 6, 4-pounders. *Commander:* John Stevens. *Registry Port:* Baltimore, Md. (March 22, 1799). *Owner:* Wm. Burrell Magruder. Built at Brunswick, 1795.

June 18, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.] January 18, 1800 for sale, Baltimore, Md.

Guatimozin, Ship. *Commander:* Samuel Bumstead. *Registry Port:* Boston, Mass.

August 26, 1800 commissioned private armed vessel, Boston, Mass. [NDA. Taylor Collection.]

Halcyon, Ship. *Tons:* 176. *Commander:* William Wise. *Registry Port:* Baltimore, Md. (March 3, 1799). *Owners:* Sam'l Smith and others. Built at Providence, R. I., 1794.

September 3, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Hamburgh Packet, Ship. *See* list, volume for Nov. 1798–March 1799.

Hancock,* Ship. *Commander:* ——— Crocker. *Registry Port:* Boston, Mass.

December 5, 1799 arrived Canton from Northwest coast America.

Hannah,* Brig. *Tons:* 120. *Guns:* 6, 6-pounders. *Commander:* ——— Boggs. *Owners:* Peter Blight and J. Haylander.

May 26, 1800 for sale at Philadelphia, Pa. June 12, 1800 commissioned private armed vessel, Philadelphia, Pa. [TDA. CHR.]

Hannah,* Brig. *Tons:* 150. *Guns:* 8. *Commander:* ——— ——— .

July 13, 1799 for sale at Norfolk, Va.

Hannah,* Brig. *Commander:* ——— Leach; James Curry, *2nd Mate. Registry Port:* Boston, Mass. *Owner:* Callahan.

——— —, 1800, en route Boston to Demerara, in Latitude 16° N., Longitude 58° W., taken by schooner *Monkey* out of Cayenne. Supposedly retaken by Captain, owner and passengers left on board. [SDA. CL, Paramaribo, Vol. 1, 1799–1834.]

Hannah,* Schooner. *Tons:* 101. *Guns:* 6. *Commander:* ——— ———. *Registry Port:* Boston, Mass.

December 10, 1798, en route Marblehead to Alicante, captured by privateer *Flibustier*, and carried into Malaga and condemned.

Hannah,* Ship. *Commander:* ——— Small; ——— Stephens. *Registry Port:* Alexandria, Va.

May 23, 1799 arrived New Orleans. Chased en route by two French privateers. December 3, 1799 sailed from Belle Isle for Alexandria.

Hannah,* Ship. *Tons:* 280. *Guns:* 18. *Commander:* Charles Derby; ——— Morland. *Registry Port:* Boston, Mass. (Feb. 2, 1799). *Owners:* Stephen Higginson, Thos. Perkins and others. Built at Amesbury, Mass., 1796.

February 1, 1799 arrived Boston, 90 days out from Bristol. March 18, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Hannah,* Ship. *Tons:* 165. *Guns:* 6, 4-pounders, 2, swivels. *Commander:* ——— ———.

July 8, 1799 for sale at Baltimore, Md.

Hannah,* Ship. *Tons:* 225. *Guns:* 10, 4-pounders, 2 unmounted. *Commander:* ——— Hosmer.

December 30, 1799 for sale at New York, N. Y.

Hannah,* Sloop. *Tons:* 100. *Guns:* (pierced for 12). *Commander:* I. Pearcy.

November 5, 1799 for sale at Boston, Mass.

Harmony, Brig. *Guns:* 14 cannonades. *Men:* 26. *Commander:* William Marshall. *Registry Port:* Charleston, S. C.

April 4, 1799, after engagement with French privateer *Fly*, mounting 18 eight and twelve pounders, was captured and carried into Santa Cruz, Spain.

Harmony, Schooner. *See* list, volume for Nov. 1798–March 1799.

Harmony,* Ship. *Tons:* 245. *Commander:* James Snell. *Registry Port:* Philadelphia, Pa. *Owners:* Jas. Crawford and others. Built at Bradford, Mass., 1794.

May 22, 1799, en route London to Philadelphia, was captured by French Corvette *La Surges*. Retaken by crew and passengers from prize crew.

Harmony,* Ship. *Tons:* 334. *Guns:* 12, 6- and 9-pounders; 2 brass swivels; 2 iron swivels. *Commander:* ———.

April 23, 1800 for sale at Philadelphia, Pa.

Harpier, Ship. *See* list, volume for Nov. 1798–March 1799.

Harriet, Brig. *See* list, volume for Nov. 1798–March 1799.

Harriot, Ship. *Tons:* 229. *Commander:* William Martin. *Registry Port:* Baltimore, Md. (March 9, 1799). *Owner:* Aquilla Brown. Built at East River, Md., 1793.

August 15, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Harriot, Ship. *Commander:* Thomas Cloutman. *Registry Port:* Boston, Mass. *Owner:* John C. Jones of Boston, Mass.

February 15, 1799 commissioned private armed vessel, Boston, Mass. [NDA. Taylor Collection.]

Harry, Ship. *Guns:* 8. *Commander:* ——— Webb. *Registry Port:* Salem, Mass.

April 26, 1799 sailed from Surinam for Salem.

Harry, Ship. *Tons:* 213. *Commander:* Andrew F. Ehrenstrom. *Registry Port:* Philadelphia, Pa. (Feb. 12, 1799). *Owner:* John Leamy. Built in Connecticut, 1796.

May 24, 1800 guns removed. [TDA. CHR.]

Hawke,* Schooner. *Tons:* 69. *Guns:* 2. *Men:* 7. *Commander:* Jonathan H. Lovett.

January 22, 1800 issued clearance at Salem, Mass., for Bilbao. [TDA. CHR.]

Hazard,* Brig. *Commander:* ——— Rogers.

May 3, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Hazard,* Ship. *Tons:* 159. *Commander:* Benjamin Swift. *Registry Port:* Boston, Mass. Aug. 27, 1799. *Owners:* Thos. Perkins and others. Built at Newburyport, Mass. 1796.

August 30, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Hazard,* Ship. *Tons:* 215. *Guns:* 20. *Men:* 60. *Commander:* Richard Gardner. *Registry Port:* Salem, Mass. (Nov. 16, 1798). *Owners:* John and Rich'd. Gardner. Built at Salem, Mass., 1798.

April —, 1799 arrived at Newport from Alicante. February 13, 1800 issued a clearance at Salem, Mass., for Gibraltar. [TDA. CHR.]

Hazard,* Ship. *Tons:* 220. *Guns:* 16, 4-pounders, 2, 12-pound Carronades. *Commander:* Preserved Sissom. *Registry Port:* New York, N. Y. (May 24, 1799). *Owners:* Geo. Barnwell and others. Built at Salem, 1798.

May —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] October 7, 1800 for sale at New York, N. Y.

Helen, Schooner. *See* list, volume for Nov. 1798–March 1799.

Henry,* Sloop. *Guns:* 6, 3-pounders, 2, 2-pounders. *Men:* 14. *Commander:* ——— Casach.

January 10, 1799 after an engagement was captured by Spanish packetboat *St. Roselia.* Captain and crew landed at Havana.

Henry, Ship. *Tons:* 190. *Guns:* 8. *Men:* 14. *Commander:* Stephen Webb; Justin Morgan, 1799; Benj. Bullock, 1800. Stephen Webb, *1st Mate;* Charles Derby, *2nd Mate. Registry Port:* Salem, Mass. *Owner:* Elias Hasket Derby.

February 7, 1799 commissioned private armed vessel, Salem, Mass. [TDA. CHR.] August 1, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.] April 9, 1800 issued a clearance at Salem, Mass., for Teneriffe. [TDA. CHR.]

Henry, Ship. *Tons:* 161. *Guns:* 2, 4-pounders. *Men:* 10. *Commander:* Daniel Allin; Merrit Bates, *1st Mate;* Alex'r Lawrence, *2nd Mate. Registry Port:* Providence, R. I. *Owners:* Dan'l and Sam'l Allin, Benj'n F. and Sam'l Carlile of Providence, R. I.

March 21, 1799 commissioned private armed vessel, Providence, R. I. [TDA. CHR.] ——— —, 1799 en route Providence, R. I. to Turks Island was captured in Latitude 30° 31′ N., by French privateer, of 10 guns, carried into St. Johns, Porto Rico and condemned. [R. I. HS.]

Herald,* Ship. *Tons:* 328. *Commander:* ——— Skerry, 1799; Nathaniel Silsbee; 1800. *Registry Port:* Boston, Mass. *Owners:* Samuel Parkman, Ebenezer Preble, and Nathaniel Silsbee.

July 27, 1799 arrived at Boston, 65 days out from Leghorn, via Gibraltar. January 22, 1800 commissioned private armed vessel, Boston, Mass. [TDA. CHR.] November 3, 1800 en route Calcutta to Boston, in company with ships *Perseverance*, *Cleopatra*, and *Grace*, of Philadelphia, Pa., and *Sphinx*, of Baltimore, Md., rescued British East-Indiaman *Cornwallis* from French privateer *La Gloire*.

Hercules, Sloop. *Tons:* 78. *Commander:* John Reynolds. *Registry Port:* Baltimore, Md. (July 13, 1799). *Owner:* W^m^ Burrell Magruder. Built at Norwich, Conn., 1793.

July 16, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.] September 25, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Hercules,* Ship. *Commander:* ——— Breath.

August —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] September 9, 1800 lost main and top masts and obliged throw guns overboard in gale of wind. September 30, 1800 arrived New York, 5 months from Batavia.

Hercules,* Ship. *Commander:* ——— Dawson.

August 30, 1799 to leave New York for City Point, Va.

Hercules,* Ship. *Guns:* 14, 6-pounders. *Commander:* James Pierce. *Registry Port:* Savannah, Ga.

April 24, 1800 sailing for Liverpool.

Hercules Courtenay, Ship. *Tons:* 258. *Guns:* 12, 6-pounders. *Commander:* James Simpson.

July 9, 1800 for sale at Baltimore, Md.

Hero, Ship. *Commander:* ——— Robinson.

——— —, 1800 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Hibernia, Ship. *Tons:* 185. *Commander:* Caleb Toppan. *Registry Port:* Newburyport, Mass. (Oct. 5, 1799). *Owners:* Moses Brown and W^m^ Farris. Built at Newbury, Mass, 1795.

October 5, 1799 commissioned private armed vessel, Newburyport, Mass [TDA. CHR.] October 30, 1799 en route Newburyport to Havana, exchanged several shots with French privateer.

Highlander, Schooner. *See* list, volume for Nov. 1798–March 1799.

Hind, Brig. *Tons:* 136. *Guns:* 9. *Men:* 15. *Commander:* Daniel Roper, Jr.; William Allen, *1st Mate;* Benjamin Lapham, *2nd Mate.* *Registry Port:* Salem, Mass. *Owners:* William Orne and Joseph White.

April 24 1799 issued clearance at Salem, Mass., for Cadiz. [TDA. CHR.] April 24, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.]

Hiram, Brig. *Commander:* ——— Appleton.

July 12, 1799 commissioned private armed vessel, Portsmouth, N. H. [TDA. CHR.]

Hiram, Ship. *Tons:* 350. *Guns:* 12, 6-pounders. *Commander:* ——— Whitney. *Registry Port:* Philadelphia, Pa.

April 30, 1800 for freight or passage to Liverpool.

Holker, Schooner. *Commander:* ——— Medlin.

April 19, 1800 commissioned private armed vessel, Philadelphia, Pa. [TDA. CHR.]

Holland, Ship. *Tons:* 273. *Guns:* 14. *Commander:* Henry Tew; ——— Goodrich. Built in Philadelphia, Pa.

May 18, 1799 arrived Leghorn in 37 days from New York. En route beat off privateer in a three hour action. October 22, 1799 for sale at Boston for payment of wages. January 4, 1800 commissioned private armed vessel, Boston, Mass. [TDA. CHR.] February 13, 1800 for charter at Norfolk, Va.

Hope, Bark. *See* list, volume for Nov. 1798–March 1799.

Hope,* Brig. *Tons:* 118. *Commander:* John Clark. *Registry Port:* Baltimore, Md. (April 15, 1799.) *Owner:* John Hollins. Built at Nanticoke, Md., 1798.

September 14, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Hope,* Brig. *Tons:* 93. *Commander:* Henry Bates. *Registry Port:* Gloucester, Mass. (July 14, 1799). *Owner:* Fitz W. Sargent. Built at Ipswich, Mass., 1794.

July 19, 1799 commissioned private armed vessel, Gloucester, Mass. [TDA. CHR.]

Hope,* Brig. *Tons:* 119. *Guns:* 10. *Men:* 8. *Commander:* H. Hudson. *Registry Port:* Newport, R. I. [?]. *Owner:* Simon Martin. Built in United States, June 26, 1800 en route West Indies to Newport, R. I., was convoyed by U. S. S. *General Greene.*

Hope,* Brig. *Tons:* 160. *Guns:* 8, 4-pounders. *Commander:* ———.

January 8, 1800 for sale at Baltimore, Md.

Hope,* Schooner. *Commander:* ——— Fullerton.

April 14, 1800 commissioned private armed vessel, Philadelphia, Pa. [TDA. CHR.]

Hope,* Ship. *Tons:* 187. *Guns:* 18. *Commander:* Asa Hooper; Elijah Clarke. *Registry Port:* Boston, Mass. (Jan. 24, 1799). *Owner:* Marston Watson. Built at Amesbury, Mass., 1793.

January 24, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.] ——— —, 1800 had severe engagement with French privateer, 5 men killed and 15 wounded.

Hope * Ship. *Tons:* 300. *Guns:* 20, 6-pounders. *Commander:* William Callahan.

July 22, 1799 left Liverpool for City Point, Va. August 30, 1799 left New York for City Point, Va.

Hope,* Ship. *Commander:* ———.

January 17, 1799 in Latitude 37° 44′ N., Longitude 71° 39′ W., bound for West Indies with convoy. [Am. Antiq. Soc.]

Hope,* Ship. *Tons:* 150. *Guns:* 2 iron cannon. *Commander:* ———. *Owner:* Estate of Captain Timothy Gay.

October 3, 1800 for sale at Boston, Mass.

Hope,* Ship. *Guns:* 6, 3-pounders. *Men:* 10. *Commander:* George Hastie. *Registry Port:* Philadelphia, Pa.

——— —, 1799 after engagement with two French privateers was captured and carried into Algeciras. [SDA. Disp. Spain, Bk. 4, 1797–1799.]

Hope,* Ship. *Tons:* 145. *Guns:* 14. *Men:* 75. *Commander:* Sylvester Bill; ——— Coit. *Registry Port:* New London, Conn. *Owner:* Joseph Howland of Norwich, Conn.

January 9, 1799 commissioned private armed vessel, New London, Conn. August 6, 1799 commissioned private armed vessel, New London, [TDA. CHR.] October 11, 1799, en route New London to West Indies, while becalmed, was captured by French privateer *Renommee* and taken into Basseterre, Guadeloupe. [Ct. of Cl.]

Hope,* Ship. *Commander:* ——— Dennison.

April 30, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Hope,* Ship. *Commander:* ———. *Registry Port:* Fredericksburg, Va.

May 20, 1800 at Boston, Mass.

Houlbrook, Ship [?]. *See* list, volume for Nov. 1798–March 1799.

Hunter, Brig. *Tons:* 110. *Guns:* 10. *Commander:* ——— ———.

September 14, 1799 for sale at Baltimore, Md.

Hunter, Schooner. *Commander:* ——— Smith.

April 16, 1799 arrived Portland, 46 days from Cadiz.

Hunter,* Ship. *Tons:* 341. *Guns:* 4. *Men:* 20. *Commander:* Wm Whitlock; William B. Foster. *Registry Port:* New York, N. Y. (Nov. 30, 1799). *Owners:* Franklin Robinson & Co., William B. Foster. Built at New York, N. Y., 1792.

January 31, 1799 arrived Genoa. May 29, 1799 sailed from Genoa. [SDA. CL, Genoa, Vol. 1, 1799–1836.] ——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Huron, Ship. *Tons:* 300. *Guns:* 12, 6- and 4-pounders. *Commander:* ——— ———.

July 18, 1799 for sale at Charleston, S. C.

Ida, Brig. *Commander:* ——— Hewton.

February 4, 1800 commissioned private armed vessel, Newport, R. I. [TDA. CHR.]

Independence,* Ship. *Tons:* 150. *Commander:* James Coddington; ——— Goodwin. *Registry Port:* Boston, Mass. (Oct. 15, 1799). *Owner:* Isaac Parker. Built at Providence, R. I., 1796.

September 13, 1799 arrived Boston from Gibraltar. October 16, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Independent, Ship. *Commander:* ——— ———. *Registry Port:* Boston, Mass. ——— —, 1799 sailed Boston for Havana with convoy.

India, Ship. *Guns:* 6, 3- and 4-pounders. *Commander:* ——— Ashmead; ——— Gray, *Supercargo.* *Registry Port:* Philadelphia, Pa.

July 13–14, 1800 beat off French privateer in Latitude 23° 05′ N., Longitude 61° 45′ W.

Indian Chief,* Ship. *Commander:* ——— Service.

——— —, 1800 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Industrious Mary, Brig. *Commander:* ——— Groves. *Registry Port:* Baltimore, Md. [?].

June 6, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Industry,* Schooner. *Commander:* ——— Roundey.

January 18, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Industry,* Ship. *Commander:* ——— Swett.

July 13, 1799 commissioned private armed vessel, Newburyport, Mass. [TDA. CHR.]

Industry,* Ship. *Commander:* ——— Vickery.

January 21, 1800 arrived Norfolk, Va., 60 days out from Lisbon.

Industry,* Ship. *Tons:* 310. *Guns:* 18 carriage. *Commander:* John Rudd.

April 4, 1800 arrived New York, 126 days out from Canton. April 16, 1800 for sale, New York, N. Y.

Industry,* Ship. *Men:* 24. *Commander:* Gamaliel Bradford; Gershom Bradford, *1st Mate.* *Registry Port:* Boston, Mass.

November 13, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.] July 8, 1800 beat off three French privateers and proceeded to Lisbon.

Integrity,* Brig. *Commander:* ——— McLaurin.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Intrepid, Brig. *Tons:* 118. *Guns:* 10, 6-pounders. *Commander:* Peleg West; ——— Nelson. *Registry Port:* Baltimore, Md. (July 13, 1799). *Owners:* Jno. Holmes and others. Built at Hampton, Va., 1798.

May 28, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.] July 30, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Iris, Schooner. *See* list, volume for Nov. 1798–March 1799.

Isabella,* Schooner. *Tons:* 133. *Guns:* 8. *Men:* 25. *Commander:* ——— Lang; Thomas C. Howe. *Registry Port:* Baltimore, Md. *Owners:* Lloyd Buchanan and H. Courteny. Built in Matthews County, Va., 1798.

May 24, 1799 arrived New York, N. Y., 43 days out from Cadiz, with convoy. June 8, 1799 commissioned private armed vessel, Baltimore, Md. September 28, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Jacob, Ship. *Tons:* 227. *Guns:* 2. *Men:* 11. *Commander:* Joseph Brown. 1799; John Moore, 1800. *Registry Port:* Portsmouth, N. H. (Sept. 17, 1799) *Owners:* Jas. Sheafe and Matthew S. Marsh. Built at Dover, N. H., 1797.

September 17, 1799 issued a sea letter at Portsmouth, N. H. [NDA.]

James, Schooner. *See* list, volume for Nov. 1798–March 1799.

J. and Fanny, Brig. *See* list, volume for Nov. 1798–March 1799.

Jane, Schooner. *Tons:* 138. *Commander:* James Phillips. *Registry Port:* Baltimore, Md. (Sept. 15, 1799). *Owners:* Wm Graham and others. Built at Baltimore, Md., 1799.

September 16, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Jane, Schooner. *Tons:* 91. *Commander:* Peter Sorensen. *Registry Port:* Baltimore, Md. (Feb. 14, 1799). *Owners:* David, David C., and John Stewart. Built at Norfolk, Va., 1798.

July 27, 1799 en route Baltimore to Curacao; Porto Rico 6 leagues distant, S. E. by S., captured by French privateer *Alliance* and ordered to Porto Rico. [Ct. of Cl.]

Jane, Ship [?]. *See* list, volume for Nov. 1798–March 1799.

Jane Maria, Brig. *See* list, volume for Nov. 1798–March 1799.

Jason,* Brig. *Guns:* 14, 4- and 6-pounders, 6 brass swivels. *Commander:* ———.

March 13, 1800 for sale, Philadelphia, Pa.

Jason, Ship. *Commander:* ——— Parley. *Registry Port:* Newburyport, Mass. October 25, 1800 commissioned private armed vessel, Newburyport, Mass. January 31, 1801 commissioned private armed vessel, Newburyport, Mass. [TDA. CHR.]

Jay, Ship. *See* list, volume for Nov. 1798–March 1799.

Jenny, Ship. *Commander:* ——— Bowers.

July 29, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Jeremiah, Schooner. *See* list, volume for Nov. 1798–March 1799.

John, Ketch. *See* list, volume for Nov. 1798–March 1799.

John, Schooner. *Tons:* 111. *Guns:* 2. *Men:* 8. *Commander:* John C. Blackler; James Ford, *1st Mate. Registry Port:* Salem, Mass. (April 26, 1799). *Owners:* William Gray, Jr., and William Blackler. Built at Falmouth, Mass., 1794.

September 9, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.] February 1, 1800 en route Salem to Martinique, in Latitude 17°28′ N., Longitude 55°25′ W., captured by French privateer *Syrene* and burned. [Ct. of Cl.]

John, Schooner. *Tons:* 85. *Guns:* 4. *Men:* 8. *Commander:* Henry Saunders; Buckley. Aaron Crowell, *1st Mate.* *Registry Port:* Salem, Mass. *Owners:* Ebenezer Beckford and Daniel Saunders.

June 7, 1799 Kingston for Havana with convoy. September 17, 1799 issued clearance at Salem for Gibraltar. [TDA. CHR.] September 17, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.]

John, Schooner. *Commander:* ——— Holmes; ——— Arnold, 1799; ——— Davis, 1800.

February 15, 1799 commissioned private armed vessel, Boston, Mass. July 19, 1799 commissioned private armed vessel, Boston, Mass. October 13, 1800 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

John,* Ship. *Tons:* 258. *Guns:* 11. *Men:* 18. *Commander:* Joseph Ropes; Jonathan Shepard, *1st Mate;* Charles Derby, *2nd Mate.* *Registry Port:* Salem, Mass. (June 25, 1799). *Owner:* Elias Hasket Derby. Built at Salem, Mass., 1795.

June 25, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.] November 9, 1799 issued clearance at Salem for Madeira and India. [TDA. CHR.] November 9, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.]

John,* Ship. *Tons:* 175. *Guns:* 17, 4-pounders. *Men:* 17. *Commander:* Levi Putnam; John Janes, *1st Mate;* Elisha Smith, *2nd Mate.* *Registry Port:* Salem, Mass. *Owner:* William Gray, Jr.

March 25, 1799 issued clearance at Salem for Cadiz. [TDA. CHR.] March 25, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.] July 12, 1799 at St. Jago, Cape Verde Island, captured by a French squadron and taken to sea. [Ct. of Cl.]

John,* Ship. *Tons:* 249. *Commander:* Baptist Mezick. *Registry Port:* Baltimore, Md. (June 3, 1799). *Owners:* Sam'l Smith and others. Built at Somerset, Md., 1799.

June 6, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

John*, Ship. *Tons:* 300. *Guns:* 18, 6- and 9-pounders. *Commander:* Josiah Tucker.

January 8, 1799 to sail Charleston, S. C., for Liverpool.

John Adams, Ship. *Tons:* 268. *Guns:* 18. *Commander:* Peleg Tallman. *Registry Port:* Boston, Mass. (Sept. 25, 1799). *Owner:* Sam'l Smith. Built at Milton, Mass., 1799.

September 30, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.] December 23, 1799 at Liverpool to sail for Boston, Mass.

John Brickwood, Brig. *Tons:* 257. *Commander:* Ebenezer Jenny. *Registry Port:* Baltimore, Md. (July 25, 1799). *Owners:* David Stewart and others. Built at Baltimore, Md., 1799.

June 20, 1799 at Baltimore, Md. July 26, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

John Jay,* Ship. *Tons:* 464. *Guns:* 6, 6-pounders, 6, 4-pounders. *Men:* 36. *Commander:* Daniel Olney, 1799; Benjamin G. Dexter, 1800; John F. Fry, *1st Mate;* James Bently, *2nd Mate.* *Registry Port:* Providence, R. I. *Owners:* Brown & Ives, of Providence, R. I.

——— —, 1799 arrived New York from Lisbon. [R. I. HS.] May 15, 1799 issued clearance at New York, N. Y. bound to Providence, R. I. [R. I. HS.] May 16, 1799 commissioned private armed vessel, Providence, R. I. [TDA. CHR.] October 1, 1799 at Batavia, Java. March 19, 1800 arrived Providence from Batavia. March 16, 1800 beat off a French privateer. May 10, 1800 commissioned private armed vessel, Providence, R. I. [TDA. CHR.]

John Jay,* Ship. *Tons:* 217. *Commander:* William Morland. *Registry Port:* Boston, Mass. (Sept. 25, 1799). *Owner:* Jas. Lloyd, Jr. Built at Milton, Mass., 1795.

July 9, 1799 at Boston, Mass. to sail for Hamburg.

Joseph,* Brig. *Commander:* ——— Knowles.

December 27, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Joseph,* Brig. *Commander:* ——— Hopkins.

July 27, 1799 left the Isle of Wight, bound for Baltimore, Md.

Josephus, Ship. *Commander:* ——— Lovelace. *Registry Port:* Charleston.

——— 18, 1800 en route Lisbon to Leghorn captured in Straits of Gibraltar by two French privateers.

Josiah Collins, Ship. *Commander:* ——— ———. *Registry Port:* Edenton, N. C.

——— —, 1799 from Cadiz for Edenton, N. C., aground on Ocracoke Bar.

Juno, Brig. *See* list, volume for Nov. 1798–March 1799.

Juno, Schooner. *Commander:* ——— Hardwell.

May 29, 1799 commissioned private armed vessel, Newport, R. I. [TDA. CHR.]

Juno, Ship. *Tons:* 441. *Guns:* 32. *Commander:* Thomas Harris; ——— Allen. *Registry Port:* Boston, Mass. (Jan. 17, 1799). *Owners:* John Harris and others. Built at Charlestown, Mass., 1797.

January 19, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.] January 28, 1799 sailed from Boston bound for Leghorn. December 10, 1799; January 7, 1800 for sale at Boston, Mass.

Kenyon, Ship. *Guns:* 22. *Commander:* ——— Anderson.

August 7, 1799 arrived New York, 49 days out from Portsmouth, England.

Kingston,* Ship. *Guns:* 14. *Commander:* ——— Hodge; ——— King.

September 4, 1799 arrived New York, 15 days out from Cape Francois. September —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Lancaster, Ship. *Guns:* 18, long, and 4, 24-pounders. *Men:* 50. *Commander:* Thomas Willson.

——— —, 1799 arrived Charleston, S. C., after beating off attack of two French ships. March 1, 1799 to sail Charleston, S. C., for Lancaster. February 27, 1800 left Lancaster, England; April 18, 1800 arrived Savannah, Ga.

Lark, Schooner. *See* list, volume for Nov. 1798–March 1799.

Laurel, Schooner. *Commander:* ——— ———. *Registry Port:* New York, N. Y.

——— — 1799 captured by French privateer, converted into French privateer, and re-named *L'Esperance.* October 2, 1799 recaptured by U. S. S. *Ganges.*

Lauriana, Sloop. *Guns:* 6, 4-pounders. *Commander:* ——— Sadler.

November 28, 1799 to sail Baltimore for Havana.

Lavinia, Brig. *See* list, volume for Nov. 1798–March 1799.

Lewis, (or **Louis**) Ship. [See *Louis*],

Lexington,* Ship. *Tons:* 226. *Commander:* W^m^ J. Smith. *Registry Port:* Baltimore, Md. (July 12, 1799). *Owner:* Jno. Smith, Jr. Built at Braintree, Mass., 1794.

July 16, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Liberty, Brig. *Commander:* ——— Hewett; ——— Hunt. *Registry Port:* Philadelphia, Pa.

April 23, 1800 commissioned private armed vessel, Philadelphia, Pa. September 3, 1800 commissioned private armed vessel, Philadelphia, Pa. [TDA. CHR.]

Liberty, Schooner. *See* list, volume for Nov. 1798–March 1799.

Liberty,* Ship. *Commander:* ——— Coran.

July 18, 1800 arrived Philadelphia, 52 days out from Lisbon. Chased by French privateer which did not attack.

Light-foot, Brig. *See* **list, volume for Nov. 1798–March 1799.**

Lilly, Brig. *Tons:* 92. *Commander:* John Myrick. *Registry Port:* Boston, Mass. (Feb. 7, 1799). *Owner:* Jas. Lloyd, Jr. Built at Westport, Mass., 1796.

October 26, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Lion, Brig. *See* list, volume for Nov. 1798–Mar 1799.

Lion, Schooner. *Tons:* 118. *Commander:* Jas. T. Magruder. *Registry Port:* Baltimore, Md. (July 24, 1799). *Owner:* Wm Burrell Magruder. Built at Peekskill, N. Y., 1798.

June 24, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.] January 6, 1800 for sale, Baltimore, Md.

Little Fanny,* Schooner. *Tons:* 102. *Guns:* 6, 3-pounders. *Men:* 12. *Commander:* Peter Fosdick. *Registry Port:* Philadelphia, Pa. *Owner:* Matthew Randall. Built at Ferry Point, Va., 1795.

April 9, 1799 en route Philadelphia from Surinam, captured by French privateer *Alliance* and ordered to St. Johns, Porto Rico. [Ct. of Cl.]

Little George, Brig. *Tons:* 90. *Commander:* Isaac M. Griffith. *Registry Port:* New York, N. Y. (July 26, 1799). *Owner:* Jno. Blagge. Built in Connecticut, 1795.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Little John, Schooner. *See* list, volume for Nov. 1798–March 1799.

Little Sarah, Brig. *Commander:* ——— Russell.

July 28, 1799 commissioned private armed vessel, New London, Conn. [TDA. CHR.]

Lively, Brig. *Tons:* 113. *Guns:* 6. *Commander:* Michael Alcorn. *Registry Port:* Philadelphia, Pa. *Owners:* Savage & Dugan of Philadelphia, Pa. Built at Philadelphia, Pa., 1789.

April 15, 1799 en route Philadelphia to Porto Rico, in Latitude 21° 30′ N., Longitude 66° 12′ W., captured by French privateer *Alliance* and carried into St. James, Porto Rico. [SDA.]

London Packet,* Ship. *Tons:* 271. *Guns:* 18. *Men:* 50. *Commander:* William Anderson; ——— Lindsay, *2nd Mate. Registry Port:* Baltimore, Md. (May 6, 1799). *Owner:* H. Goldsborough of Baltimore. Built at Baltimore, Md., 1790.

September 10, 1799 had severe engagement with and beat off a French privateer of 16 guns.

Louisa, Brig. *Commander:* ——— Davis.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Louisa,* Ship. *Guns:* 16 sixes, 2 swivels. *Men:* 30. *Commander:* ——— Lovett, 1799; Thomas Hogan, 1800.

April 11, 1799 left London. May 16, 1799 beat off French privateer. June 14, 1799 arrived New York, N. Y. April 14, 1800 in Latitude 25° N., Longitude 45° W., 35 days out from Leghorn.

Louisa,* Ship. *Guns:* 12, 6-pounders. *Men:* 30. *Commander:* ——— Haggard.

August 20, 1800 beat off two French privateers in the Straits of Gibraltar and shortly thereafter arrived Gibraltar.

Louisa,* Ship. *Tons:* 259. *Commander:* John Champlin. *Registry Port:* Baltimore, Md. (July 10, 1799). *Owners:* Robt. Gilmor and others. Built at Philadelphia, Pa., 1789.

July 10, 1799 commissioned private armed vessel, Baltimore, Md. [TDA CHR.]

Louis, (or **Lewis**) Ship. *Tons:* 219. *Guns:* 12 or 16 [?]. *Commander:* James Deale. *Registry Port:* Baltimore, Md. *Owners:* Jas. A. Buchanan, Samuel Smith.

January 5, 1800 en route Calcutta to Baltimore, in Latitude 19° N., Longitude 90° E. captured by French privateer *Clarisse* and carried into Mauritius, Isle of France. [Ct. of Cl.]

Louiza, [Louisa], Brig. *Commander:* ——— Masset [or Moffet]. *Registry Port:* Philadelphia, Pa.

——— —, 1800 arrived Carthagena under convoy U. S. Brig *Norfolk*. While en route *Norfolk* beat off attack of a French privateer.

Lovinia, Ship. *Commander:* ———.

July 9, 1800 in Latitude 40°41′ N., Longitude 66°03′ W., boarded by a ship flying United States colors, which took out a British subject who was a passenger. Ship claimed to be the *Termagant*, but captain believed her to be the British ship *Cleopatra*.

Lucia,* Ship. *Tons:* 310. *Guns:* 12. *Men:* 30. *Commander:* Thomas Meek, 1799; William Cooke, 1800.

July 24, 1799 issued a clearance at Salem for Alicante. [TDA. CHR.] February 4, 1800 to sail Boston for Dublin. June 15, 1800 beat off attack of a French privateer.

Lucky Owner's Delight, Schooner. *See* list, volume for Nov. 1798–March 1799.

Lucretia, Ship [?]. *See* list, volume for Nov. 1798–March 1799.

Lucy,* Ship. *Tons:* 201. *Commander:* Robert Gray. *Registry Port:* Boston, Mass. (Nov. 4, 1799). *Owner:* Benj. Cobb. Built at Georgetown, Mass. 1799.

November 4, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Lucy,* Snow. *Tons:* 149. *Commander:* Enoch Rust, Jr. *Registry Port:* Boston, Mass. *Owner:* Jonathan Merry. Built at Wells, Mass., 1794.

June 21, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Luna, Barque. *See* list, volume for Nov. 1798–March 1799.

Lurft, Brig. *See* list, volume for Nov. 1798–March 1799.

Lydia, Brig. *Tons:* 152. *Guns:* 8. *Men:* 15. *Commander:* John Boden; ——— Cazneau; John Reith, *1st Mate;* Jonas Girdler, *2nd Mate*. *Registry Port:* Salem, Mass. *Owner:* William Gray, Jr.

December 11, 1799 issued clearance at Salem for Alicante. [TDA. CHR.] December 13, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.] February 1, 1799 arrived Boston, 25 days out from Jamaica.

Lydia, Brig. *Commander:* ——— Culver.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Lydia, Ship. *Tons:* 183. *Commander:* Joshua Delano, Jr. *Registry Port:* Boston Mass. (Jan. 22, 1799). *Owner:* Benj. Cobb, Jr. Built at Boston, Mass., 1791.

January 25, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Magnet, Ship. *Commander:* ——— Johnson.

——— —, 1800 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Majesty, Ship. *See* list, volume for Nov. 1798–March 1799.

Mallery, Schooner. *Commander:* ——— Toun.

March 20, 1800 commissioned private armed vessel, Philadelphia, Pa. [TDA. CHR.]

Manchester,* Ship. *Tons:* 281. *Guns:* 20. *Men:* 50. *Commander:* John Cox, 1799; ——— Brice, 1800. *Registry Port:* Philadelphia, Pa. *Owners:* Daniel Murgatroyd and others. Built at Philadelphia, Pa.

January 2, 1799 left London, while in English Channel chased by French privateer. March 21, 1799 arrived Philadelphia. May 15, 1800 commissioned private armed vessel, Philadelphia, Pa. [TDA. CHR.]

Maria, Brig. *Commander:* ——— Cunningham.

March 19, 1800 for sale, Philadelphia, Pa. May 15, 1800 commissioned private armed vessel, Philadelphia, Pa. [TDA. CHR.]

Maria, Brig. *Tons:* 159. *Commander:* John Morrison. *Registry Port:* New York, N. Y. (July 15, 1799). *Owner:* John Morrison. Built in Connecticut, 1799.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Maria, Brig. *Commander:* ——— ———.

August 7, 1799 captured by ship *Arab* under British colors. Captain and crew overpowered prize crew and recaptured vessel.

Maria,* Schooner. *Tons:* 72. *Guns:* 1. *Commander:* William Cole. *Registry Port:* Salem, Mass. (Dec. 21, 1798). *Owner:* William Homan, of Salem, Mass. Built at Salisbury, Mass., 1796.

January 24, 1799 en route Beverly, Mass., to Bilbao, Spain, 2 leagues from Bilbao, captured by French privateer *Tyger* and carried into Sacoa, France. [Ct. of Cl.]

Maria,* Schooner. *Tons:* 84. *Guns:* 5. *Commander:* Jacob Stone; Ralph Flanders, *Mate. Registry Port:* Newburyport, Mass. (Jan. 4, 1799); *Owner:* Abraham Jackson, of Newburyport, Mass. Built at Salisbury, Mass., 1798.

January 5, 1799 commissioned private armed vessel, Newburyport, Mass. [TDA. CHR.] February 13, 1799 en route Newburyport to Leghorn, Italy, captured by 6 French privateers and carried into Algeciras. [SDA.]

Maria,* Ship. *Guns:* 16. *Commander:* George H. Inglis.

March 27, 1799 arrived Charleston, S. C., 56 days out from London, after beating off a French privateer of 20 guns in a 1½-hour action.

Maria,* Ship. *Commander:* ——— Thompson. *Registry Port:* Philadelphia, Pa.

October 27, 1799 sailed from La Guaira. October 29, 1799 beat off two Bermudian privateers. Arrived Salem, Mass., November 26, 1799.

Maria & Eliza, Ship. *Commander:* ——— Downe.

April 8, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Maria Matilda,* Schooner. *Commander:* ——— Shirtliff.

September 20, 1800, 30 miles South of Cape Henlopen en route Philadelphia, Pa., from Havana.

Marion, Ship. *Guns:* 6, carriage. *Commander:* William D. Seton.

December 2, 1800 to sail New York for Calcutta.

Mars, Brig. *See* list, volume for Nov. 1798–March 1799.

Mars, Schooner. *Tons:* 129. *Guns:* 8, 4-pounders. *Commander:* Richard Kearney. *Registry Port:* Baltimore, Md. (July 22, 1799). *Owner:* Jno. Hollins. Built at Baltimore, Md., 1799.

July 22, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.] October 18, 1799 for sale, Baltimore, Md.

Mars, Ship. *Tons:* 260. *Guns:* 16, 6-pounders. *Commander:* Richard George. *Registry Port:* Philadelphia, Pa. *Owner:* Dan'l. W. Coxe. Built at Philadelphia, Pa., 1795.

October 11, 1799 arrived Philadelphia from New Orleans. On voyage, off Cape Hatteras beat off a French privateer.

Mars, Ship [?]. *Guns:* 22. *Commander:* ——— ———.

March 24, 1799 sailed from Boston, Mass., on a cruise.

Martha,* Ship. *Tons:* 340. *Guns:* 12. *Men:* 28. *Commander:* Nicholas Thorndike, 1799; John Prince, 1801; Nehemiah Roundy, *1st Mate*; Jere Lee Page, *2nd Mate. Registry Port:* Salem, Mass. (Oct. 10, 1799). *Owners:* John Derby and Benjamin Pickman, Jr. Built at Salem, Mass., 1796.

October 10, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.] February —, 1801 arrived Marseilles from Smyrna. [SDA. CL, Marseilles, Vol. 1, 1790–1802.]

Martha,* Ship. *Commander:* ———.

May 10, 1800 for sale, Norfolk, Va.

Martin,* Schooner. *Commander:* Nath. Williams.

March 24, 1799 commissioned private armed vessel, Gloucester, Mass. [TDA. CHR.]

Martin,* Ship. *Tons:* 365. *Commander:* Philip Parcell.

October 31, 1799 for charter, Norfolk, Va.

Martin,* Ship. *Tons:* 265. *Guns:* 12. *Commander:* Nathaniel Cobling [or Cooley]. *Registry Port:* Norfolk, Va.

March —, 1800 from Norfolk to Mediterranean port captured by French privateer and brought into St. Sebastian.

Mary,* Brig. *Tons:* 127. *Guns:* 2. *Men:* 8. *Commander:* David Gemmill; ——— Story. *Registry Port:* Baltimore, Md. (May 21, 1799). *Owner:* John Hollins. Built in Mathews County, Va., 1795.

May 21, 1799 commissioned private armed vessel, Baltimore, Md. August 28, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Mary,* Brig. *Tons:* 213. *Guns:* (pierced for 18). *Commander:* ——— ———.

December 12, 1799 for sale new at Baltimore, Md.

Mary,* Brig. *Burden:* 1,200 bbls. *Guns:* 6. *Commander:* David Young.

February 20, 1799 arrived Falmouth, England, 17 days out from Norfolk, Va. August 27, 1799 for charter, Norfolk, Va.

Mary,* Brig. *Tons:* 120. *Guns:* 8. *Commander:* Sam'l Hall. *Registry Port:* Boston, Mass. *Owner:* Wm Parsons. Built at Newburyport, Mass., 1794.

January 9, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.] ——— —, 1799 captured by French garrison at Adorp on Goree, later released. [Mass. HS. Pickering Papers, Vol. 24, p. 217.]

Mary,* Brig. *Commander:* ——— Jones. *Registry Port:* Portsmouth, N. H.

September 7, 1799 in Latitude 32° N., Longitude 69° W.

Mary,* Brig. *Guns:* 10. *Men:* 25. *Commander:* John Harris. *Registry Port:* Philadelphia, Pa.

May 30, 1800 commissioned private armed vessel, Philadelphia, Pa. [TDA. CHR.] November 5, 1800, 2 days out, bound Philadelphia to St. Cruz. [HS of Mass.]

Mary, Schooner. *See* list, volume for Nov. 1798–March 1799.

Mary,* Ship. *Tons:* 191. *Guns:* 12. *Men:* 24. *Commander:* Gamaliel Bradford. *Registry Port:* Boston, Mass. (Jan. 19, 1799). *Owners:* Jonathan Amory and Joseph Hedd. Built at Salisbury, Mass., 1792.

January 24, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.] March 6, 1799 beat off a French privateer, and put into Malaga, Spain. [SDA.] September 20, 1799 for sale, Boston, Mass.

Mary,* Ship. *Tons:* 180. *Guns:* 8. *Men:* 19. *Commander:* John Moulton; Joseph Thissel, *1st Mate*; Billy Moulton, *2nd Mate*. *Registry Port:* Salem, Mass. (Jan. 20, 1799). *Owners:* Israel Thorndike and Tarbox Moulton. Built at Haverhill, Mass., 1795.

November 16, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.] November 21, 1799 issued clearance at Salem for Bilboa. [TDA. CHR.]

Mary,* Ship. *Tons:* 300. *Guns:* 8. *Men:* 15. *Commander:* George Webber. *Registry Port:* Newport, R. I. *Owner:* Samuel Wall. Built in United States.

——— —, 1800 en route Newport, R. I. from West Indies, convoyed by U. S. S. *General Greene*.

Mary,* Ship. *Tons:* 207. *Guns:* 16. *Men:* 35. *Commander:* John Dobson. *Registry Port:* New York, N. Y.

March 11, 1799 left New York bound for Buenos Aires. [TDA. CHR.]

Mary,* Ship. *Tons:* 430. *Guns:* 12, 3- and 4-pounders. *Commander:* ———.

January 16, 1800 for sale, New York, N. Y.

Mary,* Ship. *Tons:* 293. *Commander:* Daniel S. Moore. *Registry Port:* New York, N. Y. (April 26, 1799). *Owners:* Jno. McVickar and others. Built at Lunenburg, N. Y., 1794.

April —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Mary,* Ship. *Guns:* 18. *Commander:* ——— ———. *Registry Port:* New York, N. Y.

May 6, 1799 arrived New York, N. Y.

Mary,* Ship. *Guns:* 6. *Commander:* ———.

October 18, 1799 for sale, New York, N. Y.

Mary,* Ship. *Commander:* ———.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Mary, Snow. *See* list, volume for Nov. 1798–March 1799.

Mary Ann, Brig. *See* list, volume for Nov. 1798–March 1799.

Mary Ann, Schooner. *Tons:* 88. *Commander:* Jonathan Waite. *Registry Port:* Boston, Mass. (June 8, 1799). *Owner:* Gorham Parsons. Built at Newbury, Mass., 1799.

June 8, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Mary Ann, Ship. *Tons:* 182. *Guns:* 22. *Men:* 20. *Commander:* Knowles Adams; ——— Mumford, *Supercargo. Registry Port:* New York, N. Y. *Owners:* Murray & Mumford, of New York, N. Y.

May 11, 1799 en route Island of Guernsey to Gibraltar, off Cape Trafalgar, captured by seven French privateer and carried into Algeciras, Spain. June 30, 1799 en route Gibraltar to Barcelona, recaptured by French Frigate *Romaine* and carried into Cadiz, Spain. [SDA.]

Mary Ann, Ship. *Tons:* 180. *Commander:* Roland Reynolds; ——— Bourne. *Registry Port:* New York, N. Y. (March 4, 1799). *Owners:* Thomas Stagg and Thos. Snell. Built at Exeter, N. H., 1786.

September —, 1799 commissioned private armed vessel, New York, N. Y. ——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Mary Ann, Ship. *Guns:* 16. *Men:* 51. *Commander:* ——— ———.

May 11, 1799 en route La Plata to Norfolk, Va., captured the French privateer *Le Genereux.*

Mary Ann-Eliza, Brig. *Tons:* 200. *Guns:* 16. *Commander:* ——— ———. *Registry Port:* Baltimore, Md.

March 11, 1799 launched at Baltimore, Md.

Maryland,* Ship. *Tons:* 500. *Guns:* 18, 6-pounders, 2, 9-pound carronades. *Commander:* ———. Built at Havre de Grace, France.

April 1, 1799 for sale, Baltimore, Md. June 19, July 2, 1800 for sale, Baltimore, Md.

Maryland, Sloop. *Commander:* John Cunningham. *Registry Port:* Baltimore, Md.

May 3, 1799 to sail Baltimore for Hamburg. May 13, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Maryland, Snow. *Commander:* ——— McDermit.

June 10, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Massachusetts, Ship. *Tons:* 600. *Guns:* (Pierced for 24). *Commander:* ——— ———. *Registry Port:* Newburyport, Mass.

August 23, 1799 launched at Newburyport, Mass.

Massachusetts, Ship. *Guns:* 18. *Commander:* ——— Hutchins. *Registry Port:* Boston, Mass.

May 9, 1800 at Batavia, Java.

Matilda, Sloop. *See* list, volume for Nov. 1798–March 1799.

Maximilian, Schooner. *See* list, volume for Nov. 1798–March 1799.

Mechanic,* Ship. *Tons:* 186. *Guns:* 8. *Commander:* Joseph Pollard. *Registry Port:* Baltimore, Md. (Oct. 12, 1799). *Owners:* Sam'l Smith and others. Built at Nanticoke, Md., 1798.

October 12, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Melpomene, Ship. *See* list, volume for Nov. 1798–March 1799.

Merchant,* Ship. *Tons:* 179. *Guns:* 14. *Commander:* Barnabas Knox; ——— Trail. *Registry Port:* Boston, Mass. (Dec. 9, 1799). *Owner:* Thos. K. Jones. Built at Scituate, Mass., 1794.

May 16, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.] May 20, 1799 left Boston bound for London. November 22, 1799 for sale, Boston, Mass.

Mercury, Brig. *Burden:* 1700 barrels. *Guns:* 12, 18-pounders; 4, long sixes. *Commander:* James Yeardsley. *Registry Port:* Philadelphia, Pa. *Owner:* Thos. Ketland. Built at Philadelphia, Pa., 1793.

July 27, 1799 left Isle of Wight for Philadelphia. September 23, 1799 for sale, Philadelphia, Pa.

Mercury, Brig. *Guns:* 16. *Commander:* ———. *Registry Port:* Charleston.

December 8, 1799 left New York and convoyed to Latitude 29° N. by U. S. S. *Baltimore.*

Mercury,* Ship. *Tons:* 123. *Commander:* Moses Pearson. *Registry Port:* Boston, Mass., (April 9, 1799). *Owner:* Nathaniel Fellows. Built at Dighton, Mass., 1785.

January 26, 1799 arrived Martha's Vineyard from Leghorn.

Mercury,* Ship. *Tons:* 220. *Guns:* 2, 12-pound cannon; 8, 4-pound swivels. *Commander:* ———.

August 29, 1800 for sale, Boston, Mass.

Mermaid, Ship. *Tons:* 192. *Guns:* 6, 4-pounders; 2, 6-pounders; 4, swivels. *Commander:* John Tilton. *Registry Port:* Portsmouth, N. H. *Owner:* W^m^ Boyd.

February 8, 1799 commissioned private armed vessel, Portsmouth, N. H. [TDA. CHR.] October 29, 1799 for sale, New York, N. Y.

Messenger, Schooner. *Commander:* ———; M. C. Watt, *Supercargo.*

July 25, 1800, en route Kingston, Jamaica, 1 league South of Cape Nicholas Mole captured by a French barge. July 27, 1800 officers and crew recaptured vessel from prize crew and subsequently arrived at Kingston, Jamaica.

Miles Standish,* Schooner. *Tons:* 90. *Commander:* ——— ———. *Registry Port:* Plymouth, Mass. *Owner:* N. C. Davis. Built at Plymouth, Mass., 1795.

July 30, 1799 commissioned private armed vessel, Plymouth, Mass. [TDA. CHR.]

Milford, Brig. *Commander:* Littleton Waters. *Registry Port:* Baltimore, Md. (July 25, 1799). *Owner:* Gabriel Wood. Built in Mathews County, Va., 1798.

July 25, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Minerva,* Ship. *Tons:* 317. *Guns:* 12, 4-pounders; 2, 6-pounders. *Men:* 30. *Commander:* Wilkes Barber, Stephen B. Turner, 1799; ——— Newell, 1800. *Registry Port:* Boston, Mass. *Owners:* Samuel Eliot, David and Benj. Greene, and others.

January 13, 1799 arrived Boston from London. November 13, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.] November 18, 1799 left Boston for passage across the Atlantic. February 6, 1800 commissioned private armed vessel, Boston, Mass. [TDA. CHR.] March 31, 1800 en route London to Boston, in Latitude 47° 50′ N., Longitude 14° 00′ W., captured by French privateer *La Minerve.* April 3, 1800 recaptured by British ship *Fisguard* and carried to Plymouth. [Ct. of Cl.]

Minerva,* Ship. *Commander:* ——— Page.

September —, 1799 left St. Petersburg, Russia, bound for Providence, R. I.

Minerva,* Ship. *Guns:* 10, 3- and 4-pounders. *Men:* 15. *Commander:* Marmaduke Wyvil. *Registry Port:* Norfolk, Va.

October 4, 1799 left Malaga. Following day beat off attack of French privateer. Put into Gibraltar for repairs. Arrived Charleston, S. C. December —, 1799.

Minerva,* Ship. *Commander:* ——— Barr; ——— Tilton.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Minerva,* Ship. *Tons:* 224. *Guns:* 6. *Men:* 23. *Commander:* Mayhew Folger. *Registry Port:* Salem, Mass. (Oct. 21, 1799). *Owners:* Nathaniel West and Timothy Williams. Built at Haverhill, Mass., 1798.

October 24, 1799 issued clearance at Salem for Mas-á-Fuera. [TDA. CHR.]

Minerva, Sloop. *See* list, volume for Nov. 1798–March 1799.

Minotaur, Brig. *Tons:* 147. *Guns:* 12. *Men:* 30. *Commander:* Stephen Webb, 1799; William Putnam, 1800; Benjamin Henderson, *1st Mate;* John Crandell, *2nd Mate. Registry Port:* Salem, Mass. *Owners:* George, George, Jr., Jacob, John, Benj., Jr., and Richard Crowninshield. Built in Connecticut, 1799.

August 6, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.] February 11, 1800 issued clearance at Salem for Gibraltar. [TDA. CHR.]

Mississippi, Schooner. *Tons:* 120. *Guns:* 8, 4-pounders. *Commander:* ———.

December 4, 1800 for sale, Alexandria, Va.

Mississippi, Ship. *Tons:* 337. *Commander:* William Callahan. *Owner:* James Maury, U. S. Consul at Liverpool. Built at Philadelphia, Pa. 1800.

——— —, 1800 arrived Liverpool from Philadelphia, Pa.

Mohawk, Ship. *Tons:* 294. *Guns:* 16, 6- and 9-pounders; 4, swivels. *Commander:* Robert Steel; ——— States. *Registry Port:* New York, N. Y. (January 15, 1799). *Owner:* Robert Slater. Built at Hudson, N. Y., 1793.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] March 22, 1799 arrived Gibraltar after beating off a French privateer. October 17, 1799 for sale, Baltimore, Md.

Molly, Brig. *Commander:* Turpin Kilby.

——— —, 1799 blockaded by French privateers in Nuevitas Harbor, Cuba. [NDA. OSW, Vol. 2, 1799.]

Molly, Brig. *Commander:* ——— Arden.

——— —, 1799 arrived Port Republican in company with *Adventure,* after beating off two French privateers.

Molly,* Ship. *Commander:* Silas Swain. *Registry Port:* Philadelphia, Pa.

March 19, 1799 arrived Liverpool from Philadelphia after beating off a French privateer of 16 guns near Cape Clear. [SDA. CL., Liverpool, Vol. 1, 1790–1800.]

Molly, Ship. *Guns:* 20. *Commander:* Paul Jappie, 1799; John Barrowdale, 1800.

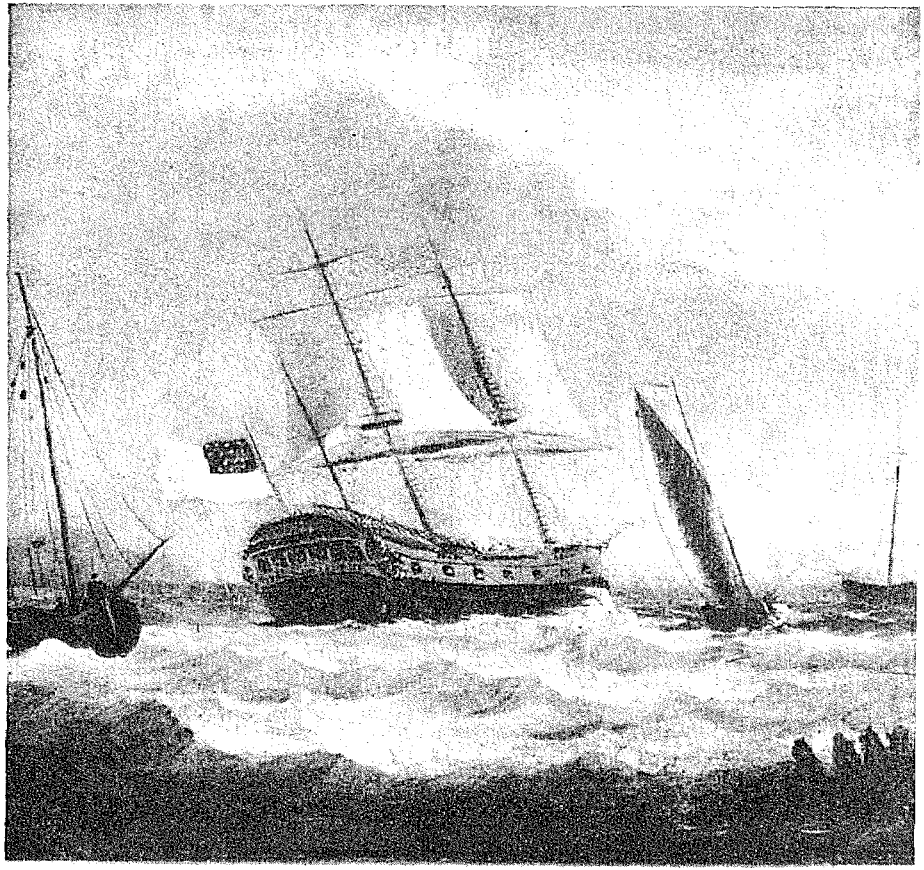
——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] October 26, 1799 to sail Norfolk for Hull, England. January 4, 1800 to sail Norfolk for Hull, England.

Molly,* Ship. *Burden:* 4,200 bbls. *Guns:* 14, 9-pounders. *Commander:* ———.

October 22, 1800 for sale, Philadelphia, Pa.

Moncrief, Schooner. *Tons:* 98. *Guns:* 6, 6-pounders. *Commander:* Ezra Pearce. *Registry Port:* Baltimore, Md. (May 22, 1799.) *Owners:* John Edward Dorsey and others. Built in Nansemond County, Va., 1799.

May 23, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.] January 16, 1800 for sale, Baltimore, Md.



THE SHIP MISSISSIPPI.

Montezuma,* Ship. *Commander:* ——— Van Beuren.

January —, 1800 left Baltimore for Batavia; sprung a leak and returned to Baltimore.

Moro Castle, Ship [?]. *Commander:* ——— Littlefield.

——— —, 1799 arrived Havana, after beating off a French privateer of 8 guns in an action of 3 glasses.

Mount Vernon, Schooner. *Guns:* (Pierced for 14). *Commander:* ——— ———. *Registry Port:* Alexandria, Va.

November —, 1799 launched at Alexandria, Va.

Mount Vernon,* Ship. *Tons:* 431. *Guns:* 14. *Commander:* Solomon Rutter. *Registry Port:* Baltimore, Md. (May 10, 1799). *Owners:* Sam'l Smith and others. Built at Philadelphia, Pa., 1796.

April 1, 1799 for sale, Baltimore, Md. May 10, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.] ——— —, 1800 arrived Bengal. July 13 — 14, 1800 en route St. Helena to Baltimore, in Latitude 23° 05′ N., Longitude 61° 45′ W., beat off a French privateer.

Mount Vernon,* Ship. *Tons:* 355. *Guns:* 20, 9- and 6-pounders. *Commander:* Elias Hasket Derby, Jr.; Justin Macarthy, *1st Mate;* David Bruce, *2nd Mate. Registry Port:* Salem, Mass., (Feb. 21, 1799.) *Owner:* E. H. Derby, Sr. Built at Salem, Mass., 1798.

February 22, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.] February 24, 1799 left Salem bound for Havana, Cuba. July 9, 1799 issued clearance at Salem for Cadiz. [TDA. CHR.] July 10, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.] July 28–31, 1799 beat off French privateers in Straits of Gibraltar, later arrived Gibraltar. [Essex Institute, Salem, Mass.] July 12, 1800 arrived Boston from Naples. July 15, 1800 for sale, Boston, Mass. October 17, 1800 wrecked on reef off Island of Little Davis, about 30 leagues N. and W. of La Guaira.

Murdock, Ship. *Tons:* 232. *Guns:* 10. *Commander:* Thos. W. Stevens. *Owner:* John Sheafe.

February 14, 1799 commissioned private armed vessel, Portsmouth, N. H. [TDA. CHR.] December 5, 1800 for sale, Boston, Mass.

Nadir, Ship. *See* list, volume for Nov. 1798–March 1799.

Nancy,* Brig. *Tons:* 157. *Guns:* 8. *Men:* 16. *Commander:* Thomas Williams, 1799; Lewis Young, 1800. *Registry Port:* Salem, Mass.

March 9, 1799 left Alicante with other American armed vessels. November 25, 1799 issued clearance at Salem for Bilboa. [TDA. CHR.] March 30, 1800 en route Acra, Africa, to Boston, in Latitude 17° 42′ N., Longitude 51° 55′ W., beat off a French privateer. April 2, 1800 in Latitude 17° 42′ N., Longitude 52° W. captured by French privateer *Caroline,* but later escaped. [Ct. of Cl.]

Nancy,* Brig. *Tons:* 143. *Guns:* 10. *Men:* 21. *Commander:* Thomas Barker; Elisha Woodberry, *1st Mate;* George Barker, *2nd Mate. Registry Port:* Salem, Mass. *Owner:* Samuel Gray.

June 17, 1799 issued clearance at Salem for Bilboa. [TDA. CHR.] June 17, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.] ——— —, 1799 off Bilbao beat off 3 French launches.

Nancy,* Brig. *Tons:* 180. *Commander:* William Reed. *Registry Port:* New York, N. Y. (Jan. 26, 1799). *Owners:* Jno. and Jno. R. Murray. Built at Groton, Conn., 1787.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Nancy,* Brig. *Tons:* 161. *Commander:* Peter Taylor. *Registry Port:* New York, N. Y. *Owner:* Thos. Buchanan. Built at Norwalk, Conn., 1797.

May 10, 1799 boarded sloop *Two Friends.* January 25, 1800 en route Funchal to Lisbon captured by French privateer *Flibustier* off Porto Santo and carried into Island of Palma, Canary Islands. [SDA.]

Nancy, Schooner. *Commander:* ——— Dorgan.

November 28, 1800 to sail Philadelphia, Pa., for New York, N. Y. ——— —, 1801 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Nancy, Schooner. *Tons:* 64. *Commander:* Nathaniel Lincoln. *Registry Port:* Boston, Mass. (May 17, 1799). *Owner:* Jonathan Merry. Built at Braintree, Mass., 1784.

August 27, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Nancy, Schooner. *Tons:* 93. *Guns:* 2. *Men:* 6. *Commander:* William Ward. *Registry Port:* Boston, Mass. (Jan. 16, 1799). *Owner:* William Smith. Built at Milton, Mass., 1795.

February 10, 1799 en route Boston from Cuba, off coast of Cuba captured by French privateer *Rencontre*, and taken into Cumberland Bay, Cuba. February 15, 1799 recaptured by British privateers and ordered to Kingston, Jamaica. [Ct. of Cl.]

Nancy, Schooner. *Commander:* ——— Baur.

November 30, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Nancy,* Ship. *Tons:* 330. *Guns:* 10, 6- and 9-pounders. *Men:* 27. *Commander:* Melzar Joy. *Registry Port:* Boston, Mass. *Owners:* Nathaniel Fellows, Samuel Brown and Melzar Joy.

February 25, 1800 en route Boston to Havana, in Latitude 22° N., Longitude 58° W., beat off a French privateer, later arrived Havana. March 5 1800 boarded by U. S. Frigate *Constitution*.

Nancy,* Ship. *Guns:* 10, 6-pounders. *Commander:* ———.

January 18, 1800 to sail Norfolk, Va. for Liverpool, England.

Nancy,* Ship. *Commander:* ——— Percival.

December 7, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Nancy,* Ship. *Commander:* ——— Town.

July 22, 1799 left Liverpool for City Point, Va., in company with other armed ships.

Nancy,* Ship. *Guns:* 18. *Commander:* ———.

May 11, 1800 en route Jamaica from Liverpool. [NDA. NO, Vol. 1.]

Nancy,* Ship. *Tons:* 377. *Commander:* Howard Allen. *Registry Port:* New York, N. Y. (July 4, 1799). *Owners:* Henry Coster and others. Built in Connecticut, 1795.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Nancy,* Ship. *Tons:* 300. *Guns:* 14. *Commander:* David Deas. *Registry Port:* New York, N. Y. *Owners:* Hay Stevenson and others. Built at New York, N. Y., 1787.

October —, 1799 arrived Baltimore from Liverpool. October 22, 1799 for sale, Baltimore, Md.

Nancy, Snow. *Tons:* 189. *Commander:* William Creighton. *Registry Port:* Baltimore, Md. (Nov. 13, 1799). *Owners:* Jas. A. Buchanan and others. Built at Baltimore, Md., 1799.

August 12, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Nautilus, Schooner. *Tons:* 106. *Commander:* Robert Dixon. *Registry Port:* New York, N. Y. June 3, 1799. *Owners:* James Scott and Israel Seaman. Built in Connecticut, 1799.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] ——— —, 1799 en route Newport for Curacao, captured by French privateer.

Neptune, Barque. *Tons:* 186. *Guns:* 12, 4- and 6-pounders; 20 Muskets. *Commander:* Michael Hooker. *Registry Port:* Portsmouth, N. H. *Owner:* Jacob Sheafe. Built at Exeter, N. H., 1795.

January 10, 1799 commissioned private armed vessel, Portsmouth, N. H. [TDA. CHR.] November 16, 1799 for sale, Philadelphia, Pa.

Neptune,* Brig. *Tons:* 160. *Guns:* 10. *Men:* 15. *Commander:* Hezekiah Flint; William Haskell, *1st mate;* Benjamin Smith, *2d Mate. Registry Port:* Salem, Mass., (Sept. 10, 1798). *Owners:* Joseph Peabody, Thomas Perkins and others. Built at Salem, Mass., 1798.

February 1, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.] June 15, 1799 issued clearance at Salem for Hamburg. [TDA. CHR.] ——— —, 1800 at Guadeloupe as a prize, having been captured by French privateers on homeward bound voyage from Surinam.

Neptune, Schooner. *See* list, volume for Nov. 1798–March 1799.

Neptune,* Ship. *Tons:* 350. *Guns:* 4, carriage; 20, 12-pounders. *Commander:* Daniel Greene; Ebenezer Townsend, Jr., *Supercargo. Owners:* Ebenezer Townsend, Sr., and others. Built at New Haven, Conn.

July —, 1799 arrived New Haven, Conn. 6 months out from Canton.

Neptune,* Ship. *Commander:* ——— MacQuire.

June 13, 1799 to sail Philadelphia for Havana. July 24, 1800 commissioned private armed vessel, Philadelphia, Pa. [TDA. CHR.]

Neptune,* Ship. *Commander:* ——— Jefferies.

October 30, 1799 left Calcutta arrived Philadelphia 16 March 1800. Put into Cape of Good Hope, January 7, 1800 and left January 15, 1800.

Neutrality, Brig. *Tons:* 154. *Commander:* John Cunningham. *Registry Port:* New York, N. Y. (Jan. 14, 1799.) *Owners:* John Simond and John Gore. Built at Newmarket, N. H., 1793.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Neutrality, Ship. *Guns:* 8. *Commander:* ——— Baker.

November 30, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.] May 9, 1800 at Batavia, Java.

Neutrality, Ship [?]. *Commander:* J. Smith.

November 30, 1800 arrived Hartford, Conn.

New Jersey,* Ship. *Commander:* ——— Rosseter; ——— Thompson; ——— McCall, *Supercargo. Registry Port:* Philadelphia, Pa.

November 24, 1799 left Canton, arrived Philadelphia April 2, 1800. In Latitude 22° N., Longitude 57° W., recaptured the sloop *Federal George* from a French privateer. May 2, 1800 commissioned private armed vessel Philadelphia, Pa. [TDA. CHR.]

Newport, Ship. *Commander:* Jonathan Moore.

March 23, 1799 to sail Norfolk for London.

Nimble,* Schooner. *Tons:* 55. *Commander:* Andrew Dorgan. *Registry Por* New York, N. Y. (Aug. 20, 1799). *Owner:* Thos. Oliver. Built at New York, N. Y., 1796.

April —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] August —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Nimrod, Schooner. *Commander:* ——— Hamilton.

August 10, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Northern Liberties, Ship. *Tons:* 335. *Commander:* Wm D. Seaton; ——— King. *Registry Port:* New York, N. Y. (June 28, 1799). *Owners:* Wm M. Seaton. Built at Philadelphia, Pa., 1795.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] ——— —, 1800 in Bay of Bengal beat off a French privateer.

Northern Liberty, Ship [?]. *See* list, volume for Nov. 1798–March 1799.

Nymph,* Brig. *Tons:* 177. *Guns:* 14, 4-pounders; 2, 6-pounders. *Men:* 44. *Commander:* Charles Hardy. *Registry Port:* Philadelphia, Pa. *Owner:* Louis Crousillat, of Philadelphia, Pa.

March 13, 1799 en route Philadelphia to La Guaira, in Latitude 42° N., Longitude 34° W., captured by the French privateer *Gironde*. April 11, 1799 recaptured by the British ship of war *Phaeton* and carried to Plymouth. [Ct. of Cl.]

Nymph, Schooner. *Tons:* 129. *Commander:* John Jakways. *Registry Port:* New York, N. Y. (Jan. 14, 1799). *Owners:* Peter Kemble and Isaac Gouverneur. Built at Eastern Branch, Norfolk County, Va., 1798.

May —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Nymph, Sloop. *Commander:* ——— Baur.

April 17, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Oakley, Brig. *Tons:* 144. *Commander:* William Gordon. *Registry Post:* Baltimore, Md. (Aug. 13, 1799). *Owner:* Jno. Edward Dorsey. Built in Norfolk County, Va., 1799.

August 13, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

O'Brien, Ship. *Tons:* 250. *Guns:* 13, 4- and 6-lb. cannon with carriages. *Commander:* ——— ———.

September 17, 1799 for sale, Boston, Mass.

Ocean,* Ship. *Tons:* 402. *Guns:* 24. *Commander:* John Reynolds, 1799; —— Harrison, 1800. *Registry Port:* New York, N. Y.

December 18, 1799 for sale, New York, N. Y. ——— —, 1800 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Ocean,* Ship. *Commander:* ——— ———. *Registry Port:* New York, N. Y. [?].

——— —, 1799 captured by French privateer; Captain and crew, except five men, were put to death. [NDA.]

Olive, Ship. *Tons:* 230. *Commander:* Henry Tyson. *Registry Port:* Baltimore, Md. (May 16, 1799). *Owners:* Wm Burrell Magruder and Joseph Forman. Built at Berwick, Mass., 1795.

June 8, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Olive Branch,* Bark. *Tons:* 158. *Guns:* 5. *Men:* 10. *Commander:* Joseph J. Knap; Timothy Wellman, *1st Mate;* John Cloutmar, *2nd Mate. Registry Port:* Salem, Mass. (Sept. 5, 1799). *Owners:* Jacob and William Ashton. Built at Salem, Mass., 1793.

September 6, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.] November 14, 1799 sailed from Curacao. April 4, 1800 issued clearance at Salem for Copenhagen. [TDA. CHR.]

Olive Branch, Ship. *Tons:* 164. *Commander:* Wm Ives. *Registry Port:* Boston, Mass. (Jan. 1, 1799). *Owner:* Timothy Gray. Built at Amesbury, Mass., 1793.

January 2, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.] October 3, 1800 for sale, Boston, Mass.

Oliver Ellsworth, Ship. *Tons:* 440. *Guns:* (Pierced for 20). *Commander:* ———. *Owner:* Ely & White, of Hartford, Conn.

November 16, 1800 launched at Hartford, Conn.

Oneco, Schooner. *Tons:* 106. *Commander:* George Howe. *Registry Port:* New London, Conn. (Oct. 15, 1799). *Owners:* Benj. Coit and Elisha Tracy. Built at Hudson, N. Y., 1799.

October 25, 1799 commissioned private armed vessel, New London, Conn. [TDA. CHR.[

Orange, Brig. *See* list, volume for Nov. 1798–March 1799.

Oriental, Ship. *Tons:* 1200. *Guns:* 32. *Commander:* ——— ———. *Registry Port:* Philadelphia, Pa. *Owner:* Peter Blight, of Philadelphia, Pa. Built at Kensington, Pa.

September 2, 1799 launched at Kensington, Pa.

Orion, Ship. *Guns:* 36. *Commander:* ——— Cunningham.

May 24, 1799 arrived Boston, Mass., 88 days from Isle of France.

Orlando,* Brig. *Commander:* ——— Cassell.

November 2, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Orono, Ship. *Tons:* 332. *Guns:* 12, 6- and 9-pounders. *Commander:* Richard Stites. *Registry Port:* Philadelphia, Pa. *Owners:* Thos. and Jno. Ketland. Built at Castine, Maine, 1796.

November 25, 1799 arrived Philadelphia, Pa., from Port Republican. November 26, 1799 for sale, Philadelphia, Pa.

Orono, Ship. *Commander:* ——— Paine. *Registry Port:* Edenton, N. C.

February 22, 1799 sailed from Cadiz, Spain.

Osiris, Ship. *Commander:* Tristram Redman.

November 28, 1799 sailed from Belfast for New York, N. Y. December 5, 1799 captured off Cape Clear by French privateer *Bouginville* of 24 guns, and ordered for France or Spain. Captain, Mate and four of the crew retook the ship and brought it into Belfast on December 7th.

Osmore, (———). *See* list, volume for Nov. 1798–March 1799.

Osseper, Ship. *Tons:* 150. *Guns:* (pierced for 18). *Commander:* ———.

November 25, 1800 for sale at Boston, Mass.

Otsego, Ship. *See* list, volume for Nov. 1798–March 1799.

Pacific, Ship. *Commander:* Perkins Salter. *Registry Port:* Philadelphia, Pa.

March 13, 1800 commissioned private armed vessel, Philadelphia, Pa. [TDA. CHR.] August 25, 1800 sailed from St. Ubes for Portland. September 7, 1800, in Latitude 37° 06′ N., Longitude 43° 06′ W., boarded and plundered by French privateer *Francaise*, who then set fire to the Vessel, after removing crew.

Packet, Ship. *Tons:* 287. *Guns:* 20. *Commander:* John Trott. *Registry Port:* Boston, Mass. *Owners:* Andrew Leach and Geo. Watson. Built at Newbury, Mass., 1797.

May 1, 1799 arrived Boston, Mass., 35 days from Liverpool, England.

Packet, Ship. *See* list, volume for Nov. 1798–March 1799.

Paddy, Brig. *see* list, volume for Nov. 1798–March 1799.

Pallas, Brig. *See* list, volume for Nov. 1798–March 1799.

Pallas, Ship. *Tons:* 332. *Guns:* 20, 6-pounders. *Commander:* William Ward. *Registry Port:* Portsmouth, N. H. (April 9, 1799). *Owners:* Martin Parry and W^m^ Gray, Jr. Built at Durham, N. H., 1798.

April 3, 1799 commissioned private armed vessel, Portsmouth, N. H. [TDA. CHR.] April 5, 1799 sailed from Portsmouth, N. H., for Canton.

Palmyra, Ship. *See* list, volume for Nov. 1798–March 1799.

Paragon, Brig. *Tons:* 161. *Commander:* Benjamin Houston. *Registry Port:* Philadelphia, Pa. *Owners:* W^m^ Jones and Sam'l Clarke. Built at Philadelphia, Pa., 1798.

September 9, 1799 sailed from Port Republican for Philadelphia, Pa., escorting a convoy.

Paragon, Schooner. *Commander:* ——— Grant. *Registry Port:* Kennebunk, Me.

——— —, 1800 sailed from St. Vincent for Kennebunk. En route was captured by French privateer, but retook vessel.

Patriot, Schooner. *See* list, volume for Nov. 1798–March 1799.

Patty, Brig. *See* list, volume for Nov. 1798–March 1799.

Paulina, Schooner. *Tons:* 74. *Guns:* 6, 4-pounders. *Commander:* Elisha Turner. *Registry Port:* Baltimore, Md. (Dec. 13, 1799). *Owner:* Louis Pascault. Built at Hanover, Mass., 1792.

August 28, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.] December 18, 1799 for sale, Baltimore, Md.

Peacock, Brig. *Commander:* ——— Crafts.

February 14, 1800 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Pegasus, Ship. *Commander:* ——— Conkling, Jr.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Peggy, Brig. *Guns:* 10. *Commander:* ——— ———. *Registry Port:* Philadelphia, Pa.

September 2, 1799 arrived Philadelphia, Pa. July 1, 1799 beat off French privateer near St. Sebastian. March 20, 1800 for sale, Philadelphia, Pa.

Penelope, ———. *See* list, volume for Nov. 1798–March 1799.

Pennsylvania, Ship [?]. *See* list, volume for Nov. 1798–March 1799.

Peregrine,* Brig. *Commander:* ——— Foster.

May 24, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Perseverance, Brig. *Guns:* 12. *Commander:* ——— ———. *Registry Port:* Philadelphia, Pa.

——— —, 1799 sailed from Cork for Philadelphia, Pa.

Perseverance,* Ship. *Tons:* 315. *Guns:* 16. *Commander:* James Williamson; Henry Nixon, *Supercargo*. *Registry Port:* Philadelphia, Pa. *Owners:* Thos. Willing and others. Built at Philadelphia, Pa., 1791.

July 2, 1799 sailed from Batavia. November 22, 1799 arrived Philadelphia, Pa. April 3, 1800 commissioned private armed vessel, Philadelphia, Pa. [TDA. CHR.] November 3, 1800, en route Calcutta to Philadelphia, Pa. with *Cleopatra*, *Grace*, and *Sphinx* assisted British East-Indiaman *Cornwallis* beat off French privateer *La Gloire*. [Morison's "Maritime History of Massachusetts", pp. 87–88.]

Perseverance,* Ship. *Tons:* 245. *Commander:* Richard Wheatland. *Registry Port:* Salem, Mass. *Owners:* Simon Forrester and others. Built at Haverhill, Mass., 1794.

April 19, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Perseverance,* Ship. *Commander:* ——— Ogleby.

July 22, 1799 sailed from Liverpool for New York, N. Y.

Petapsco, Ship. *See* list, volume for Nov. 1798–March 1799.

Phenix,* Snow. *Tons:* 150. *Guns:* 8. *Men:* 19. *Commander:* Isaac Smith.

July 24, 1799 issued clearance at Salem for Alicante. [TDA. CHR.]

Philadelphia,* Ship. *Tons:* 356. *Guns:* 12, 4- and 6-pounders. *Commander:* Theodore Bliss, 1799; ——— Parsons, 1800. *Registry Port:* Philadelphia, Pa. *Owners:* Thos. Clifford and others. Built at Philadelphia, Pa., 1796.

October 30, 1799 sailed from Calcutta. March 16, 1800 arrived Philadelphia, Pa. April 25, 1800 commissioned private armed vessel, Philadelphia, Pa. [TDA. CHR.] ——— —, 1800 arrived Gibraltar from Leghorn, but departed hurriedly when French took possession of latter place.

Philanthropist, Brig. *Tons:* 113. *Men:* 8. *Commander:* John Prince. *Registry Port:* Marblehead, Mass. (Oct. 13, 1797). *Owner:* Capt. Samuel Hooper. Built at Newburyport, Mass., 1795.

August 20, 1799 sailed from Bilbao. October 1, 1799 arrived Marblehead.

Philip, Schooner. *Tons:* 111. *Guns:* 6, 4-pounders. *Commander:* David Gemmell. *Registry Port:* Baltimore, Md. *Owner:* Jas. Biays. Built in Accomac County, Va., 1799.

August 31, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.] October 7, 1800 for sale, Baltimore, Md.

Pickering, Brig. *Guns:* 14, 4-pounders. *Commander:* ——— ———.
September 26, 1799 at Philadelphia, Pa.

Pigou,* Ship. *Commander:* ———.
——— —, 1800 taken as prize by French privateer, but released by Tribunal of Commerce at L'Orient.

Pilgrim, Ship. *See* list, volume for Nov. 1798–March 1799.

Planter, Brig. *See* list, volume for Nov. 1798–March 1799.

Planter,* Ship. *Guns:* 12, 9-pounders; 6, 6-pounders. *Men:* 43. *Commander:* John Watts, 1799; Jacobs, 1800. *Registry Port:* Richmond, Va.
July 10, 1799 beat off in action of five glasses, French privateer of 22 guns in Latitude 49° N., Longitude 17° 30′ W. ——— —, 1800 Captain Watts and crew liberally rewarded by Lloyd's Coffee House, London, for their defence against attack by French privateer. March 7, 1800 commissioned private armed vessel, Philadelphia, Pa. [TDA. CHR.]

Plato, Schooner. *See* list, volume for Nov. 1798–March 1799.

Polaskie, Brig. *Tons:* 144. *Guns:* 12. *Commander:* Jos. B. Smith; ——— Shoemaker. *Registry Port:* New York, N. Y. (Nov. 12, 1799). *Owners:* Henry Remsen and others. Built in Connecticut, 1796.
——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] ——— —, 1799 arrived New York, N. Y., 17 days out from St. Thomas. July 25, 1799 beat off French privateer near Santa Cruz.

Polly,* Brig. *Commander:* ——— Bruce, 1799; ——— Cooper, 1800.
October 26, 1799 sailed from New York for Jamaica. ——— —, 1800 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Polly,* Brig. *Tons:* 128. *Guns:* 4. *Men:* 9. *Commander:* Job Trask; Jonathan Lander, *1st Mate;* Daniel Andrews, *2nd Mate. Registry Port:* Salem, Mass. (Feb. 26, 1799). *Owners:* Jos. and John Winn and Job Trask. Built at Salisbury, Mass., 1784.
May 17, 1799 issued clearance at Salem for Teneriffe. [TDA. CHR.] May 18, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.]

Polly,* Brig. *Commander:* ——— Bunce. *Registry Port:* New York, N. Y.
March 10, 1799 arrived New York, N. Y. from Liverpool, England. May—, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] June 12, 1799 captured by French privateer and carried into St. Martin.

Polly,* Brig. *Tons:* 88. *Guns:* 4. *Commander:* Hugh Smith. *Registry Port:* Philadelphia, Pa. *Owner:* Jacob Clement.
January 2, 1799, en route Philadelphia to Havana, off coast of Cuba, was capured by French privateers *Le Diable Passe Partout* and *Polleon* and ordered to uninhabited island among the Mangroves. January 15, 1799 recaptured by English privateer *John and Edward,* and taken to the Bahamas. [Ct. of Cl.]

Polly,* Brig. *Burden:* 950 bbls. *Guns:* 4, 6-pounders. *Commander:* ———. Built in Virginia, 1798.
May 13, 1800 for sale, Philadelphia, Pa.

Polly, Schooner. *Tons:* 101. *Guns:* 6, carriage. *Commander:* John Burgess. *Registry Port:* Baltimore, Md. (July 12, 1799). *Owners:* W^m^ Burrell Magruder. Built in Talbot County, Md., 1796.
July 12, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.] November 19, 1799 sailed from Port Republican. November 21, 1799 beat off two of Rigaud's barges. January 22, 1800 for sale at Baltimore, Md.

Polly, Schooner. *Tons:* 39. *Commander:* Joseph Atkins. *Registry Port:* Boston, Mass. (Aug. 16, 1799). *Owner:* Jonathan Merry. Built at Kennebec, Me., 1789.
August 19, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Polly, Schooner. *Tons:* 69. *Guns:* 3. *Men:* 7. *Commander:* Thomas Smith. *Registry Port:* Salem, Mass. (March 16, 1799). *Owner:* Hale Hilton. Built at Newburyport, Mass., 1788.

March 16, 1799 issued clearance at Salem for Bilbao. [TDA. CHR.]

Polly, Schooner. *Guns:* 4. *Commander:* Knott Pedrick. *Registry Port:* Marblehead, Mass.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] ——— —, 1799 brought into Petit Goave by barges.

Polly,* Ship. *Commander:* ——— Wellman. *Registry Port:* Philadelphia, Pa.

April 17, 1799 in Latitude 25° N., Longitude 69° W. ——— —, 1799 beat off privateer of 16 guns.

Polly & Betsey, Brig. *Commander:* ——— Williams.

February 20, 1799 commissioned private armed vessel, New London, Conn. [TDA. CHR.]

Porcupine, Brig. *See* list, volume for Nov. 1798–March 1799.

Portland,* Ship. *Commander:* David Harding; William Cross, *Mate. Owners:* James Deering, Asa Clapp, Stevens & Hovey.

January 25, 1800, in Latitude 21° 50′ N., Longitude 59° 30′ W., was captured by French privateer. February 2, 1800 recaptured by the U. S. Brig *Pickering,* in Sail Rock Passage and conducted to Tortola. [Ct. of Cl, French Spol. Case No. 1744.]

Portland,* Ship[?]. *Commander:* ——— Taylor, 1799; ——— Chafee, 1800. *Registry Port:* Boston, Mass.

February 19, 1799 at Alicante. February 26, 1800 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Port Mary,* Ship. *Tons:* 250. *Guns:* 12. *Commander:* Thos. Hewitt. *Registry Port:* New York, N. Y. (June 8, 1799). *Owners:* Gracie & Lenox of New York. Built at Flatbush, N. Y., 1793.

July 5, 1799 en route New York to Liverpool, in Latitude 55° 20′ N., Longitude 12° W., captured by French privateer *Bordelais* of 22 guns and carried into St. Jean De Luz, France. [SDA.]

Potomak, Schooner. *Commander:* ——— Thompson. *Registry Port:* Georgetown, Md.

October 30, 1799 sailed from Alexandria, Va., for the West Indies.

President, Schooner. *Tons:* 35. *Commander:* John Bradish. *Registry Port:* Baltimore, Md. (July 6, 1799). *Owner:* Isaiah Mankin. Built in Dorchester County, Md., 1796.

July 6, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Princess Royal, Packet. *See* list, volume for Nov. 1798–March 1799.

Providence,* Ship. *Tons:* 679. *Guns:* 34, 24- and 18-pounders. *Men:* 80. *Commander:* Moses Adams; Ephraim Bowen, *Supercargo. Registry Port:* Providence, R. I. *Owners:* Ephraim Bowen and others.

August —, 1800 arrived New York, en route Leghorn to Philadelphia. October 2, 1800 for sale, Philadelphia, Pa.

Prudence,* Ship. *Commander:* ——— Miner.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Prudent, Brig. *See* list, volume for Nov. 1798–March 1799.

Prudent, Ship. *Tons:* 214. *Guns:* 6. *Men:* 16. *Commander:* Benjamin Brown; James Buffington, *1st Mate;* James Parnell, *2nd Mate. Registry Port:* Salem, Mass. (Dec. 19, 1799). *Owners:* Nathaniel West, and others. Built at Salem, Mass., 1799.

December 19, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.]

Quebec, Sloop. *See* list, volume for Nov. 1798–March 1799.

Rachel, Schooner. *See* list, volume for Nov. 1798–March 1799.

Rainbow,* Brig. *Guns:* 16. *Commander:* ——— Tyler.

October 21, 1800 arrived Portsmouth, N. H.

Rainbow,* Brig. *Commander:* ——— Jones.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Rambler, Brig. *Tons:* 165. *Guns:* 6. *Men:* 17. *Commander:* John Moulton; Micah Rider, *1st Mate;* Noah Quinn, *2nd Mate. Registry Port:* Salem, Mass. (Jan. 12, 1799). *Owner:* Israel Thorndike. Built at Salem, Mass., 1798.

January 12, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.] January 14, 1799 issued clearance at Salem for Spain. [TDA. CHR.] June 3, 1799 in Latitude 24° N., Longitude 66° W., en route Teneriffe for Havana.

Rambler,* Schooner. *Tons:* 100. *Men:* 11. *Commander:* John Devereux. *Registry Port:* Marblehead, Mass. (Nov. 12, 1799). *Owner:* Palmer Scobie. Built at Duxbury, Mass., 1790.

April 19, 1799 arrived Marblehead, 40 days out from Lisbon.

Rambler, Ship. *See* list, volume for Nov. 1798–March 1799.

Ranger,* Brig. *Guns:* 14. *Commander:* ——— Martin.

April 23, 1799 arrived Baltimore, 47 days out from Bristol.

Ranger,* Brig. *Commander:* ——— Shaw.

June 14, 1800 commissioned private armed vessel, Portsmouth, N. H. [TDA. CHR.]

Ranger, Schooner. *Commander:* ——— ———.

September 4, 1799 for sale at Charleston, S. C.

Ranger, Snow. *Commander:* ——— Green.

August 9, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Ranging Polly, Schooner. *See* list, volume for Nov. 1798–March 1799.

Rattlet, Brig. *Commander:* Francis House.

——— —, 1800 in Latitude 25° N., Longitude 58° W., from New Brunswick, bound to Tobago.

Ready Money, Brig. *See* list, volume for Nov. 1798–March 1799.

Rebecca,* Brig. *Tons:* 145. *Commander:* Benjamin Hopkins, 1799; ——— Pilsbury, 1800. *Registry Port:* Boston, Mass. (March 28, 1799). *Owner:* Eben Parsons. Built at Freeport, Mass., 1795.

March 28, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.] May 28, 1800 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Rebecca,* Brig. *Commander:* ——— Spicer.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Rebecca,* Brig. *Tons:* 129. *Commander:* Alexander Smith. *Registry Port:* New York, N. Y. *Owner:* Jas. Scott. Built at New London, Conn., 1796.

June 2, 1799 from London to New York, beat off a privateer.

Rebecca,* Ship. *Tons:* 317. *Guns:* 16, 6-pounders. *Commander:* Michael Corran, 1799; Robert Wells, 1800. *Registry Port:* Norfolk, Va.

July 27, 1799 left Isle of Wight bound for City Point, Va. April 10, 1800 for charter, Norfolk, Va.

Rebecca,* Ship. *Tons:* 250. *Commander:* Joseph Russell.

September 17, 1799 commissioned private armed vessel, Newburyport, Mass. [TDA. CHR.] October 1, 1799 for charter, Norfolk, Va.

Rebecca,* Ship. *Tons:* 230. *Guns:* 2, 6-pounders. *Men:* 15. *Commander:* Metcalf Bowlan; Richard Brown, *1st Mate;* James Foster, *2nd Mate. Registry Port:* Providence, R. I. (May 31, 1799). *Owner:* Stephen Dexter, Providence, R. I. Built at Swanzey, Mass., 1792.

May 31, 1799 commissioned private armed vessel, Providence, R. I. [TDA. CHR.]

Rebecca,* Ship. *Commander:* ——— McKeever.

January 21, 1800 commissioned private armed vessel, Philadelphia, Pa. [TDA. CHR.]

Rebecca,* Ship. *Commander:* Richard Pitt.

February 27, 1801 arrived Baltimore, 128 days out from Calcutta. Shortly after leaving Calcutta beat off a French privateer.

Recovery,* Ship. *Tons:* 284. *Guns:* 10. *Men:* 18. *Commander:* Stephen Phill. ———; Johnson Briggs, *1st Mate;* Isaac N. Chapman, *2nd Mate. Registry Port:* Salem, Mass. *Owner:* Elias Hasket Derby.

August 6, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.] September —, 1800 arrived Boston from Calcutta. September 19, 1800 for sale, Boston, Mass.

Reindeer, Schooner. *Tons:* 97. *Commander:* Charles Connell. *Registry Port:* New York, N. Y. (March 19, 1799). *Owner:* Charles Watkins. Built at New London, Conn., 1798.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Reindeer,* Ship. *Tons:* 260. *Guns:* 14. *Men:* 30. *Commander:* Thomas Frost. *Owner:* P. O. Goverts.

October 3, 1799 to sail from Baltimore for Bremen. July 9, 1800 for sale, Baltimore, Md.

Reliance,* Ship. *Commander:* ——— Webber. *Registry Port:* Boston, Mass.

June 10, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Republican, Ship. *See* list, volume for Nov. 1798–March 1799.

Resistance, Brig. *Commander:* ——— Manenner (or Marrenner).

May 24, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.] ——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Resolution, Schooner. *Tons:* 121. *Commander:* James Moncrieff. *Registry Port:* New York, N. Y. (Nov. 29, 1799). *Owner:* Henry O'Hara. Built at Saybrook, Conn., 1799.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Resolution,* Ship. *Commander:* ——— Fanning.

December —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Retaliation, Brig. *See* list, volume for Nov. 1798–March 1799.

Resource, Ship. *Tons:* 424. *Guns:* 16, 6-pounders. *Men:* 42. *Commander:* Nathaniel Pearce; Thomas Holden, *1st Mate;* James Jhan, *2nd Mate. Registry Port:* Providence, R. I. (Nov. 22, 1799). *Owners:* John Corlis, and others of Providence, R. I. Built at Hartford, Conn., 1795.

May 1, 1799 commissioned private armed vessel, Providence, R. I. [TDA. CHR.] May 7, 1799 left Providence, R. I. bound for Canton. November 7, 1800 commissioned private armed vessel, Providence, R. I. [TDA. CHR.]

Richard, Schooner. *See* list, volume for Nov. 1798–March 1799.

Richmond, Ship. *Commander:* ———. *Registry Port:* Philadelphia, Pa.

——— —, 1800 en route Batavia to Philadelphia captured by a French privateer. Recaptured by British ship *Invincible* and sent to England. December 6, 1800 commissioned private armed vessel, Philadelphia, Pa. [TDA. CHR.]

Rilson, Ship [?]. *See* list, volume for Nov. 1798–March 1799.

Rinnomnee, Schooner. *Tons:* 62. *Commander:* ———.

October 1, 1800 for sale, New York, N. Y. [There was a French privateer *Renommée* captured by U. S. S. *Adams.*]

Rising States, Ship. *Tons:* 217. *Guns:* 8, 4-pounders; 2, 6-pounders. *Men,* 26. *Commander:* Scott Jenkes; Cyrus Williams, *1st Mate;* Benja. D. Greene: *2nd Mate. Registry Port:* Providence, R. I. *Owners:* Amos T. Jenckes, John Bowers, Geo. H. Burrough, Providence.

August 24, 1799 commissioned private armed vessel, Providence, R. I. [TDA. CHR.]

Rising States, Ship. *Tons:* 299. *Guns:* 12. *Men:* 25. *Commander:* Jeremiah Putnam; Benjamin Cook, *1st Mate;* John Lee, *2nd Mate. Registry Port:* Salem, Mass. *Owner:* William Gray, Jr.

November 30, 1799 issued clearance at Salem for Alicante. [TDA. CHR.] November 30, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.] October 11, 1800 arrived at Salem, Mass.

Roba & Betsy,* Ship. *Tons:* 363. *Guns:* 20, 6-, 9- and 18-pounders. *Commander:* ———.

March 20, 1800 for sale, Norfolk, Va.

Robertson,* Brig. *Guns:* 12. *Men:* 25. *Commander:* George Wakefield. *Registry Port:* Norfolk, Va. *Owners:* Randolph & Armstead, of Norfolk.

May 17, 1799 en route Norfolk from Malaga, near Straits of Gibraltar, captured by 6 French privateers and carried into Cadiz, Spain. [SDA.]

Roebuck, Ship. *See* list, volume for Nov. 1798–March 1799.

Robust, Ship. *Commander:* ——— Haslet. *Registry Port:* New York, N. Y.

June 10, 1799 en route Cadiz from New York.

Rodolph-Frederick, Ship. *Tons:* 271. *Guns:* 8, 6-pounders; 4-, 12-pounders. *Commander:* Rowland R. Crocker. *Registry Port:* Boston, Mass. (May 15, 1799). *Owners:* Fred'k Geyer and others. Built at Hanover, Mass., 1799.

May 15, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.] October 11, 1799 to sail from Boston to London. ——— —, 1800 captured by a French privateer.

Rosanna, Brig. *Tons:* 128. *Guns:* 4, 9-pound cannon; 3, 6-pound cannon. *Commander:* James Mansfield. *Registry Port:* Salem, Mass. (May 13, 1799). *Owners:* Geo. Archer and Amos Hovey. Built at Broadbay, Mass., 1789.

August 18, 1799 in Latitude 33° N., Longitude 71° 30′ W., chased a privateer.

Rose,* Brig. *Commander:* ——— Goe.

July 25, 1800 commissioned private armed vessel, Philadelphia, Pa. [TDA. CHR.]

Rose, Ship. *Tons:* 250. *Guns:* 8. *Men:* 25. *Commander:* William Chase; Benj. B. Dennison, *Mate. Registry Port:* Newburyport, Mass. (March 15, 1799). *Owner:* William Bartlett. Built at Amesbury, Mass., 1797.

March 15, 1799 commissioned private armed vessel, Newburyport, Mass. [TDA. CHR.] July 30, 1799 en route Surinam for Newburyport, in Latitude 16° N., Longitude 69° 10′ W., captured by the privateer *Conquest of Egypt* of 14 guns, after an action of 2½ hours, and ordered into Guadeloupe; [Ct. of Cl.]

Rose, Ship. *Tons:* 200. *Guns:* 12. *Commander:* James Nichols. *Registry Port:* New York, N. Y.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] ——— —, 1800 left La Guaira bound for New York, N. Y. February 19, 1800 for sale, New York, N. Y.

Rover, Brig. *Tons:* 135. *Guns:* 6. *Men:* 11. *Commander:* John Thissel; George Lee, 1st Mate; Benj. Lovett, 3d, *2nd Mate. Registry Port:* Salem, Mass. (April 11, 1799). *Owners:* Benj. Lovett, Jr., and Abraham Kilham. Built at Salem, Mass., 1799.

April 11, 1799 issued clearance at Salem for Emden. [TDA. CHR.] April 11, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.] December 26, 1799 issued clearance at Salem for Corunna, Spain. [TDA. CHR.]

Rover, Schooner. *Tons:* 105. *Commander:* George Davidson. *Registry Port:* Boston, Mass. (Aug. 9, 1799). *Owner:* Andrew Dorr [or Dow]. Built at Georgetown, Mass.

August 9, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Ruby, Schooner. *Tons:* 85. *Commander:* Abraham Crawley. *Registry Port:* Boston, Mass. (Oct. 23, 1799). *Owners:* Aaron Davis and others. Built at North River, Mass., 1789.

October 23, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Ruby,* Ship. *Guns:* 12, 6-pounders. *Commander:* ——— Stafford.

March 28, 1799 to sail Liverpool for Charleston, S. C.

Rufus, Ship. *Tons:* 161. *Guns:* 6. *Men:* 13. *Commander:* John Holland; John Barri, *Supercargo.* *Registry Port:* New York, N. Y. (May 28, 1799). *Owners:* Patrick & Holland, of New York. Built at Newbury, Mass., 1798.

May —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] July 10, 1799 en route New York to Cadiz, 4 leagues from Cadiz Lighthouse, captured and carried into Cadiz by French Frigate *La Cockade.* [SDA.]

Russell,* Ship. *Tons:* 317. *Guns:* 12. *Commander:* William Wood. *Registry Port:* Newport, R. I. (Feb. 23, 1799). *Owners:* Geo. Gibbs and others. Built at Dighton, Mass., 1795.

February 23, 1799 issued clearance at Newport, R. I. for Batavia. [TDA. CHR.] ——— —, 1799 at anchor 50 miles from Batavia, captured by a French picaroon.

Russell,* Ship. *Tons:* 330. *Guns:* 10 carriage. *Commander:* ———.

September 19, 1800 for sale, Boston, Mass.

St. Tamany, Ship [?]. *See* list, volume for Nov. 1798–March 1799.

St. Tammany, Schooner. *Guns:* 16, 6-pounders. *Commander:* Bathurst Dangerfield. *Registry Port:* Baltimore, Md. (July 13, 1799). *Owners:* Christopher Johnston and others. Built at Philadelphia, Pa., 1793.

June 25, 1799 to sail Baltimore for Liverpool. July 31, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Sally,* Bark. *Tons:* 181. *Guns:* 8. *Men:* 14. *Commander:* Moses Endicott; Charles Wilson, *1st Mate*; Jonathan Robbins, *2nd Mate.* *Registry Port:* Salem, Mass. *Owners:* Thos. Saunders, Joseph Peabody and others.

February 19, 1799 issued clearance at Salem for Cadiz. [TDA. CHR.] February 20, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.] January 8, 1800 issued clearance at Salem for Cadiz. [TDA. CHR.]

Sally, Brig. *Tons:* 149. *Guns:* 4. *Men:* 11. *Commander:* Edmund Upton.

July 1, 1799 issued clearance at Salem for Hamburg. [TDA. CHR.]

Sally, Brig. *Burden:* 800 bbls. *Guns:* 2, short 12's (pierced for 16). *Commander:* ———.

July 13, 1799 for sale, Baltimore, Md.

Sally, Brig. *Tons:* 153. *Guns:* 6, 4-pounders. *Commander:* ——— Davidson.

April 5, 1800 for freight or charter at Philadelphia, Pa.

Sally, Brig. *Tons:* 111. *Commander:* Ebenezer Hotchkiss. *Registry Port:* New London, Conn. (Jan. 20, 1798). *Owners:* Ebenezer Hotchkiss and Jos. Howland. Built at Hudson, N. Y., 1796.

March 7, 1799 commissioned private armed vessel, New London, Conn. [TDA. CHR.]

Sally, Brig. *Tons:* 113. *Commander:* John Haskill. *Registry Port:* Boston, Mass. (Jan. 8, 1799). *Owners:* Stephen Higginson and others. Built at Charleston, S. C., 1795.

January 18, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Sally, Brig. *Tons:* 164. *Commander:* Thomas Mason. *Registry Port:* Philadelphia, Pa. (Feb. 8, 1799). *Owners:* Jos. and W^m^ Bell and Joseph Watson. Built at Burlington, N. J., 1792.

December 11, 1799 three additional guns mounted. [TDA. CHR.]

Sally, Schooner. *Tons:* 111. *Commander:* Joseph Davis. *Registry Port:* Boston, Mass. (Nov. 29, 1799). *Owner:* Amasa Davis, Jr. Built at Gouldsboro Me., 1799.

November 29, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Sally, Schooner. *Tons:* 96. *Guns:* 2. *Commander:* Luther Stephenson. *Registry Port:* Boston, Mass. *Owners:* Cobb, Bordman & Sawyer, of Boston.

July 19, 1799 en route Boston to Cadiz, 4 leagues from Cadiz, captured by French privateer *Furieus* and carried into Algeciras. [SDA.]

Sally,* Ship. *Tons:* 190. *Guns:* 6. *Commander:*——— Grafton, 1799; Stephen Hall, 1800. *Registry Port:* Boston, Mass.

January 11, 1799 commissioned private armed vessel, Boston, Mass [TDA. CHR.] ——— —, 1800 left St. Helena under convoy of the U. S. Frigate *Essex.* November 14, 1800 in Latitude 27° N., left the convoy.

Sally,* Ship. *Commander:* ——— McCartey. *Registry Port:* Hartford, Conn.

——— —, 1799 en route St. Croix from Barbadoes, off Guadeloupe, beat off a French privateer. January 9, 1799 commissioned private armed vessel, New London, Conn. [TDA. CHR.]

Sally,* Ship. *Tons:* 203. *Guns:* 13. *Men:* 18. *Commander:* William Paterson, 1799; Jacob Oliver, 1800; Samuel Cox, *1st Mate;* Joseph Rogers, *2nd Mate. Registry Port:* Salem, Mass. (July 8, 1799). *Owners:* Israel Thorndike and Moses Brown. Built at Falmouth, Mass., 1794.

July 8, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.] July 8, 1799 issued clearance at Salem for Bremen. [TDA. CHR.] February 7, 1800 issued clearance at Salem for Batavia. [TDA. CHR.]

Sally,* Ship. *Tons:* 350. *Guns:* 20, long sixes. *Commander:* Joseph Holbrook. *Registry Port:* Baltimore, Md. (Oct. 28, 1799). *Owner:* W^m^ Wilson and others. Built in Massachusetts, 1795.

January 17, 1799 in Latitude 37° 44′ N., Longitude 71° 39′ W., bound for West Indies with convoy. [Am. Antiq. Soc.] August 30, 1799 to sail New York for Baltimore.

Sally,* Ship. *Tons:* 201. *Guns:* 12. *Men:* 15. *Commander:* Joshua Farrel. *Registry Port:* New York, N. Y. [?] *Owner:* Benj. Butler of New York.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] July 30, 1799 captured by French Privateers *Republicain* and *Democrate* and carried into San Lucar, Spain. [SDA.]

Sally,* Ship [?]. *Commander:* ———. *Owner:* R. B. Balte.

May 24, 1800 commissioned private armed vessel, Plymouth, Mass. [TDA. CHR.]

Sally Ruffin, Schooner. *See* list, volume for Nov. 1798–March 1799.

Sameramus, Ship. *Commander:* ——— Smith.

August 14, 1800 commissioned private armed vessel, Newport, R. I. [TDA. CHR.]

Sampson,* Ship. *Tons:* 341. *Commander:* Jno. Rook. *Registry Port:* New York, N. Y. (April 24, 1799). *Owners:* Peter Kemble and others. Built at Philadelphia, Pa., 1788.

April —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Samuel, Brig. *Commander:* ——— Wilson. *Registry Port:* Baltimore, Md.

February 8, 1800 from La Guaira to Baltimore in Latitude 20° N., Longitude 68° W., recaptured schooner *Liberty* and ordered her into Baltimore. ——— —, 1800 recaptured a schooner belonging to Salem and sent her into Curacao.

Samuel, Schooner. *Guns:* 8. *Men:* 13. *Commander:* Edward Hedge; ——— Taylor, *Mate.* *Registry Port:* Boston, Mass.

August —, 1799 arrived Gibraltar, after beating off two Spanish and three French privateers.

Samuel Smith, Ship. *Guns:* 24, 9-pounders; 2, 42-pound brass carronades. *Men:* 96. *Commander:* George Stiles. *Registry Port:* Baltimore, Md.

March 27, 1800, en route Lisbon to London, beat off attack of the French privateer *Mars.*

Sansom, Ship. *Tons:* 305. *Guns:* 16. *Commander:* Robert O. Treadwell; Samuel Hubbart. *Registry Port:* New York, N. Y. (April 20, 1799). *Owners:* Robert Lenox and others. Built at New York, N. Y., 1792.

April 1, 1799 for sale, Philadelphia, Pa. April —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] ——— —, 1800 in Bay of Bengal beat off a French privateer.

Sarah,* Ship. *Tons:* 230. *Guns:* 10, 4-pounders. *Commander:* Thomas Hopkins. *Registry Port:* Boston, Mass. *Owners:* Gorham and Eden Parsons. Built at Newburyport, Mass., 1790;

September 13, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Sarah,* Ship. *Guns:* 24. *Commander:* ——— Rives.

——— —, 1799 arrived Montega Bay.

Saratoga, Ship [?]. *See* list, volume for Nov. 1798–March 1799.

Scorpion, Schooner. *Tons:* 117. *Guns:* 6, carriage. *Commander:* ——— Sarensen.

July 1, 1800 for sale, Baltimore, Md.

Sea Flower, Schooner. *Commander:* ———. *Registry Port:* Boston, Mass.

——— —, 1800 recaptured by the U. S. S. *Baltimore.*

Sea Horse, Schooner. *Tons:* 80. *Guns:* 6 carriage; 2, 12-lb. carronades. *Commander:* Alexander Bremer. *Registry Port:* New York, N. Y. (March 2, 1799). *Owners:* Wm Shattuck and others. Built at Saybrook, Conn., 1798.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] November 6, 1799 for sale, New York, N. Y. January —, 1800 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] September —, 1800 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Sea Horse, Ship. *Commander:* ——— Somes.

January 26, 1799 commissioned private armed vessel, Gloucester, Mass. [TDA. CHR.]

Semiramis, Ship. *Guns:* 14. *Men:* 36. *Commander:* ——— Pierce.

August 8, 1799 commissioned private armed vessel, Newport, R. I. [TDA. CHR.] August 29, 1799 to sail Baltimore, Md., for Europe.

Severn, Ship. *Commander:* ——— Dean.

——— —, 1800 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Shark, Schooner. *See* list, volume for Nov. 1798–March 1799.

Shepherdess, Schooner. *Burden:* 600 bbls. *Guns:* 4 carriage. *Commander:* Thomas Buchner.

February 7, 1800 arrived Baltimore, Md., from Curacao. February 8, 1800 for sale, Baltimore, Md.

Sincerity, Schooner. *Guns:* 8. *Commander:* ——— Russell. *Registry Port:* Philadelphia, Pa. July 26, 1799 arrived Philadelphia, Pa.

Sisters, Schooner. *See* list, volume for Nov. 1798–March 1799.

Sisters, Ship [?]. *See* list, volume for Nov. 1798–March 1799.

Smallwood,* Ship. *Tons:* 287. *Guns:* 16. *Commander:* ——— Johnson; Jos. Sanford. *Registry Port:* Alexandria, Va. (1798); Baltimore, Md., (Dec. 2, 1799). *Owner:* Jno. Donnell.

——— —, 1799 arrived Martinique.

Sophia, Ship. *See* list, volume for Nov. 1798–March 1799.

South Carolina, Ship [?]. *See* list, volume for Nov. 1798–March 1799.

Spartan, Schooner. *Tons:* 110. *Guns:* 4. *Men:* 10. *Commander:* Thos. Charles Howe. *Registry Port:* Baltimore, Md. (Oct. 18, 1799). *Owner:* Thomas Tenant, of Baltimore, Md. Built in Talbot County, Md., 1799.

October 19, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.] November 1, 1799 en route Baltimore to St. Thomas captured by French privateer *Diomede*, and carried into Basseterre, Guadeloupe. [Ct. of Cl.]

Sphinx, Ship. *Commander:* ——— Brantz. *Registry Port:* Baltimore, Md.

November 3, 1800 en route Calcutta to Philadelphia, Pa., with *Cleopatra*, *Grace*, and *Perseverance*, assisted British East-Indiaman *Cornwallis* beat off French privateer *La Gloire*. [Morison's "Maritime History of Massachusetts", pp. 87–88.]

Spren, Schooner. *See* list, volume for Nov. 1798–March 1799.

Spy,* Ship. *Guns:* 12. *Men:* 30. *Commander:* ——— West, 1799; ——— Wood, 1800. *Registry Port:* Philadelphia, Pa.

May 7, 1799 captured the Schooner *Marianne*, of St. Bartholomew, but later released the schooner, which proved not to be armed. October 9, 1799 to sail with convoy from Martinique to St. Thomas. March 24, 1800 commissioned private armed vessel, Philadelphia, Pa. [TDA. CHR.]

Stag, Ship. *See* list, volume for Nov. 1798–March 1799.

Star,* Ship. *Tons:* 263. *Guns:* 10. *Commander:* Joseph Woodman. *Registry Port:* Philadelpnia, Pa. (Feb. 13, 1799). *Owner:* Daniel W. Cox. Built at Philadelphia, Pa., 1794.

March 15, 1799 left Philadelphia, Pa.

Sterling, Ship. *Commander:* ——— ———.

——— —, 1799 left Antigua for Havana.

Stockport,* [Ship?]. *Tons:* 300. *Guns:* 20, 6- and 9-pounders. *Commander:* ——— Stoddard.

——— —, 1799 to sail from Liverpool with spring convoy. June 14, 1799 to sail Philadelphia for Liverpool.

Stoddard, Brig. *Tons:* 149. *Commander:* Wm Wickes. *Registry Port:* Baltimore, Md. (Oct. 19, 1799). *Owners:* David Stewart and others. Built in Nansemond County, Va., 1799.

October 19, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Stoddert, Brig. *Tons:* 150. *Guns:* 8, 6-pounders. *Commander:* Robert Cowper.

August 27, 1799 for sale, Norfolk, Va.

St. John, Brig. *Tons:* 82. *Guns:* 9. *Men:* 13. *Commander:* William Godshall; Jonathan Skerry, *1st Mate;* James McCartney, *2nd Mate*. *Registry Port:* Salem, Mass. (Aug. 16, 1798). *Owners:* William Godshall and Samuel Whittemore. Built at Newbury, Mass., 1799.

December 31, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.]

Stork, Sloop. *Commander:* ——— Foster.

June 6, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Strafford, Ship. *Tons:* 265. *Guns:* 16. *Commander:* Pigot Shaw. *Registry Port:* Baltimore, Md. (Dec. 19, 1799). *Owners:* Henry Worthington and Henry Troup. Built at Dover, N. H., 1795.

November 19, 1799 to sail Baltimore for London. ——— —, 1800 en route Baltimore for London, captured by a French privateer and recaptured by the English.

Success, Brig. *Tons:* 103. *Guns:* 3. *Men:* 7. *Commander:* John Gardner.

July 11, 1799 issued clearance at Salem for Cadiz. [TDA. CHR.]

Success, Schooner. *Tons:* 73. *Men:* 6. *Commander:* Samuel Graves, Jr. *Registry Port:* Marblehead, Mass. (Nov. 28, 1799). *Owner:* Samuel Hooper, of Marblehead, Mass. Built at Newbury, Mass., 1786.

July 7, 1799 en route Marblehead to Martinique, captured by French privateer *La Renommee*, and carried into Basseterre. [Ct. of Cl.]

Success, Schooner. *Commander:* ——— Brownell.

February 1, 1800 commissioned private armed vessel, Newport, R. I. [TDA. CHR.]

Suffolk, Ship. *Tons:* 289. *Commander:* Christopher Whipple. *Registry Port:* New York, N. Y. (Nov. 15, 1799). *Owner:* Christopher Whipple. Built at Sag Harbor, N. Y., 1795.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Sukey,* Brig. *Tons:* 102. *Guns:* 7. *Men:* 12. *Commander:* Henry Tibbets; Samuel Swett, 1799; Nathaniel Brown, 1800. Charles Burrill, *1st Mate*. *Registry Port:* Salem, Mass. (April 26, 1799). *Owner:* Simon Forrester. Built at Falmouth, Mass., 1795.

April 26, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.] April 26, 1799 issued clearance at Salem for Cadiz. [TDA. CHR.] December 14, 1799 issued clearance at Salem for Leghorn. [TDA. CHR.] October 13, 1800 bound Salem for La Guaira, captured by British frigate *Nereid* and sent into Curacao.

Sultan, Ship. *Guns:* 13. *Commander:* Joseph Clement.

April 8, 1799 arrived New York, 30 days out from Alicante.

Superb,* Ship. *Guns:* 16. *Commander:* ——— Boyd. *Registry Port:* Philadelphia, Pa.

——— —, 1799 left Cork bound for Philadelphia, Pa.

Superior, Ship. *Commander:* ——— Conyngham.

March 14, 1800 arrived Philadelphia from Havana. March 19, 1800 for sale, Philadelphia, Pa.

Susanna, Ship. *Commander:* ——— Munsell.

October 12, 1799 commissioned private armed vessel, New London, Conn. [TDA. CHR.]

Susannah, Brig. *Commander:* ——— Medlin.

June 6, 1799 bound for Philadelphia from Buena Vista in Latitude 20° 11′ N., beat off a French privateer. July 10, 1799 arrived Philadelphia, Pa.

Susannah, Ship. *Commander:* ——— ———.

May 30, 1799 for sale, Charleston, S. C.

Swallow, Schooner. *See* list, volume for Nov. 1798–March 1799.

Swan, Ship. *Tons:* 318. *Guns:* 12, 6-, 8-, and 9-pounders. *Commander:* ——— Woodham, 1799; ——— Dodge, 1800. *Registry Port:* New York, N. Y.

December 9, 1799 and January 1, 1800 for sale, Philadelphia, Pa. ——— —, 1800 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Swanwick,* Ship. *Commander:* ——— Kirkbride.

July 17, 1799 to sail Liverpool for Philadelphia, Pa. [SDA. CL, Liverpool, Vol. 1, 1790–1800.]

Swift,* Schooner. *Tons:* 125. *Commander:* Jos. B. Smith. *Registry Port:* New York, N. Y. (June 1, 1799). *Owner:* Jno. Jukel. Built in Mathews County, Va., 1797.

June —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Swift,* Schooner. *Burden:* 600 bbls. *Guns:* 6. *Commander:* ——— ———.

August 12, 1799 for sale, Baltimore, Md.

Swift,* Schooner. *Tons:* 92. *Guns:* 6, 4-pound cannon (pierced for 14). *Commander:* ———.

April 3, 1800 for sale, New York, N. Y.

Sylph, Brig. *See* list, volume for Nov. 1798–March 1799.

Sylph, Schooner. *Commander:* ——— ———.
July 8, 1799 for sale, Baltimore, Md.

Sympathy, Ship. *See* list, volume for Nov. 1798–March 1799.

Syren, Brig. *Tons:* 195. *Guns:* 8. *Commander:* ———.
March 3, 1801 for sale, Philadelphia, Pa.

Tamerlane, Ship. *Tons:* 172. *Commander:* ——— Worseley; Sam'l Eames. *Registry Port:* Boston Mass. (Nov. 25, 1799). *Owners:* Thos. Curtis and others. Built at Bristol, Mass., 1795.
September 15, 1799 sailed from Saint Petersburg, Russia, for Boston, Mass.

Tanner, Ship. *Commander:* ——— Bryan.
——— —, 1800 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Tanner, Ship. *Guns:* 16. *Commander:* ——— O'Brien. *Registry Port:* New York, N. Y.
——— —, 1800 en route Vera Cruz to Spain, was captured by British frigate and ordered to Jamaica, but ran ashore on Martyr's Reef in the Gulf of Florida.

Tartar,* Brig. *Tons:* 141. *Commander:* ——— Mathews; Resolve Waldron. *Registry Port:* New York, N. Y. (Jan. 12, 1799). *Owner:* A. M. Laremborne. Built at Norfolk, Va., 1798.
April —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] June —, 1799 arrived New York, 11 days from St. Thomas. June 9, 1799 obliged throw guns overboard in heavy gale. ——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Tartar of Middletown, Brig. *Commander:* ——— Alsop.
November 18, 1799 commissioned private armed vessel, New London, Conn. [TDA. CHR.]

Teaser, Schooner. *See* list, volume for Nov. 1798–March 1799.

Telemachus, Brig. *Commander:* ——— Gooding (or Goodwin). *Registry Port:* Boston, Mass.
January 6, 1800 commissioned private armed vessel, Boston, Mass. [TDA. CHR.] ——— —, 1800 en route Gibraltar to Boston attacked by Gunboats off Gibraltar.

Terriffic, Ship. *Guns:* 10, 4-pounders. *Commander:* Simon Kingston.
August 30, 1799 arrived Newcastle from Port Republican. En route was attacked off the Platform by French privateer, which he beat off. April 28, 1800 for sale, Philadelphia, Pa.

Theresa, Ship. *Guns:* 10 carriage. *Commander:* ——— Craig. *Registry Port:* Philadelphia, Pa.
August 8, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.] January 13, 1800 for sale, Baltimore, Md. February 21, 1800 near East end Anegada Island boarded by U. S. S. *Connecticut*. Bound for St. Thomas from Baltimore. [Log U. S. S. *Connecticut*, N. A.]

Thetis, Brig. *Tons:* 124. *Guns:* 2. *Men:* 10. *Commander:* John Fairfield. *Registry Port:* Salem, Mass. (July 8, 1799). *Owners:* Jonathan Gardner and John Fairfield. Built at Falmouth, Mass., 1799.
July 8, 1799 issued clearance at Salem for Hamburg. [TDA. CHR.]

Thetis, Schooner. *Commander:* ——— Russell. *Registry Port:* Georgetown, Md.
October 30, 1799 arrived Alexandria, Va., from Surinam.

Thetis,* Ship. *Burden:* 400 hogsheads. *Guns:* 10, 4-pound cannon. *Commander:* ——— Nichols.
February 27, 1800 for charter at Norfolk, Va.

Thetis,* Ship. *Commander:* ——— ———. *Registry Port:* Boston, Mass.

July 5, 1799 en route St. Petersburg, Russia, to Boston, Mass.

Thomas, Ship. *Commander:* ——— ———.

July 22, 1799 sailed from Liverpool for Boston.

Thomas and Sarah, Ship. *Commander:* ——— Crapo.

April 28, 1799 commissioned private armed vessel, Portsmouth, N. H. [TDA. CHR.]

Thomas Russell,* Ship. *Tons:* 253. *Guns:* 10, 4-pounders. *Men:* 25. *Commander:* Henry Jackson. *Registry Port:* Boston, Mass. (Oct. 16, 1799). *Owners:* Thos. Perkins and others. Built at Charlestown, Mass., 1796.

August 23, 1799 for sale, Boston, Mass.

Thorn, Ship. *Tons:* 162. *Guns:* 10. *Commander:* Daniel Edes, Jr. *Registry Port:* Boston, Mass. (April 29, 1799). *Owners:* Joseph Howard and others. Built at Rochester, Mass., 1793.

July 22, 1799 sailed from Liverpool for Boston.

Three Friends, Brig. *Tons:* 132. *Guns:* 2. *Men:* 9. *Commander:* John Endicott; Jonathan Beckford, *1st Mate.* *Registry Port:* Salem, Mass. (May 17, 1799). *Owners:* Joseph Peabody and Jonathan Gardner. Built at Scituate, Mass., 1794.

May 18, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.]

Three Friends, Ship. *Tons:* 204. *Commander:* William Coit, Jr. *Registry Port:* New York, N. Y. (March 8, 1799). *Owner:* Thos. Buchanan. Built at Guilford, Conn., 1795.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Three Sisters, Ship. *Tons:* 338. *Guns:* 22, 9- and 6-pound. *Commander:* ——— Stevenson; Charles White. *Registry Port:* New York, N. Y. (Jan. 14, 1799). Built at Charlestown, Mass., 1795.

June 28, 1799 for sale at Baltimore, Md. September —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] ——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] October 27, 1799 boarded by U. S. S. *Connecticut* near North side Anegada Island. [Log U. S. S. *Connecticut*, N. A.] January 17, 1800 for sale at New York, N. Y.

Tom, Ship. *Commander:* ——— Baily.

October 23, 1799 arrived Boston from Russia, 40 days out from Eisineur [Elsinore, Denmark?].

Trader, Snow. *Commander:* ——— Woodbury.

January 29, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Traveller, Ship. *Tons:* 241. *Commander:* George Billups. *Registry Port:* Baltimore, Md. (Feb. 18, 1799). *Owners:* Jas. A. Buchanan and others. Built in Somerset County, Md., 1798.

October 2, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.] February —, 1800 en route Baltimore to Bremen, put into Norfolk in distress in heavy gale of wind.

Trial, Ship. *See* list, volume for Nov. 1798–March 1799.

Trimmer,* Schooner. *Tons:* 60. *Guns:* 4. *Commander:* James Daniels. *Registry Port:* New York, N. Y.

November 12, 1799 for sale at New York, N. Y.

Trio, Brig. *Tons:* 166. *Commander:* Francis Hill. *Registry Port:* New York, N. Y. (Aug. 27, 1799). *Owner:* Francis Hill. Built in New Jersey, 1795.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Trio, Ship [?]. *See* list, volume for Nov. 1798–March 1799.

Triton, Galliot. *See* list, volume for Nov. 1798–March 1799.

Triton, Schooner. *Tons:* 93. *Guns:* 6 (pierced for 14). *Men:* 14. *Commander:* Daniel Kenney; James F. Ledlie, *Supercargo.*

May 1, 1799 for sale at Philadelphia, Pa. April 5, 1800 between Cape Donna Maria and Cape Tiburon, Haiti, beat off British privateer *Enterprise.* April 6, 1800 captured by *Enterprise* and sent into Jamaica, arriving April 8, 1800. April 10, 1800 released. June 30, 1800 for sale at Philadelphia, Pa.

Triumph, Ship. *See* list, volume for Nov. 1798–March 1799.

Truxtun, Ship. *Tons:* 152. *Guns:* (pierced for 18). *Commander:* Gordon Bill. *Registry Port:* New London, Conn. (Aug. 9, 1799). *Owner:* Jos. Howland. Built at Norwich, Conn., 1799.

June 6, 1799 launched at Norwich. August —, 1799 arrived New York, 24 hours from New London.

Tryal, Brig. *See* list, volume for Nov. 1798–March 1799.

Twins, Brig. *Tons:* 195. *Commander:* Sam'l Crow, 1799; William Scott, 1800. *Registry Port:* New York, N. Y. (Feb. 9, 1799). *Owner:* Thos. Buchanan. Built at Philadelphia, Pa., 1793.

June —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] ——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] June 10, 1800 sailing for Martha-Brae.

Two Betseys, Brig. *Tons:* 170. *Commander:* James McKenzie. *Registry Port:* Baltimore, Md. (Sept. 12, 1799). *Owners:* Wm Van Wyck and others. Built in Talbot County, Md., 1799.

September 12, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.] March 20, 1800 sailed from Leghorn.

Two Friends,* Ship. *Guns:* 20, 18-pounders 2, sixes. *Men:* 50. *Commander:* Neil McNeal.

March 27, 1799 arrived Charleston, 49 days from the Downs.

Two Friends,* Ship. *Commander:* ——— Halsey.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Tyara, Ship. *See* list, volume for Nov. 1798–March 1799.

Tyne, Brig. *Commander:* ——— Simpson.

June —, 1799 arrived Norfolk, Va. June 18, 1799 beat off privateer near Cape Charles.

Tyre, Ship. *Tons:* 234. *Guns:* 2, 12-pound carronades; 2, long 6-pound cannon; 6, 3-pound cannon. *Commander:* Samuel Brown; Whipple Andrews, *1st Mate;* Urial Rea, Jr., *2nd Mate. Registry Port:* Providence, R. I. *Owners:* Sam'l G. Arnold & Co., Geo. H. Burrough and Jos. S. Martin, Jr., of Providence, R. I.

December 18, 1800 commissioned private armed vessel, Providence, R. I. [TDA. CHR.]

Ulysses,* Ship. *Tons:* 340. *Guns:* 11. *Men:* 28. *Commander:* William Mugford; Archibald Rea, *1st Mate;* Nathaniel Osgood, *2nd Mate. Registry Port:* Salem, Mass. (Aug. 17, 1799). *Owner:* Wm Gray, Jr. Built at Haverhill, Mass., 1798.

March 25, 1799 arrived Salem from Bilbao. En route beat off privateer. August 17, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.] August 17, 1799 issued clearance at Salem for India. [TDA. CHR.]

Unanimity, Brig. *Commander:* ——— ———.

August 11, 1799 sailed from Falmouth for Charleston.

Union, Brig. *Tons:* 121. *Commander:* David Higgins. *Registry Port:* Boston, Mass. (Nov. 21, 1799). *Owner:* Thos. Walley. Built at Duxbury, Mass., 1793.

November 25, 1799 commissioned private armed vessel, Boston, Mass. [TDA. CHR.]

Union, Brig. *Commander:* ——— Hunt.

——— —, 1800 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Union, Ship [?]. *See* list, volume for Nov. 1798–March 1799.

Venelia, Ship. *See* list, volume for Nov. 1798–March 1799.

Venture, Ship. *Guns:* 20. *Commander:* ——— Loring. *Registry Port:* Boston, Mass.

——— —, 1799 arrived Genoa, 21 days from Lisbon. [NDA. Dale LB, Cathcart to Eaton, 29 June 1801.]

Venus, Brig. *Commander:* ———.

October 11, 1800 commissioned private armed vessel, Philadelphia, Pa. [TDA. CHR.]

Venus,* Ship. *Tons:* 248. *Guns:* 12. *Commander:* Henry Dashiell. *Registry Port:* Baltimore, Md. (Sept. 27, 1799). *Owners:* William P. Stewart and others. Built at Philadelphia, Pa., 1792.

July 13, 1799 en route Gibraltar to Batavia, while anchored at St. Jago, Cape Verde Island, was captured by a French Frigate's boats and ordered to Baltimore as a cartel. [Ct. of Cl.] September 28, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Venus,* Ship. *Tons:* 300. *Guns:* 18. *Commander:* Samuel Jameson.

May 17, 1799 to sail for Liverpool.

Victoria, Ship. *Tons:* 173. *Commander:* Lemuel Bourne. *Registry Port:* New York, N. Y. *Owners:* James Scott and Israel Seaman.

June 13, 1799 en route New York to Curacao, in Latitude 19° N., Longitude 62° 40′ W., captured by French privateer *L'Esperance*, and ordered to St. Martin. [Ct. of Cl.]

Vigilant, Ship. *Tons:* 194. *Guns:* 6. *Men:* 14. *Commander:* James Clemmons. *Registry Port:* Salem, Mass. (Oct. 30, 1799). *Owner:* Simon Forrester. Built at Durham, N. H., 1792.

October 30, 1799 issued clearance at Salem for Bombay. [TDA. CHR.]

Vigilent,* Ship. *Tons:* 223. *Guns:* 8. *Men:* 21. *Commander:* Thomas Boyle. *Registry Port:* Baltimore, Md. *Owners:* J. Carrere and T. Boyle. Built in Somerset County, Md., 1798.

May 16, 1799 commissioned private armed vessel, Baltimore, Md. [TDA CHR.]

Violet, Schooner. *Tons:* 110. *Commander:* John Conway. *Registry Port:* Baltimore, Md. (Aug. 16, 1799). *Owner:* Jno. H. Benn. Built in Somerset County, Md., 1799.

August 16, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Virginia, Brig. *Commander:* ——— Dauson. *Registry Port:* Baltimore, Md.

May 31, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.]

Virginia,* Ship. *Tons:* 249. *Guns:* 8. *Commander:* Henry Dickson, 1799; Robert Cowper, 1800.

November 9, 1799 for sale at Norfolk, Va. April 5, 1800 to sail for Liverpool.

Volunteer, Brig. *Tons:* 172. *Commander:* John Stewart. *Registry Port:* New York, N. Y. (June 15, 1799). *Owners:* Peter Kemble and others. Built at Nansemond River, Va., 1798.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] ——— —, 1799 sailed from Curacao.

Vulture, Brig. *See* list, volume for Nov. 1798–March 1799.

Warren,* Ship. *Tons:* 326. *Guns:* 16, 12- and 6-pounders. *Commander:* John Fawn. *Registry Port:* New York, N. Y. (Nov. 13, 1799). *Owner:* Archibald Gracie. Built at Bristol, R. I., 1795.

March 2, 1799 to sail for London.

Warren,* Ship. *Tons:* 158. *Guns:* 6, 4- and 9-pounders. *Commander:* Henry Fanning. *Registry Port:* New York, N. Y. (Aug. 3, 1799). *Owners:* John Murray and others. Built in Rhode Island, 1788.

August —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] January 10, and April 26, 1800 for sale at New York, N. Y.

Washington, Brig. *Tons:* 163. *Guns:* 2. *Men:* 14. *Commander:* John Murphy; John Wilson, *1st Mate;* Archibald McMillan, *2nd Mate. Registry Port:* Salem, Mass. (June 18, 1799). *Owner:* Simon Forrester. Built at Newcastle, Mass., 1799.

June 19, 1799 issued clearance at Salem for Copenhagen. [TDA. CHR.] June 20, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.]

Washington,* Ship. *Tons:* 221. *Guns:* 16, 6- and 9-pounders. *Commander:* Jacob B. Packwood, 1799; ——— Stevenson, 1800. *Registry Port:* New York, N. Y. (Jan. 10, 1799). *Owners:* Francis Salters and others. Built at Catskill, N. Y., 1798.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] March 28, 1799, while convoying vessels from La Guaira to the United States, beat off French privateer near Mona Passage. June —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] June 20, 1800 for sale at New York, N. Y. ——— —, 1800 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Washington,* Ship. *Commander:* ——— Cunningham; ——— Comwal. *Registry Port:* Boston, Mass. *Owner:* John Coffin Jones.

January 26, 1799 arrived Boston from Leghorn. June 8, 1799 left St. Thomas.

Washington,* Ship. *Tons:* 216. *Commander:* James I. Coffin; ——— Jones. *Registry Port:* New York, N. Y. (April 8, 1799). *Owners:* Jas. I. Coffin, and others. Built at Scituate, Mass., 1791.

April 1, 1799 for sale at New York, N. Y. April —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Washington,* Ship. *Guns:* 20. *Men:* 70. *Commander:* J. Williamson. *Registry Port:* Philadelphia, Pa.

October 4, 1799 beat off French privateer near Ushant. Put into Lisbon to repair damage to masts and rigging. October 28, 1799 en route Lisbon for Philadelphia, beat off French privateer. July 24, 1800 commissioned private armed vessel, Philadelphia, Pa.

Washington,* Ship. *Guns:* 32. *Commander:* ——— ———. *Registry Port:* ——— R. I.

——— —, 1799 left St. Christopher under convoy.

Washington,* Ship. *Guns:* 8. *Men:* 25. *Commander:* Francis Roberts. *Registry Port:* Boston, Mass.

February 1, 1799, en route Boston to Malaga, captured by Spanish gunboats and carried into Algeciras. [Am. State Papers, Vol. 2, p. 455.]

Welcome Return, Schooner. *See* list, volume for Nov. 1798–March 1799.

Wentworth, Ship. *Guns:* 32. *Commander:* ——— ———.

——— —, 1799 arrived Madeira, 19 days out from London, bound West Indies.

West-Indian, Brig. *Tons:* 171. *Guns:* 4, 6-pounders. *Commander:* Robert Wilson; Thomas Chisholm. *Registry Port:* Philadelphia, Pa.

February 5, 1799 for sale, Charleston, S. C. July 27, 1799 left Isle of Wight for Charleston, S. C.

Weymouth, Schooner. *Tons:* 65. *Guns:* 4. *Commander:* Thomas Burges. *Registry Port:* Baltimore, Md. (June 10, 1799). *Owner:* W^m^ Burrell Magruder. Built at Weymouth, Mass., 1785.

September 10, 1799 commissioned private armed vessel, Baltimore, Md. [TDA. CHR.] November 18, 1799 en route Cape Francois to Baltimore, captured by French privateer *Hope* and ordered to Porto Rico. December 1, 1799 recaptured by U. S. S. *General Greene* and ordered to Boston, but due to leaky condition put into Bahama Islands. [Ct. of Cl.]

Whim, Schooner. *Commander:* ——— Cranston.

——— —, 1800 en route to St. Thomas, while passing down the Delaware, ship caught fire. Crew saved and fire extinguished by the U. S. S. *Patapsco.*

William, Brig. *Commander:* ——— Hurst.

June —, 1799 arrived Baltimore, Md., from Cork. June 4, 1800 beat off French privateer in lee of Guadeloupe.

William, Brig. *Guns:* 12. *Commander:* ——— ———. *Registry Port:* Charleston, S. C.

June 2, 1799 en route Charleston, S. C., from Kingston.

William,* Ship. *Commander:* ——— Pickett; ——— Jenkins. *Registry Port:* Newburyport, Mass.

July 11, 1799 commissioned private armed vessel, Newburyport, Mass. [TDA. CHR.] November 25, 1799 commissioned private armed vessel, Newburyport, Mass. [TDA. CHR.]

William,* Ship. *Tons:* 182. *Guns:* 11. *Men:* 24. *Commander:* Solomon Towns; James Derby, *1st Mate;* Nathaniel King, *2nd Mate. Registry Port:* Salem, Mass. (Oct. 16, 1799). *Owner:* William Gray, Jr. Built at Salem, Mass., 1784.

October 16, 1799 issued clearance at Salem for Alicante. [TDA. CHR.] October 18, 1799 commissioned private armed vessel, Salem, Mass. [Essex Institute, Salem, Mass.]

William and Margaret, Schooner. *Commander:* ——— Seaman.

——— —, 1800 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

William and Mary, Ship. *See* list, volume for Nov. 1798–March 1799.

William and Thomas, Brig. *Commander:* Anthony Nutter. *Registry Port:* Wiscassett, Maine.

——— —, 1799, in Latitude 21° N., Longitude 63° W., captured by French privateer and ordered for Guadeloupe, but recaptured vessel from prize crew. January —, 1800 arrived Portsmouth, N. H.

William Penn, Ship. *See* list, volume for Nov. 1798–March 1799.

Williamson, Brig. *See* list, volume for Nov. 1798–March 1799.

Winthrop and Mary,* Ship. *Tons:* 104. *Commander:* James Collins. *Registry Port:* Gloucester, Mass. (Oct. 29, 1799). *Owners:* Ignatius Sargent and others. Built at Newbury, Mass., 1794.

October 29, 1799 commissioned private armed vessel, Gloucester, Mass. [TDA. CHR.]

Winyaw,* Ship. *Tons:* 338. *Commander:* Robert M. Steel. *Registry Port:* New York, N. Y. (Nov. 9, 1799). *Owner:* Jno. H. Thompson. Built at South Island, S. C., 1795.

——— —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.]

Woodrup Sims, Ship. *Tons:* 305. *Guns:* 16 (10 carriage, 4 swivels, 2 Howitzers). *Commander:* John B. Hodgson. *Registry Port:* Philadelphia, Pa. *Owner:* Joseph Sims.

October 21, 1799, while en route London to Philadelphia, in Latitude 42° N., Longitude 35° W., was captured by French privateer *L'Heureux* of 20 guns after an action of three hours, and ordered to St. Sebastian. [Ct. of Cl.]

Yankee, Ship. *Commander:* ——— Williams.

November 29, 1799 commissioned private armed vessel, New London, Conn. [TDA. CHR.]

Yeatman, Schooner. *See* list, volume for Nov. 1798–March 1799.

Zenobia,* Ship. *Tons:* 296. *Commander:* Pierre DePeyster. *Registry Port:* New York, N. Y. (April 29, 1799). *Owners:* Jas. Arden and others. Built at Swanzey, Mass., 1794.

April —, 1799 commissioned private armed vessel, New York, N. Y. [TDA. CHR.] October 1, 1799 at Batavia.

Zephyr, Brig. *Commander:* ——— Chamberlain.

August 5, 1799 convoyed 8 sail from Martinique to Norfolk.

CAPTURES OF FRENCH ARMED VESSELS, AND RECAPTURES BY UNITED STATES ARMED MERCHANT VESSELS

Date	Capturing vessel	Captured vessel
25 July 1798	*Teaser*	French Privateer
——— 1798	*Atlantic*, Ship	Recaptured—English Brig
——— 1798	*Roebuck*, Ship	French Privateer
——— 1798	*Commerce*, Ship	French Privateer
5 February 1799	*Camilla*, Ship	Recaptured—Portuguese Brig
10 May 1799	*Mary Ann*, Ship	*Le Genereux*, French Privateer
22 May 1799	*Flying Fish*, Schooner	*Henrietta*, French Privateer
26 July 1799	*Camilla*, Ship	Recaptured—*Little John*, Schooner
5 October 1799	*Washington*, Ship	Recaptured—*Thomas Pinckney*, Brig.
8 February 1800	*Samuel*, Brig	Recaptured—*Liberty*, Schooner
——— 1800	*Samuel*, Brig	Recaptured—Schooner Belonging to *Salem*
——— 1800	*Federal George*	Recaptured—*New Jersey*, Ship
——— 1800	*Dolly*, Brig	French Privateer
——— 1800	*Diana*	Recaptured—*Salem*

APPENDIX

I

Extracts from Log of U. S. S. *Connecticut* Captain Moses Tryon, U. S. Navy, commanding

WEDNESDAY, 21 AUGUST 1799

This day begins with pleasent weather wind NE, sent the launch into the river after water. discharg^{d} Capt Ward. at 11 AM. Launch returnd with water. all hands employ'd in making preperation, for getting underway. at 1 PM trip^{d} the kedge & got it inboard. at hlf past 2 weighed best bower & got underway [from Saybrook], bound for N London; light winds the wind being ahead we tackd occasionally — at 10 PM, the light house N N E, bore away for the harbour — at 11 PM. wind died away. came too with small bower — at — within the light house —

THURSDAY, 22 AUGUST 1799

Pleasent weather wind S, W, at 10 AM. got under way. & came too opposite the town & moor^{d} with best & smaller bowers — two Caulkers employd as usual. at 4 PM got top Gall^{t} masts in. End — pleasent weather —

SUNDAY, 25 AUGUST 1799

Commences with Pleasent weather wind S, W, at 8 sent up top Gall^{t} yards — M^{r} Hubbard the Agent for the Ship being on board. Commenc'd settling ships Accounts — M^{r} Smith a Masters Mate had liberty to be on shore one hour last evening — has not yet returnd the two Caulkers were this day settled with by M^{r} Hubbard & discharg'd. at Sun set sent down top Gall^{t} yards —

WEDNESDAY, 28 AUGUST 1799

Pleasent weather wind N, W, at 8 AM sent up top Gall^{t} yards. people employ^{d} in filling water fetching ballast from of shore & Stowing hold & discharging Cap^{t} Ely Completed, paying the Officers their wages up to the 1st of August & the People two months pay at Sun set sent down top Gall^{t} yards — nothing heard from M^{r} Smith —

SATURDAY, 31 AUGUST 1799

Clear morning wind N W, one Joiner employd — 3 Caulkers, People imploy in Stowing hold &C, rec^{d} a number of Military articles by the smack *Serdina* Cap^{t} Ge^{o} Burrows from Mess^{rs} James & Ebenezer Watson at New York, on board, except 5 boxes of Musket Cartridges which was deposited in the Magazine at fort Trumble — at Sun set sent down top Gall^{t} yards

SUNDAY, 1 SEPTEMBER 1799

this day begins with cloudy weather wind S E — at 8 AM sent up top Gall^{t} Yards — all hands imploy'd in cleaning betwixt decks — a 3 pm a number people obtaind liberty to go on Shore for two hours — at the expiration of which time Israel Smith a Seaman refus^{d} to go off — the Officer that was with them compel^{d} him by using forcible means — he was placed in Irons for the Night as a punishment at Sun set sent down top Gall^{t} yards nothing heard from M^{r} Smith the deserter —

TUESDAY, 3 SEPTEMBER 1799

Commences with pleasent weather wind N. at 8 AM sent up top Gall^{t} Yards — all hands employ'd in getting water on board & stowing the hold, two Caulkers employd untill 12, OClock later part of the day Cloudy — one Joiner employ'd at Sun set sent down top Gall^{t} Yards — burnt coal in pots, in the Magazine & filling room in order to dry them —

THURSDAY, 5 SEPTEMBER 1799

Wind N E. with rain — poeple employ'd in getting water on board, & stowing the Hold, one Joiner employ'd continued burning Coal — day ends with rain

MONDAY, 9 SEPTEMBER 1799

Cloudy morning wind S, E, poeple imploy^{d} in Scraping the sides & painting gun carriages fitting quarter nettings &C — one Joiner & 3 painters imploy^{d} on board at 5 PM. 10 recruits arriv^{d} from Providence. day ends with Clody weather —

TUESDAY, 10 SEPTEMBER 1799

Cloudy Weather wind N E with rain, 2 Joiners & 3 painters employ'd on board— peeple imploy^{d} in rec^{d}ing shott for Cannon at 4 PM clear^{d} away — day ends with Pleasent weather

WEDNESDAY, 11 SEPTEMBER 1799

Cloudy morning — at 8 AM. Clear^{d} away. pleasent with light breeze from S E. People employ^{d} in filling water. Cleaning Ship & painting sides — 3 painters & one Joiner employ^{d} in board — day ends with pleasent weather. two men arriv^{d} from Providence —

FRIDAY, 13 SEPTEMBER 1799

pleasent morning Wind S, W — poeple imploy^{d} in scraping decks, painting masts, Blacking spars &C. at 4 P M — M^{r} Dorr arriv^{d} from Providence with 3 Men

SATURDAY, 14 SEPTEMBER 1799

Pleasent Morning wind S, W — poeple imploy'd in doing sundry things — one Joiner & three painters imploy'd on board — at 10 A, M, rece^{d} despatches which M^{r} Baily took & proceeded immediately on to Weathersfield. rece^{d} on board hooks & thimbles for Guns & 400^{lb} spike & deck nails &C — day ends with pleasent weather —

MONDAY, 16 SEPTEMBER 1799

Pleasant Morning Wind N W — Cap^{t} Norris haul^{d} along side & began to receive Guns & Shott from him — one Joiner imploy^{d} on board — had to alter the gun carriages to make the Guns fit to them — the day ends with Pleasent weather —

TUESDAY, 17 SEPTEMBER 1799

Pleasent weather wind N W — one Joiner & two painters imployd on board — poeple imploy'd in discharging Cap^{t} Norriss — at hlf past 12 rece^{d} all the Guns Twenty Six in number, and all the Shott — on board & discharg^{d} Cap^{t} Norris — rece^{d} an order from M^{r} J. Howland upon M^{r} J. Woodward the Keeper of the Magazine for one bbl Powder — rec^{d} from Magazine 6 Cartridges for 12 p^{r} — day ends with Pleasent Weather —

SATURDAY, 21 SEPTEMBER 1799

Cloudy Morning Wind S, W, number poeple sent on shore filling gang Casks with water — deliv^{d} M^{r} Colefax sailmaker a number sails to alter — deliv^{d} into M^{r} Howlands store 2 Lower & 4 Mizen top Mast Steering sails, 2 Joiners imploy^{d} on board people imploy'd in doing Sundry things day ends with Pleasent Weather—

WEDNESDAY, 25 SEPTEMBER 1799

Clear Morning wind N W — Clear^{d} the Cables — People imploy^{d} in fitting riggin &C Moses Clark was this day discharg^{d} as unfit for service, rece^{d} log lines — Glasses — fish lines &C on board — one Joiner imploy^{d} on board

THURSDAY, 26 SEPTEMBER 1799

Pleasent weather loos^{d} sails to dry — Abel Wampe & Solomon Mossick found Missing dispatched M^{r} Tudor in Search — one Joiner imploy^{d} — poeple imploy^{d} in setting up riggin &C at evening M^{r} Tudor returnd with Wampe, but heard nothing of Mossick day ends with pleas^{t} weather

FRIDAY, 27 SEPTEMBER 1799

fine pleasent morning wind N. at 8 sent up top Gallt yards — delivd the Chest that containd the Cartouch boxes into Mr Howlands store & a number of empty Casks, recd on board several small spare spars, poeple imployd in securing the boombs &C — Mr Tudor was dispatchd after Solomon Mossick returnd at evening without him — at Sun set sent down Top Gallt Yards —

[Pages, from this entry to 22 October 1799, have been torn from original.]

TUESDAY, 22 OCTOBER 1799

First part of this 24 hours pleasent — continued the chace as pr yesterday — at 2 P M fired a gun from our Larboard bow at her, she rounded too, — came up with her, took in sail — backd Main & mizen Top sails sent the boat on board her with the 2nd Lieut she proves to be an English Ship Calld the *Polly* from New Brumswick Ansel Burn Master — Loaded with Lumber, fish, & oil bound for Jamaica — parted from her & steered S E, — at 6 PM reef'd Topsails took in Jibb, main & mizen top mast Staysails —

Middle part, fresh breeze & Cloudy with thunder & Lightning hauld up Mizen took in Mizen Staysail — some rain —

Latter Part fresh gales & Large sea at 6 AM, saw a sail bears East made sail & gave her chace — at 10 the chace a Schooner tacked ship — we cleard our Larboard bow guns & gave her a shot which fell short — gave her a second gun — she continues her course at ½ past 10 AM Tacked Ship at 11 brought her to bear upon our Starboard beam gave her two guns, she tackd ship & stood on Close by the wind — at Meridian tacked Ship & stood after the chace

got the sun — Clear Weather

Latitude 26° 48′ N.
Longitude 65° 19′ W.

WEDNESDAY, 23 OCTOBER 1799

First part of this 24 hours fresh gales. Cloudy & squally. at 1 P M the chace tackd ship to the West ward, we allso tacked after her

at 4 PM gave up the chace & bore away — hauld up our Mizen Hauld down Main top Mast & Mizen Staysails

at 8 reef'd top sails took in Jibb hauld up the weather main Clew Garnet

Middle part light winds & Clear weather —

at 6 AM saw a sail to the windward, hauld our wind made sail & gave her chace — people imploy'd setting up main shrouds & making Matts for the yards — broached 2 Casks water 1 Barrell Vinegar — took up 2 feet wood — at 10, the brig (our chace) tackd Ship we tacked & still continued the c[h]ace people imployd cleaning betwix decks & sprinkling Vinegar at 12 tacked ship again the chace tacked allso —

Latitude 25° 50′ N.
Longitude 64° 39′ W.

FRIDAY, 25 OCTOBER 1799

First part of this 24 hours attended with heavy Squals & rain at hlf past 1. P M made a sail bearing W, S, W, calld all hands made sail & gave chace — at hlf past 3 gave her a gun & brot her too. took in sail & hove too sent the boat on board with 2nd Lieut — she proves to be a danish Sloop belongs to St Croix. Calld the *Agent* Benjamin Totern Master. 23 days from the Havannah with Sugars — parted with her reefd Topsails took in Jibb & Main top mast staysail, hauld up main sail & handed it — squalls increases — sent down top Gallt yards at half past 6 took in Mizen Top sail — at 12 took in fore top sail — * * * *

Latitude 21° 04′ N.
Longitude 64° 02′ W.

SUNDAY, 27 OCTOBER 1799

First part of this 24 hours Moderate, shook out 2 reefs out of Top sails — at ½ past 1 PM. sett main & Mizen top mast Staysails made the Island of Sambararo bearing S. b, E. ½ E, — distance 6 leagues at 2 brot the Island to bear S E b E — bore away W, b, N, a large sea from the Northward & Eastward — at 5 PM made a sail right ahead — made sail & gave her chace at ½ pst 6 PM, came up with her & haild her. She answers from N York — sent the boat with the 2nd Lieut on

board. She proves to be the Ship *Three Sisters*, Capt Stephenson from New York bound for [space] parted with her, clos^{d} reef^{d} top sails —

Middle part light winds & a Large Sea from the Eastward at 5 AM. made the Virgin Gorda's bearing S, — poeple broached two Quarter Casks water. 1 bbl beef &C. — the Ship *Three Sisters* in sight running down the North side of Anegada under all sail — at 9 AM sett steer^{s} sails — at 11 sent up top Gall^{t} Yards, & sett top Gallant sails at Meridian made S^{t} Thomas's bear^{s} S, W, ½ W distance 10 Leagues.

Latitude 18° 55′ N.
Longitude 64° 49′ W.

MONDAY, 28 OCTOBER 1799

First part of this 24 hours pleasent, people imploy'd setting up back Stays & riggin at 4 PM Tack^{d} Ship took in Top Gall^{t} Sails Main & Mizen top M^{t} Staysail & Main sail. at 6 the West point of S^{t} Thomas^{s} bears E, S E, distance 9 Leagues the East end of Crab Island bears S S E distance 7 Leagues pleasent Weather poeple imployd about Sundry things — at 12 tacked Ship, for Land, under Top Sails, fore sails & Fore top mast Staysail Light winds & Smooth Sea — at 4 AM tacked off Land —

at 8 AM tacked Ship for Land & Call^{d} all hands bent the Cables — at 9 A, M, made more sail — Spoke a small drog[h]ing Sloop from Portorico belong^{s} to S^{t} Thomas^{s} who inform^{d} us there was a french privateer Schooner of twelve Guns commanded by Capt Low from Guadaloupe Lay at the West end of Crab Island at anchor. — 7 Men in the doctors List —

TUESDAY, 29 OCTOBER 1799

First part of this 24 hours pleasent — finding our rigging in consequence of its being new & some deficiency in the rigers, found it absolutely necessary to proceed to some anchorage & repair it & put the ship in order to enable us to perform our destin'd Cruise — likewise finding our bread in a bad Situation, growing damp &c — & the expectation of finding a French Privateer under the Lee of Crab Island we proceeded — but to our great mortification did not find her there as was inform'd; — at ½ past 4 P M on our arrival at anchor Struck Fore & Main top Masts — imployd the people in fitting the rigging — found two small sloops at anchor under danish Colors — sent Lieu^{t} May on board to examine them found one Loaded with fruit the other on a party of pleasure from S^{t} Croix —

Middle part light winds & fair Weather — broached one hhd water & one bbl beef —

Latter part Fresh breezes & Squally poeple imploy overhaul^{s} the rigging & getting wood & water from off Shore — 7 Men in docters List —

Aird a quantity of Bread —

WEDNESDAY, 30 OCTOBER 1799

First part of this 24 hours pleasent people imploy'd about the rigging, sway'd up our top masts & got Top Gall^{t} masts in end brot off 6 Gang Casks of water & some wood, Clear'd down decks; sqauls of wind and rain with thunder & Lightning at hlf past 7, hove up our anchor & put to sea, Squally and heavy gusts of wind. at 11 2 reef^{d} Top sails at 12 tack^{d} Ship — at 1 AM tack^{d} Ship to the S — at ½ p^{t} 3 AM a heavy Squal from the E. Close reef^{d} topsails at 5 Clewd up top sails haul^{d} up the Mizen &C — at hlf past 5, Set the Topsails, the Mizen & Mizen Staysail — at 6 AM. the West point of Crab Island bears N b N ½ W distance 8 Leagues — at ½ past 11 AM. tacked Ship to the Northward & Eastward. Stowed our anchors, — unbent & Coild away our Cables people imployd about sundry things

5 Men in Doctors List

FRIDAY, 1 NOVEMBER 1799

First part smooth sea light winds

at 6 P M the N E point of Crab Island N, W, b N distance 6 leagues, west point S^{t} Thomas's bears N E b N distance 7 leagues.

at 11 P M S^{t} Thomas's bears E & Calm

at 12 small breeze from E S E.

at 5 Made a sail to the Northward — made sail after her. at 7 AM gave her a gun, she hove too sent the boat with Lieu^{t} May on board to examin her — she proves to be a danish Sloop from one of the out ports of portorico bound for S^{t} Thomas's, with 11 Americans that had been Capt^{d} by the french & detaind as

prisoners in portorico, & having been out several days with light winds, was in a distress^{d} Situation — we furnish^{d} them with 30^{lb} Pork, 30^{lb} Beef, 50^{lb} Bread, 20 Bunches Onions 32 Gall^{s} Water & discharg^{d} them —

SATURDAY, 2 NOVEMBER 1799

First part of this 24 hours pleasent weather, people imploy'd about Sundry Jobbs — at 4 P, M, A Squal from the Eastward settled down & took three reefs in top sails, took in Jibb & fore top mast staysails, hauld up Mainsail & Mizen — rain with Thunder & Lightning. at the Southward. saw a sail to the Westward under the land — took in top Gall^{t} Sails took in Main top mast & Middle Staysail; fresh gale from the E. the East end portorico bears E S E distance 5 leagues at 8 PM hawl^{d} up the foresail hawled by the wind to the Northward & eastward at ½ past 8 back^{d} the Main top sail —

Middle part light winds Cloudy with lightning & small squalls of rain

at 2 A, M, wore ship-head to the S.

at 6 AM. wore ship the East end of Portorico bears E b S, west end bears W, S, W Distance 12 leagues

at ½ past 9, Call'd all hands to quarters & exercis'd them dischard the Cannon all round. at a barrell hove overboard for the purpuse — exercis'd the Marines who discharg^{d} their Small arms a Number of times at the barrell — Latter part light winds

9 Men in Doctors List —

TUESDAY, 5 NOVEMBER 1799

First part of this 24 hours pleasent —

at 3 P M. tacked ship to the Northward —

at 6 P M tacked ship to the Southward

at 8 tack^{d} Ship to the Northward. fresh Gales —

at 12 tacked Ship to the Southward

at 1 tacked Ship —

at 3 A M tacked Ship

at 5 A, M, tacked Ship to the Northward — at ½ past 5 saw a Sail bearing West, bore away. Made sail & gave chace. — at 6 the chace which appeared to be standing to the Northward upon the wind bore away right before it —

at 9 sett Main top Gall^{t} royal — Smooth Sea & fair weather Latter part pleasent

Latitude Observed 19° 07′ N.

WEDNESDAY, 6 NOVEMBER 1799

Commences with pleasent weather, still Continuing the chace saw a Sail standing to the Southward by the wind at 4 P M. gave the chace a gun she rounded too sent the boat with M^{r} May on board. she proves to be a Danish Sloop from S^{t} Thomas, bound for Port de Paix — after examining her verry closely. found no chance for making a Prize of her parted with her & hawled to the Southward — fresh Breezes, at ½ past 5 saw a sail on our Weather Bow gave her chace — at 10 PM tacked ship to the Northward * * *

Middle part squalls of Rain &C Smooth Sea —

at 1 P M tack^{d} Ship to the Southward at 5 P M saw a ship bear^{g} N N E. distance 1 League. call^{d} all hands & made sail at ½ past 5 saw four sail more all to the windward verry light winds, housd the Guns got out the sweeps — all hands at the sweeps — light winds. at 9 gave the ship a twelve pound shot she hove too. sent the boat, with 2nd Lieut & 1 Masters Mate on board — who sent the Officers of the ship on board the *Connecticut* — she was Call^{d} the *Swift*, an English Vessell Commanded by Paul Boyson from Grenada had been taken by the french & robb^{d} of every thing with her register & papers &C put 6 Men & 1 Masters Mate on board the *Swift* & made sail after a Schooner that was close under the land running down & order^{d} the ship to follow us — at Meridian gave the Schooner at Shot, she Continued her course — there was many Circumstances that appeard against the Ship as part of the Crew had the appearance of frenchmen & the Captain being a Danish Countryman — appeared at first much intimidated & did not tell so Correct a Story as he ought to have done —

THURSDAY, 7 NOVEMBER 1799

Pleasent weather. still in chace of the Schooner — gave her the Second Gun she continued her cours. close in by the land gave her 5 Guns more — at the Seventh gun the boat left the schooner with 5 men in it for the shore — the schooner hawled

by the wind we boarded her. she proved to be the American Schooner *Hannah* of Baltimore James Mitchel Master. who had been captured about 72 hours before by a french privateer. on his passage from Antigua to Baltimore. put on board 8 Men & ordered her to follow us during the Night — at 3. Made two sail at the Windward they appeared to be verry heavy Ships — at hlf past 3 hawled by the wind — with the Ship & Schooner — the two ships bearing down upon us with a Croud of sail — at 4 the ships hawled by the wind — gave them a Signal which was not answerd — at 5 the two Ships tack^{d} & stood off to the South^{d} — at sun set gave the Ship & Schooner orders for the Night —

at 5 AM. hove too for the prizes—Manned the Schooner with 3 Men & M^{r} George Merrills as prize Master, for baltimore — examind the Cap^{t} of the ship who was a danish Countryman his mate & several of the people — togeather with the Log book whose storys agreed & appear^{d} verry well — I finally Concluded to summon a Council compos^{d} of Lieut M^{c}Combs Lieut May & Lieut of Marines.

FRIDAY, 8 NOVEMBER 1799

this 24 hours Commences with pleasent weather — the Counsil meet & consulted the buziness, with deliberation — and all agreed with me that it was best to dismiss the S^{d} Ship with her Crew — said ship being allmost a wreck & destitute in a manner of Provisions, which I supply'd them with the follow^{g} articles — Viz^{t} 1 Bbl Indian Meal [space] lb Rice, one peck beans, 10 Bunches Onions, 4 Skains of twine, 4 Sail Needles & Six Candles — & at 1. PM dismiss^{d} her & hawled by the wind & stood to the Southward — at 6 PM took in top Gall^{t} Sails at Seven tacked ship —

at 10 tack^{d} ship to Southward

at 1 AM tack^{d} to Northward — fresh gales & fair weather —

at 5 AM. descried two sail a Ship & Schooner — the Ship prove^{d} to be the *Swift*, the Schooner we gave chace at 6 AM. gave her a gun. she hove too sent the boat on board she proved to be a danish Schooner. belong^{g} to S^{t} Thomas's, from Cape Francois bound for S^{t} Thomas's loaded with Coffee Called the *Frederick* — a Verginia built Schooner — dismiss^{d} her — at 10 Tack^{d} Ship to the Northward fresh breezes &C all hands imployd about sundry things

Latitude 18° 49′ N.

SUNDAY, 10 NOVEMBER 1799

First part of this 24 hours pleasent — at 2 PM tak^{d} Ship took in Top Gall^{t} sails, at 5 PM. Saw a sail bearing S, W, by W, distance 8 leagues, made sail & gave her chace fresh Gales from the Eastward at 7 Growing dark lost sight of her, at ½ past 7. hawled by the wind, took in Jibb & Staysails & Top Gall^{t} Sails. took 2 reefs in top sails, hauled up Mizen & Main Sail —

Middle part fresh gales & fair Weather — tacked Ship to the Southward — at 2 AM tack^{d} Ship — at 3 tacked Ship — at ½ past 5 AM made a sail to the Eastward, a Schooner made sail — at 7 saw 2 sails running down for the Schooner they spoke the Schooner, which was a Dane & Stood by the wind. at 10, one of the sails which were Schooners bore away & run down for us, the other one kept aloof — We took in sail hawled up our Courses & spoke with her, she hailed from Baltimore sent the boat with 2nd Lieu^{t} on board. she proves to be the Schooner *Elinor*, mounting 4 Iron Guns, W^{m} Groom Master owned by Thomas & Edward Rutter & Phillip Graybell of Baltimore in Company with Schooner *George* from Baltimore, W^{m} Patterson Master — both bound for Curacoa — made sail in Company with them — Steer^{g} for Monah passage as Cap^{t} Groom requested a Convoy through the passage which was Comply'd with

MONDAY, 11 NOVEMBER 1799

First part of this 24 hours pleasent at 5 PM brought Barge Bay in Portorico open, Saw two sail Close in Shore in the bay at 6 PM brougth the N, W point to bear E distance 2 Leagues, — the two Schooners Came up along side

Middle part light winds & fair weather — Light winds, Clear weather

at 7 A, M, parted with the 2 Schooners, steer^{g} for Curricoa, the S, W, Point of Portorico bear^{g} N, B, E, distance 4 leagues —

Latter part pleasent, People imploy'd about sundry things Broache^{d} bbl Pork, 2 Hhd Water, & filled the empty Casks with Salt Water

11 Men in Docters list

Latitude 18° 12′ N.

TUESDAY, 12 NOVEMBER 1799

First part of this 24 hours pleasent people imployd about sundry things at Meridian tacked Ship, light winds & fair weather at 2 PM Saw a Sail bearing N, 6 W distance 4 leagues Steer'g through Mona passage to the Southward tacked & stood athot her fore foot — at 4 Came up with & spoke Her, sent the 2nd Lieut on board to examin her, she proves to be an English Schooner call'd the *Don* of Martinico bound from Baltimore to Martinico 27 days out commanded by Samuel Jarvis. parted with her and made sail — at 4 PM, took in top Gallt Sails & 2 reef'd top sails. took in jibb, hawled up Main sail — a heavey Squal from the Eastward — at ½ past 4 wore ship & stood in for the Land at 6 PM the N, W, point of portorico bears N E b E distance 2 Leagues

at 1 AM tacked ship to the N Ward at 2 A M, N W point of Portorico bears S E 2 Leagues distance. at 4 Tacked Ship to the Southward. at 5 tacked Ship — at 6 A, M, tack'd Ship, at 8 am tacked Ship to North'd at 10 AM, tacked Ship on Shore for the Island, N, W, point bears S S W distance 7 leagues, Fair Weather Smoothe Sea

17 Men in Sick list —

WEDNESDAY, 13 NOVEMBER 1799

First part of this 24 hours pleasent — at 2 PM Made a sail bearing W, steer's S & Eastward at 4 P, M, bore away & gave her chace. at ½ past 5, Came up with & Spoke the chace — Sent the boat with 2nd Lieut on board — she proves to be the American Schooner *Quintesscence* of New York from Wilmington bound for St Thomas's commanded by Thomas Read — out 19 days — at 6. parted with her. Calm & Showers of Rain at 8 a Small breeze — Reef'd topsails —

Middle part pleasent — light winds &C — Saw the Schooner to the South'd at 12 tacked Ship — at ½ past 2 tack'd Ship — at 4 tacked Ship, Saw the Schooner to the Windward — at 6 AM the N, W, point of Portorico bears S, W, by S, distance 4 leagues. Sett all the Staysails, Jibb, Top Gallt Sails & royal &C —

at 8 tack'd Ship to the Southward

at 10 tack'd Ship to the Northward

Pleasent Weather, people imployd Setting up rigging &C —

15 Men in Sick List —

2 releiv'd

THURSDAY, 14 NOVEMBER 1799

First part of this 24 hours pleasent fresh breezes & smothe sea at ½ past meridian tacked ship to the Southward, at ½ past 3 PM tacked to the Northward — took in top Gallt sail, hawled up Mizen &C —

at 6 PM tacked ship to the Southward at 7. PM tacked to the Northward — at 10 P M tacked Ship, took in Jibb and Main Sail at ½ past 11 tacked to the Northward —

Middle part light winds, pleasent —

at 3 A M tacked Ship, Squalls of rain &C, 2 reef'd top sails — at ½ past 4 A M tacked Ship, the Schooner *Quintesscence* in sight at 9. took the Schooner in tow.

at 10 A M tacked Ship to the Southward, Clear Weather &C

Latter part clear weather & fresh Breezes —

12, men in Sick list

3 — releiv'd

Latitude 18° 55′ N.

FRIDAY, 15 NOVEMBER 1799

First part pleasent, people imploy'd about Sundry things — painted the barge at 2 P M tacked Ship to the Northward — at 3 tacked to the Southward — at 4. P M. Made a Large Sail bearing down upon us, at 5 P M tacked Ship, at 6 tacked Ship — Cast off the Schooners tow line, at ½ past 6—took in Jibb & top Gallt Sails and tack'd Ship, Call'd all hands to quarters & put the Ship in a Situation of defence. Clew'd up our Courses — at 7. the Sail run under our stern, gave them a Signal which they did not answer, — She runs up under our Lee quarter. we hail her, — what Ship is that; she makes no answer; she hails what Ship is that, our Answer, U, S, Ship *Connecticut*, — we hail what Ship is that — She answers an English frigate, & hails us again, what Ship is that our answer an American frigate — ordered us to heave too & she would send her boat on board; backed Main & Mizen top Sails, she sends her boat on board, she proves to be an English, Frigate of 44 Guns Call'd the *Castor* Commanded by Capt Fellows — on a Cruise, station'd off this Island, — two days from St Thomas's — we made sail

together. Steer^{s} by the wind to the North^{d} — at ½ past 8 both tack^{d} Ship, took in top Gall^{t} Sails — at 12 tacked Ship — at 2 tacked Ship at 5 tacked Ship, at 9 tacked Ship at ½ past 11. tacked Ship to the Northward — the Ship & Schooner in Sight under our Lee at Meridian the town of S^{t} Johns bears S E by E. distance 6 leagues — 20 men in doctors List — 1 reliev^{d} —

SUNDAY, 17 NOVEMBER 1799

First part of this 24 hours pleasent, people imployd in Setting up riggin &C; Light winds & large sea —

at 4 P M, Saw a Sail to the windward — distance 5 leagues, running down — let out one reef from top sails — at 5 tacked Ship to the Northward, at 6 P M. came along side & haild the Sloop she answers from Philidelphia — sent the boat on board. she proves to be the Sloop *Jane* of Philidelphia bound for S^{t} Barthelemews Cap^{t} [space] had fallen to the Leward suppos^{d} the land was the Virgin Gordoss, was running down for S^{t} Tho^{s} parted with her she hawls her wind — at, 9 tacked to the Northward the Sloop allso tacks, at 10 — Saw a Schooner close under our Lee, standing to the Southward, haild her, & order'd her to heave too, she comply'd, tacked Ship & Came to the wind^{d} of her & hove too. sent the boat on board with Second Lieu^{t} she proves to be an English privateer Schooner of [space] guns from New Providence bound for Antigua, made sail & stood to the Southward, a heavy Squal, clew'd up top sails, at 2 A M Set top sails again — at ½ past two saw a sail to the Leward bore away for her, she proves to be the *Quintessence*, spoke with some days past — at 4 A, M, tacked ship to the Northward 3 reef^{d} top sails. Squals of wind & rain — at 6 A M the Sloop & 2 Schooners in Sight beating to the windward — very heavy Squals — at 8 tacked Ship to the South^{d} — the Crew appeared with Clean Clothes — 23, men in Sick list —

No Sun — at Merid^{n} the E. end of Potorico bears S S E dis^{t} 9 leagues

MONDAY, 18 NOVEMBER 1799

This 24 hours commences with Squals of Wind & rain at Meridian descried a sail bearing, W, S, W, bore away for her, made more sail at ½ past two Spoke with her, ordered her to heave too — sent the boat with 2nd Lieu^{t} on board, she proves to be the Danish brig *Harmonie* Thomas Dill Master owned by Janicing Stricker, L Seugman [?] & S. Gruneroy of S^{t} Thomas — Left Portauprince 26, October bound for S^{t} Thomas's with 32499 ^{lb} Coffee was boarded in the passage betwixt Cape Francois & the Corcoiss by the U, S, Brig *Norfolk*, made sail in company with her standing to the Northward — at 4 tacked to the Southward — fresh breeses with Squals — at ½ past 5, tacked Ship to the Northward — at 6. 3 reef^{d} top sails, braild up mizen — at 8, P M, wore Ship to the South^{d} Close reef'd top sails, handed Mainsail — at 11 tacked Ship a verry heavy squal settled down top sails, clew'd up mizin top sail at 12 made sail again — at 2, A M wore Ship to the South^{d} at 5 A M shook one reef out of top Sails fore & aft, at 7. A M tacked Ship to the Northward — shook one reef more out of Main & fore top Sails — at 9. tacked Ship to the South^{d} —

Later part, pleasant & Light winds — a heavy Sea from the northward — at 11 Tacked Ship to the Northward —

28, men in Sick List —

WEDNESDAY, 27 NOVEMBER 1799

Commences with, pleasant weather — at Meridian descried a Sail to the Leward, bore away, made sail & gave her chace at 2 the chace (a brig), which is arm'd, hawled up the tack of her mainsail, & back'd main top sail — at ½ past 2 being within about 4 miles of the chace, she fire's a gun to the Leward & hoisted English Colors — all hands were call^{d} to quarte[r]s — Sett our colors took in Steer^{s} sails &C at, 3, she puts before the wind & Spreads all sail running from us — made sail again & pursued her — at 5 P M gave her a gun, she continues her course — gave her the Second which struck under her quarter. — She continues her course — at 7 P M took in Steering Sails &C, came up with & hail'd the brig, she answers an English brig, from Halifax — Hove too — she sends her boat on board, she proves to be the brig *Nymph* of Halifax mounting 18 Guns — a privateer — Cap^{t} W^{m} Pryor — out 22 days — & bound into the Mona Passage —

Nothing new, spoke with a number of Americans but with no enemy — parted with her, & hawled by the wind to the Southward at 1 A M tacked Ship to the Northward

at 6 — A, M, descried a sail to the windward — Sett top Gallt Sails &C — Light winds; tacked Ship to the Southward at 8, tacked Ship to the Northward &C — at ½ past 11 Robert White — the Cooper of the Ship — departed this life — at 12 Committed his body to the deep, using the ceremonies customary on Such occassions — 17, Men in Sick List

Latitude 18° 54′ N.

MONDAY, 2 DECEMBER 1799

At Meridian tacked Ship to the Southward — Saw a sail to the Windward at 2 tacked Ship to the Northward at 3, sett all staysails &C — gave chace to the Sail which is Standg to N — at 4 the West end of St Thomas's bears S E by S distance 13 leagues — at ½ past 6 gave her a gun, she hove too, took in Sails haild her she answers from St Thomas's — sent the boat with Lieut May on board. she proves to be the American Brig *George Thomas* — of Wiscassett. — Thomas Holden Master bound for Wiscassett — at ½ past 7, parted with her, made sail hawled by the wind to the Southward 2 reef'd top sails

Middle part, Sqauls of wind & rain —

at ½ past 4 saw the Green Island ahead — at ½ past 5 tacked ship to the Northward at 7 A M saw a sail under our Lee bow gave chace at 8 came up & boarded her she proves to be a danish Schooner, a prize to an English privateer, tacked Ship to the Southward at 10 tacked to the Northward

8 men in Sick List

Latitude 18° 35′ N.

WEDNESDAY, 4 DECEMBER 1799

This 24 hours commences with pleasant weather at Meridian tacked ship to the Southward at 1 tacked Ship to the Northward at ½ past 2 P M, tacked Ship to the Southward at ½ past 3 tacked Ship to the Northward — at 5 P M. Saw a Sail bearg E by N, sett top Gallt sails —

at 6 P M the West end of St Croix bears S, W, ½ S distance 7 leagues — the East end bears, S, E, by S, ½ S, distance 8 leagues — at 7. a Squal — at 8 P M. tacked Ship to the Southward

at ½ past 10 tacked Ship to the Northward

Fresh breezes & Clear weather

at 2 A M. tacked Ship to the Southward at 5, made a sail ahead sett top Gall't sails, at 7. came up & Spoke with her, sent the boat with 2nd Lieut on board — She proves to be an English privateer Schooner from Antigua, Calld the *Peggy* Peter Christen Master. Made sail & stood to the Southward with the Schooner at 8 the Schooner falls astern — at 11, run the Schooner out of Sight Clear weather, with Moderate breezes —

8 men in Sick List

Latitude 17° 34′ N.

SUNDAY, 8 DECEMBER 1799

Pleasent weather — at ½ past 12, came up with & boarded the brig She proves to be an American Brig calld the *Penelope* of New York had been taken & was still in possession of the french, bound for St Eustatia — took 5 of the french People on board the Ship gave the charge of her to Mr Tudor a Midshipman & [space] of our People & took her in tow at 5 in tacking Ship, parted the tow line gave Mr Tudor orders to Proceede imediately for Basseterre in St Kitts & to keep in Company with us — tacked Ship every hour during the Night at 12 being under the lee of Nevis, stood off & on — at 6 A M. calld all hands — bent the Cables &C — the brig under our lee — at 8. A, M, Jonathan Holden an ordinary Seaman departed this life. at 9 Committed his body to the deep — at ½ past 9 — tacked to the Northward at ½ past 10 cast anchor & moor'd Ship in the harbour of Basseterre in St Kitts — people imployd in fitting the Ship Caulking long boat &C — at ½ past 10 the prize allso cast anchor & moord. —

MONDAY, 9 DECEMBER 1799

Commences with pleasent, — at 4 A M, Call'd all hands, sent down top Gallant yards, Launch'd top Gallt Masts & main top masts imploy'd in Lifting & over hawling the rigging — at 10, A M, sent all the prisoners on Shore & committed them to prision — at 4 P M, got main top mast in end — Some people imployd painting, the bends & sides of the Ship — gunners imployd drawing the charges

& scalling the Guns. at,, P M the U, S, Brig *Pickering* came in with a french Privateer Schooner mounting 6 Guns a prize with 63 Men at 9 P M the U States Ship *Adams* came in & anchord Just without us.
10 Men in Sick List —

TUESDAY, 10 DECEMBER 1799

Pleasent morning. People imploy'd about the rigging — got the top Gallt masts in end & fitted the rigging, Sat up Lower riggin — Sent 2nd Lieut on board the prize & moored nearer shore, finishd blacking & painting the Ship, sent on shore & deliv'd the agent 10 Tierces & 13 Bbls Bread, 17, Water Hhds mark SG [or SC], sailing Master imploy'd in breaking up fore hold & stowing it anew gunners imployd in loading the guns, at sun set the English ship [space] came in with the American Sloop [space] of [space] a prize retaken from the French — furled sails anew Squared yards, &C.

WEDNESDAY, 11 DECEMBER 1799

Pleasent weather people imployd in getting the ship in readiness for getting under way. Sent on Shore 9 tierces of Bread. — unmoored Ship — Mr Asa Bulkley, Masters Mate, was put on board the prize Brig — as prize Master, to take care of her — at 11 Loos'd top Sails — took 2 reefs in them, at noon hove short the Comodore came on board — at 1 P M the Pilot came on board — at 2 P, M, — hoisted up top Sails — hove up and made Sail — backd main & Mizen top Sails, for the boat. — at ½ past 2 got boat on board. Made Sail, for the Olds Rhodes — to water — at ½ past 4 came too, & moored Ship Sent boat on Shore, with 2nd Lieut about the water &C — people imploy'd, getting out water Casks & Sending them on Shore

SATURDAY, 14 DECEMBER 1799

Commences with pleasent weather, fresh breezes — at 5 A, M, Call'd all hands, out boats — Sent a number people on Shore to rinse hhds & fill water; clensed decks; people imploy'd receiving water & Stowing hold — Coild away Cables in the hold — at 4 Chock'd off the hold, all hands imploy'd in Cleaning Ship &C — at 5 trip'd Kedge & got it in board — at ½ past, 6 hove up anchor & put to Sea under our three Top Sails, Mizen & fore top mast Staysail; bound for Bassaterre fine weather with Fresh breezes —
10 Men in Sick List —

SUNDAY, 15 DECEMBER 1799

Commences with fine weather — at, 1 A, M, tacked Ship to the Northward, 3 back Main top sail at, 4 tacked Ship to Southward filld Main top sail — at day light calld all hands to bring Ship too, tacked Ship to the Northward — at 7, cast anchor in Basseterre harbour in St Kitts. — Sent boat on Shore & brot of Bbl sand Scourd down decks; out barge & Long boat, sent on Shore 5 empty rum puncheons in the long boat, left the Long boat in possession of the Agent — pleasent weather, fresh trades — at 12 hove Short; in barge, hoisted up Jolly boat, Loosd top sails at 3 P. M. weigh'd anchors & put to Sea bound upon a Cruise —

MONDAY, 16 DECEMBER 1799

fresh breezes —
at 6 P M the S, W, point of Montserat bears S E by E distance 8 leagues —
at 11, P M. saw a sail to the windward standing for us — at ½ past 11 tacked Ship; haild the Schooner she answers from Antigua — both hove too sent the boat on board she proves to be the Privateer Schooner *Louisa Bridger*, of six guns. belongr to Antigua, William Coburn Master — parted with him — at 2 A M tacked Ship to the Southd at ½ past 5, tacked Ship to the Northward — Saw Guadaloupe bearr E, S, E — squalls of wind & rain &C — a rapid Current from the Eastwd at 7 tacked Ship to the Southward — at 9 tackd to Northward at 10 tacked to the Southd fresh breezes — Clear weather —
Latitude 16° 25′ N.

THURSDAY, 19 DECEMBER 1799

At. meridian tacked ship to the Southward — Moderate weather
at ½ past 5 P M, point Antigua at Guadaloupe bears, W, S, W, distance 3 leagues East point of Deseada bears S, E, by E, distance 6 leagues — tacked Ship to the Northward at 6 took in Jibb — at 8 P M tacked ship to the Southward

Squalls of wind & rain at 11 tacked Ship to the Northward at 1 tacked Ship to the Southward; at 2 AM tacked Ship to the North^{d} at ½ past 5, tacked to the Southw^{d} at 6 Saw a Sail to the North^{d} & Eastw^{d} & one to leward, gave the first one chace at ½ past 8 A, M, gave her a gun She heaves too, came up with & boarded her She proves to [be] a Danish Barque 9 weeks from Copenhagen, bound for S^{t} Croix call^{d} the *Jane Peter* — Jans Marcussen Ronne Master — at 9, made sail by the wind to the Southward — at ½ past 9 saw a sail to the windward running down at 11, tack'd to the Northward. Stood into her way; haul^{d} up Courses down Jibb braild up Mizen &C, & hove too — with main top sail to the mast at ½ past 11 haild her She answers from Copenhagen; sent the boat on board, she proves to be a danish Barque call^{d} the *2 Sisters* Left Copenhagen 15 Sept. touch^{d} at falmouth & left there 16 Nov^{r} bound for S^{t} Croix Frederick Soltredel Commander — was boarded two Nights since by a 22 Gun Ship who call'd themselves Americans. they could not find out the Ships name was commanded by Robert Beard — at 12 — parted with her. Made Sail by the wind to the Southward

3 Men in Sick List

SATURDAY, 21 DECEMBER 1799

Commences with pleasent weather — at 1 the Ship a head tackes to the Northward — at 2 tacked to the Northward — hawled up main sail the ship makes English Signals which we answered — She then makes the American Signals which we answerd — hawled down Signals hoisted American Colors & bore away for us — we shew'd our Colors & distinguishing flagg She Shews hers allso clew'd up & handed top Gall^{t} Sails. back^{d} Main top sail call^{d} all hands to quarters. at ½ past 3 the Ship comes a long side & haild us we answerd & haild them She answers The *L'Insurgeant* requested the Capt^{n} Company on board him — hoisted out barge the Cap^{t} went on board at ½ past 4 barge returns — in barge & made Sail to the Northward at ½ past 5 deseada bears N W by W distance 6 leagues — at 8 took in top Gall^{t} Sails; Saw the *L'Insurgeant* Some distance a Stern at 10 tacked Ship to the South^{d} at ½ past 10 past the *L'Insurgeant*— at 2 tacked to the Northward at 6 A M deseada bears S W by W distance 8 Leagues — fresh gales — at 8 3 reef^{d} up sails tacked Ship to the Southward

Latter Part fresh breezes & heavy Sea

Latitude 16°22′ N.

SUNDAY, 22 DECEMBER 1799

This 24 hours commences with pleasent weather —

at 5 P M deseada bears W by N distance 10 leagues. at 6. 2 Reef'd top Sails fore & aft tacked Ship to Northward —

at 10. tacked Ship to the Southward fresh gales —

at 1 A M took in 3rd reef in top sails

at 2 A M tacked Ship to the Northward — at 6 tacked Ship to the Southward — at 8 descried a Sail bearing S by W — distance 6 leagues — bore away made sail & gave her chace — at ½ past 8 in top Gall^{t} Sails made the British Signals. she answers & hoisted American Colors with the distinguishing flagg for the *L'Insurgeant* — we allso hoisted ours. hawled up Main sail she heaves too at 9 run under her lee. she proves to be the *L'Insurgeant* — at ½ past 9 tacked Ship to the Southward; People Mustered in Clean Cloaths

Latitude 15°48′ N.

WEDNESDAY, 25 DECEMBER 1799

First part pleasent light winds — at 2 P M tacked Ship to the Northward

at 4 bore away, shook reefs out of top sails Sett top Gall^{t} Sails & Steering Sails — at 6 P M took in Steer^{g} Sails at 8 took in fore & Mizen top Gall^{t} sails & reef'd top sails

at 10 took in Main top Gall^{t} Sails Light winds —

at 12 hawled by the wind to the Northward, at 2 AM tack^{d} Ship to the Southward — at 4 tacked to the Northward at 6 deseada bears S W by W ½ W distance 10 Leagues bore away N, W, under three topsails & fore sail

at 8 Saw a sail bearing N, W, made Sail & stood for her sett top Gallt sails & steering sails at 9 Came a long side & boar[d]ed her — wore ship & stood in Company with her to the Southw^{d} She proves to be the American Schooner *Mercury* of & from New Haven Capt. Elnathan Atwater bound for Martinico 21 days out with Stock — purchased some things of him at 11 took her in tow standing to the Southward — sett top Gall^{t} Sails

5 men in Sick List —

FRIDAY, 27 DECEMBER 1799

This 24 hours commences with Pleasent weather, moderate breezes — at ½ past 12 tack^{d} Ship to the Northard
at 4 P M, bore away — at ½ past 5 deseada bears S S E, distance 10 Leagues —
at 6 hawled by the wind to the Southard
at 10 P M tacked Ship to the Northward
pleaseant —
at 2 A, M, tacked to the Southward —
at ½ past 5 Saw a Ship to the Northward & Eastward — we shew^{d} our Colors & distinguishing flag — She Shews the flag for the *Insurgeant* Saw a sail to the Southward & Eastward Made sail & stood by the Wind for her — she is standing for the Windward of Deseada
the chace cannot weather away deseada — runs down under its Lee & came to anchor under cover of the fort — at 10 tacked Ship to the Northward — at 11 Spoke the *Insurgeant.* made sail & stood to the Northward & in Company with — at meridian the *Insurgeant* is ½ league a Stern — W end Deseada bears S, distance 4 leagues —
Latitude 16°32′ N.

SATURDAY, 28 DECEMBER 1799

Commences with pleasent weather — at ½ past 1 P M Tacked Ship to the Southward descried a Sail running down for Deseada — stood for her at 2 the Schooner runs the S. side of the Island — made sail & bore away through the passage between P^{t} Cheataux & Deseada — at ½ past 3, the Schooner hawls by the wind & run on Shore about a League to the Westward of the point — gave her several guns loaded with Grape — the people left the Schooner — hove too — mand two boats & sent them with 1st Lieut on board to get her off she proves to be the Schooner *Polly* of Middletown — Capt R Williams had been in possession of the French — at 6 Commenced a firing of musketts from on Shore which was returned from on board the Schooner — fired a number of Guns loaded with grape into the bush they desisted for a time — at ½ past 6 began anew; was warmly returned from the Schooner — which Stopd them — found it impossible to get the Schooner off, took some small stock out of her, Set fire to & left her — brought Capt. Williams on board the Ship who was the only American in the Schooner — at 6 E end Mariegallant bears S by W — West end Deseada bears N E by E — point Chateaux about 1 league to the N N E of us — at 7 Made sail to the Southward at 8 Saw the Schooner well on fire tacked Ship to the Northward
at 9 weath^{d} away point Chateaux — at 12 tack^{d} to the Southward, at ½ past 2 wore to the Northw^{d} — at 6 saw two sails to the windward they bore away for us — at 9 they came up with us, the one is the *Insurgeant* with an English Ship from Liverpool — which she had retaken from the french at ½ past 9 wore Ship to the Southward — at 11 tack^{d} to the Northw^{d} at Meridian tacked to the Southward

SUNDAY, 29 DECEMBER 1799

Fine pleasent weather at Meridian tacked Ship to the Southward
at 5 P M tack'd Ship to the Northward — at 6 east end Deseada bears S by E ½ E, distance 3 leagues —
at 8 tacked Ship to the Southward
at 12 tack'd to the Northward —
at 2 A M tack^{d} to the Southward at 4 tacked to the Northward
at 6 A M saw a sail to the Northward & Eastward — gave chace at 7 She make the British Signals we answer'd them She continues her course to the Northward
at ½ past 8 came up with & Spoke the Brig, She proves to be the *Pickering* — at 9 made Sail & Stood to the Southward in Company with her — at ½ past 9 Sett top Gall^{t} Sails — at 10 took in top Gall^{t} Sails, hawled up main Sails back'd Main top Sail. for the Brig to come up with us — at ½ past 10 parted with her, & made Sail to the Southward — the Brig Standing to the Northward —
fine weather fresh breezes —
at Meridian the East end of Deseada bears S by W distance 8 leagues —

MONDAY, 30 DECEMBER 1799

This 24 hours commences with pleasent weather — moderate Breezes —
at ½ past 3 tacked Ship to the Northward —

at 6 East point of Deseada bears S W by W distance 4 leagues
at 8 tacked Ship to the Southward —
at ½ past 10 Saw a Sail close on board Standing for us — She bore away for Deseada — Call'd all hands bore away Set top Gallt Sails & fore topmast Steering-sail & gave her chace — at ½ past 11 close under the lee of Deseada commenced a firing of Musketry into her — which she warmly returns — gave her a broad side — she continues to run from us — continued a fire of Cannon upon her carried away her main top mast untill she stands for us & cries for Quarter as all his people have left the Decks — at 1 Sent the boat on board her She proves to be a french Privateere Brig of 12 Guns — called the *L'Italic Conquiste* commanded by capn Laurent Langlois from Guadaloupe with 62 men took the prisoners on board the Ship — man'd the Brig with 8 Men — besides 13 Americans prisoners she had on board gave the command of her to Lieut J. May — gave him the end of a harse & took him in tow — She parted the tow line — took the end of the brigs harse on board & at 3 A M made sail steering N N. W — people imployd on board the prize in Cleaning the wreck & making sail
at Meridian west end of Antigua bears N N E distance 4 leagues

TUESDAY, 31 DECEMBER 1799

This 24 hours commences with Moderate breezes & pleasent weather bound for St Christophers with our prize in tow
at 4 P M Rodondo bears S E by S distance 2 leagues
fine Weather —
at 6 South part St Christophers bears N W by N distanc 7 leagues
Stood off & on during the Night under three top sails
at 6 made sail & stood for Bassaterre Roads
at 7 Brought Ship too & moord her —
Landed the prizioners 58 in number — besides the Capt & 3 other Officers. took the American Prisoners from the prize on board the Ship

WEDNESDAY, 1 JANUARY 1800

Fresh breezes & Squally weather — this Morning landed the Capt with his 3 officers —
people imploy'd in filling water & bri[n]ging it on board — fitting the rigging & setting it up — unbent fore top sail — number people on board refitting the prize — and taking an Inventory of her &C

THURSDAY, 2 JANUARY 1800

at 5 A M Call'd all hands. Sent the long boat on shore after water & necessary stores &C — all hands imployd in getting the Ship ready for sea
placed Mr [George] Tryon on board the prize with 10 men to take care of her — John Gould Lennel [or Lennet] went on shore & a Mr Jeffery D Green inlisted in his stead — 5 hands entered on board — at ½ past 6 unmoord; in boats at 7 Got under weigh bound upon a Cruize — at 10 P M the South part of Nevis bears E by S distance 3 leagues —

TUESDAY, 7 JANUARY 1800

This 24 hours begins with Squally weather Fresh Breezes & heavy sea
at 4 saw a sail standing for Deseada — at 5 made sail & stood for her. — at 6. lost sight of her suppos'd her to have came to anchor under the lee of deseada — (a Schooner) tacked Ship to the Northward deseada bearing S E distance 1 & ½ leagues
at ½ past 6 took in top Gallt Sails & Jibb at 8 reef'd top sails at ½ past 9 tacked Ship to the Southward at ½ past 11 tackd to the Northward at ½ past 1 AM tacked to the Southward
at ½ past 4 tacked to the Northward — at ½ past 5 saw a Ship & Schooner bearing North — made sail & stood for them at 6 made the British Signalls which the Ship answers — they both Shew English Colors — at 7 spoke the Schooner, she informs us the Ship to the leeward is the *Invincible* & she her tender — at ½ past 7 tacked ship to the Southward made sail in Company with them both — at 9 tackd to the Northwd took in T. G. S — at ½ past 11 sett top Gallt Sails —
Latitude 16° 36′ N.

FRIDAY, 10 JANUARY 1800

This 24 hours begins with light winds & pleasent weather — onbent Main top Gallt Sail & bent it anew at 3 P M, call'd all hands to quarters & exercis'd them at the guns & at boarding at ½ past 5 deseada bears W S W distance 4 leagues

at ½ past 7, saw three sail to the Leeward, standing to the Northward they made & answered Signalls, we made the British signalls — but receivd no answer — sett top Gallt Sails & Jibb at 10 took in top Gallt sails

at 12 tacked Ship to the Northward sett top Gallt sails & Jibb — at ½ past 2 took in top Gallt sails & Jibb — fresh breezes & squally weather — at 6 A, M, saw a ship, Brig & a small Schooner to the Leeward of us — at 7 the Ship makes Signals which we answd Kept away & at 8, came up with & spoke her — she proves to be the *Adams* — Capt Company was desired on board her — out barge — the brig came up, she proves to be the *Eagle* — the Schooner a prize to the *Adams* — at ½ past 10 the barge returns — hoisted her in board made sail in Company with the *Adams* to the Northward

SATURDAY, 11 JANUARY 1800

This 24 hours begins with pleasent weather & fresh breezes at 1 took in top Gallt sails, spoke the *Adams* — wore Ship & Stood to the Southward in company with her — at ½ past 2 sett top Gallt sails — at ½ past 3 took them in reef'd Mizen top sail at 4 tackd to the Northward — at 5 tacked to the Southward ½ past 5 deseada bears W S W, distance 9 leagues at 7 Spoke the *Adams*, sent boat on board her — at ½ past 7 made sail & stood to the Southward in Company — ½ past 9 hawled up Main sail

Fresh breezes — the *Adams* & the *Eagle* in sight

at ½ past 2, tacked ship to the Northward & Eastward wind for Southerly — Thick Cloudy Weather with some rain

at 11 reef'd Top Sails — made sail in Company with the *Adams* — to the Eastward, under close reefed top sail Main & fore Sail, fore top Mast stay sail & Mizen —

4 Men in Sick list —
Latitude 16° 12′ N.

TUESDAY, 14 JANUARY 1800

This 24 hours begins with pleasent weather at 2 P, M, saw a sail to the Southward made sail & stood for her at 3 made signals which she answers she proves to be the *Invincible* — took in sail & tack ship to the Northward — at ½ past 5 wore ship to the Southwd deseada bears S S W ½ W — at 8 wore Ship to the Northward under three top sails fore top mast staysail & Mizen — at 12 wore ship to the Southwd — at 4 A,M, wore ship to the Northward — at ½ past 5, saw two Sail to the windward Standing for Deseadas — the *Invincible* giving one chace (a brig) — wore Ship to the Southward — made sail for the other (a privateere Schooner) — She runs down the N side of Deseada — at 7 A,M, gave her our bow chacer continued a fire upon her from our fore castle & the bow gun — at 8. A M opened the fort on Deseada — they commenced a fireing upon us — the Schooner runs under cover of the fort. wore ship — brought her to bear gave her a broad side of grape & round — at 9 wore to the Southward stood through the passage to the Leeward of Deseada; saw the *Invincible* who had the Brig in tow — made a signal to speak with her — she pays no attention to it — tacked Ship occasionally between, petit terre & Deseada —

WEDNESDAY, 15 JANUARY 1800

at Meridian saw a sail to the windward running down the *Invincible* giving her chace, She runs the North side of the Island — wore ship to the Northward through the passage to cut her off — the *Invincible* bears away — at 2 saw the Sail (a ship) — at 3 she hawles her wind & runs on Shore — the *Invincible* commenced a fire upon the fort & the Schooner which the fort warmly returns — tacked ship to get up to the ship run on shore — discover'd a number of People on shore near the brig gave them a broad side — the Ship had bilged & fill'd with water — & a large surf running found it impossible to board her, — gave up the Idea the *Invincible* sent her boats — but returnd without boarding — at 5 P M made sail to the Northward the *Invincible* in Company at 12 tackd to the Southd

at 4 A,M, tacked to the Northw'd at 5 tack^{d} to the Southw'd — at 6 tacked to the Northward at ½ past 9 Spoke the *Invincible* at Meridian tacked to the Southward

Latitude 16° 45′ N.

THURSDAY, 16 JANUARY 1800

Pleasent weather at ½ past 12 saw two Sail a ship & schooner to the Northward & Eastward running down — made sail & stood for them — light winds — at ½ past 2 the Ship makes the British Signals — which we answered — she makes the American Signals — we answered them — She shews American Colors — at 4 Saw two Sail to the Windward running down — hawled by the wind to the Northward — at 5, gave the sail (a schooner) a gun — she took in sail — at ½ past 5, the Island of Antigua bears W by S distance 10 leagues — at 6 Spoke the Schooner she proves to be the American Schooner, *William & Henry* from Newburn N, C, bound for Antigua — Cap^{t} John Taylor — parted with him & stood to the Northward for the Other Sail (a Schooner) who run down for us — at ½ past 6 she hawles her wind to the Northward — at ½ past 7. lost sight of her at 8 gave up the chace — took in top Gall^{t} sails & Jib at 10 tacked Ship to the Southward — Light winds at ½ past 1 A M spoke the Schooner again — bore away to accompany her for Antigua — at 4 hawled by the Wind for the Northward — at ½ past 6 tacked Ship to the Southward — at ½ past 10 tacked Ship to the Northward —

FRIDAY, 17 JANUARY 1800

This 24 hours begins with light winds & pleasent weather —
at 4 tacked ship to the Southward
at 7. took in top Gall^{t} sails
at 12 hawled up main sail —
Fresh breezes —
at ½ past 5, A M, Saw a brig to the Leward — bore away for her — She makes Signals — which we answered at 6 Spoke her, she proves to be the Prize Brig^{t} *Italic Conquest* on a cruise — Sent the boat with the Surgeons Mate on board to Vizit the sick — boat returnd without him — at ½ past 7 made Sail in Company to the Northward — at 11 tacked Ship to the Southward — Fresh breezes — deseada bears South dist 8 league

WEDNESDAY, 22 JANUARY 1800

This 24 hours begins with pleasent weather — fresh breezes
at 3 bore away N by E —
at 6 bore away W N W
moderate weather
at 4 A, M, saw a ship to the windward standing to the Southward — hawled by the wind to the Northward — made the British Night Signals — she did not answer them — Calld all hands — She wore ship & stood for us — we made sail — at 5. found we out Saild her, hawled up main sail — at 6, made the British signals which she answers — took in top Gall^{t} sails & back^{d} main top sail at 7 spoke her she proves to be the *Insurgeant* — at 8 tacked Ship to the Southward in Company —
fine weather & Moderate breezes —

Latitude 16° 34′ N.

THURSDAY, 23 JANUARY 1800

Pleasent weather
at 2 tacked Ship to the Northward — saw two Ships running down at 3 hawled up main sail — made the British Signals — which were answered — at 4, the 2 ships hawled by the wind supposed them to be the *Invincible* and a Sloop of War — at ½ past 4 took in top Gall^{t} sails, hawled up fore sail & back'd main top sail — at 5 the *Insurgeant* come a long side sends her boats — requests a supply of Bread from us — which was comply'd with at ½ past 5, made sail in company to the Northward — the East end of Deseada bears S by E distance 5 leagues at 8 P, M, tacked to the Southward — at 12 tacked to the Northward —
at 4 A, M, tacked ship to the Southward — at ½ past 5 sett top Gall^{t} sails — at 7 took in top Gall^{t} sails — back^{d} Main top Sail — at 8 the *Insurgent* came along side — Sent 1028 ℔ of Bread on board her, & receiv'd an order upon the Agent at S^{t} Christophers for the same Quantity of equal quality &C — at ½ past 10 A M made sail to the Northward — Pleasent weather light winds —

SATURDAY, 25 JANUARY 1800

This 24 hours begins with Fresh breezes, Clear weather at 2 wore Ship to the Northward — at ½ past 2 saw two sail — (a ship & Brig) to the Northward, made sail & stood for them — at 4 made signals which were answered — the Ship shews her distinguishing flag — they proves to be the *Insurgeant* & the *Conquest* [*Italie Conquise*] Standing to the Southward at ½ past 4 wore Ship to the Southward & Westward —

at 6 P M, the South point of Antigua Bears N W by W ½ W — & Englishmans head on Grand Terre bears S W ½ S — at 7. Shortned sail reef'd top Sails &C

Brisk gales & pleasent weather —

at 5. A M the S W point of Nevis bears N W distance 4 leagues — Shook reefs out of top Sails, sett top Gallt Sails —

at 9 A, M, came to Anchor at Basseterre in St Kitts —&C —unbent Mizen top sail & bent the old one — recd a Number of Articles from shore —

Light winds & pleasent weather —

SUNDAY, 26 JANUARY 1800

Pleasent weather at 4 A, M, calld all hands — at 7 — weigh'd anchor & put to sea bound for the Old R Saw a sail to the Southward & westward made sail & stood for her at ½ past 9 spoke her she proves to be a danish Ship from Copenhagen bound for St Croix — at 10 parted with her made sail to the Northward — at 12 A M — tacked to the Southward at 2 tacked to the Northward at 4 came to anchor at old Ro & moored ship, imploy'd in putting ship in order

TUESDAY, 28 JANUARY 1800

Clear Morning at 5 A, M, call'd all hands — wind continues to blow from the Southward & Eastward — people imploy'd in fitting rigging, receiving water, & Stone ballast, Light winds &C — at 5 P, M, unmoored Ship — at 6, in boats. at 7, weighd anchor — & put to Sea — standing by the wind to the Southward

WEDNESDAY, 5 FEBRUARY 1800

Pleasent weather — at ½ past 1 took in Steering Sails

Light winds —

at 6 P, M, the N, E, point of Portorico bears W, S, W, distance 4 leagues — hawled by the wind to the Northward reefd top sails —

at 10 wore ship to the Southward

at 12 wore ship to the Northward

at 2 Wore Ship to the Southward

at 7 A, M, bore away West — Spoke a small 2 mast boat — from Portorico & purchased some fruit &C — at 9 saw a Ship to the Leeward. made sail & bore away — at 10 made Signalls — which she answered — at 11 came a long side her — She proves to be the *Herald* — Capt Russell — hove the Ship to, the Capt came on board us — filld away top sails & stood to the Northward

FRIDAY, 7 FEBRUARY 1800

At 1 P, M, came up with & Spoke the Brig She proves to be the U S, Brig *Augusta* Cap M^{n}Leroy — took in Sail backd Main top Sail — Capt came on board us — at 2 he returnd made sail. togeather standing to the Southward — at ½ past 3 P, M, tacked Ship to the Northward took in top Gallt sails & Jibb — at ½ past 4 tacked to the Southward at ½ past 5 the Moro at St Johns bears South distanc 5 leagues — at 6 tackd Ship to the Northwd Reefd top sails at ½ past 8 wore ship to the Southwd —

wore ship every two hours during the Night

at 5 wore to the Southward at 6, out reefs — set top Gallt Sails at 7 tacked to the Northward St Johns bears S, W, by S 2 leagues distance at 9 tackd to the Southwd saw a ship running down at 10 tackd to the Northwd — at 12 spoke the Ship She proves to be the *Herald* —

SATURDAY, 8 FEBRUARY 1800

Fresh breezes, Clear Weather at 1 Saw a sail to the Westwd — Sett top Gallt Sails Steers sails &C at 2 the Sail (a sloop) run under cover of the fort — took in Sail & hawled by the wind to the Northward — Saw the *Augusta*. at 3 tackd

Ship to the Southward at 5 tack^{d} to the Northward — at ½ past 5 the port of S^{t} Johns bears S W by S distance 3 Leagues — tack^{d} to the South^{d} at 6 tack^{d} Ship to the Northw^{d} reef'd top Sails

Stood off & on during the Night under short sail —

at 6 wore to the Northward the Ship *Herald* & Brig *Augusta* 3 leagues under our lee — at 8 tack^{d} to the Southw^{d} — Set Main Sail at 10 tack^{d} to the Northward — at 11. sett top Gall^{t} Sails —

MONDAY, 10 FEBRUARY 1800

Fresh breezes with squalls of wind & rain

at ½ past 2 saw 2 sail to the windward

at 3 tacked ship to the Southward — at ½ past 4 they proved to be standing to the Northw^{d} & Westward — tacked Ship to the Northward made sail & gave them chace at ½ past 8 came up with one of them & boarded her She proves to be an American Schooner *Polly* of Hartford Cap^{t} Jn^{o} Clapp, bound from S^{t} Thomas's to Willmington N, C, — the other one an American S from Rhode Island, last from S^{t} Thomas's — bound for the Havannah parted with them & hauled by the wind to the Northw^{d} at 12 tacked Ship to the Southward

verry heavy Squalls of Wind & rain during the Night

at 4 tack^{d} Ship to the Northward & Eastward —

Clear weather &C — Loos'd light Sails to dry &C —

Latitude 17° 16′ N.

[Entry for 11 February torn from original.]

WEDNESDAY, 12 FEBRUARY 1800

Pleasent weather Light winds at 3 saw a sail to the Eastward made sail & stood for her

at 5 Came up with & boarded her she proved to be the American Schooner *Polly* of New York, bound from Martinico to Turks Island — Thomas Wincent Master parted with her & hawled by the wind to the Southw^{d} and Westw^{d} — took in top Gall^{t} sails — at 7 tacked to the Eastward — at 8 reefd top sails

Light winds & Clear weather

at 2 A M tacked ship to the Westward —

at 6 A, M, shook 1 reef out of top sails at ½ past 10 tacked ship to the Eastward

Latter part verry pleasant, Light winds, & Smoothe sea people imploy'd about rigging &C —

[Entry for 13 February torn from original.]

SATURDAY, 15 FEBRUARY 1800

Clear Weather & fresh breezes — at 1 Tack^{d} Ship to the Southw^{d} & made sail — at 3 tack^{d} to the Northw^{d} —

at 5 wore Ship to the Southw^{d} — East end Portorico bears S E by E — distance 7 leagues — at 7 wore to the Northw^{d}

Stood off & on under short sail during the Night

at 6 Saw the *Herald* to the Leward —

at 8 saw a sail to the Northw^{d} made sail & Stood for her at ½ past 11. Came up with & boarded her, she proves to be the Danish Sloop *Martha* of S^{t} Croix from Ancain [or Arcain] — with Coffee

TUESDAY, 18 FEBRUARY 1800

Pleasent weather —

at 3 saw a sail to the Northw^{d} made sail & stood for her the east end of Portorico bears S, E, by S distance 9 leagues. at ½ past 5 boarded the chace she proves to be a Danish Schooner from one of the out ports of Portorico belong^{g} & bound for S^{t} Thomas's — at 6 made sail to the Northw^{d}

at 10 tack^{d} to the Southw^{d}

Light winds &C —

at 6 A,M, spoke the U S, Brig *Augusta* — stood to the Southw^{d} in Company — Winds Variable & Squally — at ½ past 7 tack^{d} to the Northw^{d}, sett top Gall^{t} Sails — at ½ past 8 took in top Gall^{t} Sails & tack^{d} ship to the Southw^{d} —

THURSDAY, 20 FEBRUARY 1800

Pleasent weather at ½ past Meridian made sail in Company with the *Pheasant* to the Southw^{d} at 2 descried a sail to the Northw^{d} wore ship made sail & stood for her at ½ past 3, saw a schooner to the Northw^{d} & eastward — standing for us; the sail a head is a small fruit boat — at 4 hawled by the wind for the Schooner — at ½ past 4 she tack^{d} from us — at 5 gave her a shot she hoisted English Colors — we shew^{d} the American colors. & she hove to for us, at ½ past 5. came up with & boarded her She proved to be the privateer Schooner *Marshal* of Burmuda mounting 12 Guns, Tho^{s} Smith Commander, parted with & made sail to the Southw^{d} — at 8 P M hawled up main sail took in gib &c

at 12 tack^{d} to the Eastw^{d}

at 4 A M tack^{d} to the Southw^{d} & Westw^{d} at 5 saw a sail to the Northw^{d} & Eastw^{d} tack^{d} & stood for her at ½ past 6 spoke her she prov'd to be the Schooner *Marshal* hawled by the wind to the eastw^{d} —

at Meridian east end S^{t} Thomas's bears S, S, W, 4 leagues —

FRIDAY, 21 FEBRUARY 1800

Pleasent weather, smoothe sea

at ½ past 5 east end of Anagada bears S by E distance 4 leagues at 6 took in top G. Sails & gib

Middle part light winds & clear weather

at 5 A, M. saw three sail — stood for them at ½ past 6, spoke the *Herald* — the other sails, one the U,S, brig^{t} *Augusta*, & the other a Letter of Marque Ship call'd the *Theresa* of Philadelphia from Baltimore bound for S^{t} Thomas's hawled by the wind to the Southw^{d} — Sent Boat on board the ship from Baltimore & purchas'd some few stores &C at ½ past 9 tack^{d} ship to the Eastward —

Latter part pleasant.

Latitude 18° 56′ N.

MONDAY, 24 FEBRUARY 1800

Fresh breezes — &C at ½ past 1 saw a sail to the westward made Sail & stood for her — Saw a brig to the Northw^{d} standing for her which proves to be the *Augusta* — allso saw a schooner to the windw^{d} running down — at ½ past 3 the chace hove to after firing a number of shot at her, we boarded her she proves to be an American Schooner *Polly* commanded by Cap^{t} Lacy [or Laey] from Norfolk bound for S^{t} Thom^{s} — spoke the *Augusta* — we hawled our wind for the other sail — at 6 the *Augusta* Spoke her & let her pass — took in light sails &C — Tortola bears S, W, by S, distance 10 leagues at ½ past 6 tack^{d} ship to the North^{d}

at 12 bore away — to the Westward

at 6 A,M, S^{t} Thomas's bears S, S, E, 4 leagues — at ½ past 6, shook reefs out of topsails

at 8. set Top Gall^{t} Sails —

at Meridian East part of Portorico bears S by E distance 3 leagues

THURSDAY, 27 FEBRUARY 1800

Clear weather & fresh breezes — at 1 came up with & boarded the chace She proves to be a danish sloop call^{d} *Younges William* of & from S^{t} Croix bound for Norfolk in Virginy, Benjamin Tatum Master at 2 made sail to the Southw^{d} sett top Gall^{t} Sails — at 3 took in top Gall^{t} sails — at ½ past 4 tack^{d} ship to the Northw^{d} at 5 W parst S^{t} Thomas's bore S E by S distance 6 leagues — at ½ past 5 reef'd top sails — at 7. hawled up main sail

Light winds & Clear weather during the Night

at 4 AM. wore ship to the Southw^{d}

at 8 bore away W S W. set top Gall^{t} sails.

at 10 wore ship to the Northw^{d}

at Meridian East part Portorico bears South 7 leagues —

WEDNESDAY, 5 MARCH 1800

* * * * at 6 saw a sail bearing S by E, standing to the Eastw^{d} made sail & gave her chace — at ½ past 8 tack^{d} to the N & Eastward — Light winds — at Meridian the chace (a Schooner) tack^{d} to the Southward —

Latitude 18° 56′ N.

[Entries from this date to 30 March torn from the original.]

MONDAY, 31 MARCH 1800

Pleas^{t} weather fresh breezes
at 2 P M tack^{d} ship to the Southw^{d} the *Invincible* with another English Ship to the Leward
at ½ past 5 the North part of Guadaloupe S, E, distance 6 leagues — tack^{d} to the Southw^{d} — calms — Light winds — & fresh breezes — Variable — at 7 tack^{d} to the Northw^{d}
at 12 tack^{d} to the Southw^{d}
at ½ past 4 saw a sail standing to the Northw^{d} — tack^{d} Ship for her made sail at 5. boarded her; she proves to be a danish Governm^{t} Schooner from Guadaloupe bound for S^{t} Croix — wore ship to the Southw^{d} & made sail — at 10 Saw two Sail bear^{e} S by E, standing to Eastw^{d} — Saw a Privateer Schooner to Northw^{d} at ½ past 8 tack^{d} to the Northw^{d} — at ½ past 9 boarded her she proves to be a Schooner from Antigua — tack^{d} to the Southw^{d} at 12 tack^{d} to the Northw^{d} — in Chace of 2 Schooners — Light airs & Calms — wind from East to S, S, W —

TUESDAY, 1 APRIL 1800

Light winds & calms — two Sail to the Eastw^{d}
at 6 the North part of Guadaloupe bears — East — 4 leagues at ½ past 6 tack^{d} to the Southw^{d} — wind Variable — at 8 tack^{d} to the Northw^{d}
at 12 tack^{d} to the Southw^{d} — fresh breeze —
at ½ past 1 A,M, took in top gall^{t} sails
at 3 tack^{d} to the Northw^{d} Saw a Sail a head — made Sail for her. at ½ past 3, gave her a gun — she hove to boarded her she proves to be an English privateer Schooner from Antigua — call'd the *Peggy* — parted with her & made sail to the Southw^{d} — at ½ past 5 tack^{d} to the Northw^{d} at 9 saw a Schooner to the Leward — made Sail for her at 11 — boarded her she prove'd to be a privateer Schooner belong^{g} to Antigua call'd *Louisa Bridger*. — wore Ship & Stood to the Southw^{d} — Clear weather & Light winds

WEDNESDAY, 2 APRIL 1800

Pleast weather moderate breezes — wore to the Northw^{d}
at 2 P M wore to the Southw^{d} — saw two sail to Southw^{d} close under Guadaoupe streaching off to the Northw^{d} — at ½ past 3 tack^{d} to the Northw^{d} — Saw a Sail to the Windw^{d} — at ½ past 4 tack^{d} ship to the Southw^{d}. at 6 N, West part Guadalope bore S S E. — 6 leagues Watch^{d} the Motions of the sails to the Southw^{d} — at ½ past 6. bore away for them — W, S, W, — at 8 discovered her — at ½ past 10 — came up with & boarded her — she proves to [be] an American Schooner call'd the *Commerce* had been taken by the french carried in & condemned in Point Peter & now in the possession of a Sweed without regular papers — concluded it best to take advice in the buziness — placed a prize Master with four men on board her & ordered him to keep company with us for S^{t} Kitts. nothing particular during the Night — under easy sail — at 6 A M calld all hands — bent the cables & made preparations to bring Ship to anchor — at 9 came to anchor & moor'd Ship in Basseterre S^{t} Kitts with the Schooner before Mentiond—

THURSDAY, 3 APRIL 1800

Clear weather fresh breezes &C — consulted with M^{r} Clarkson the Agent upon the business of the Schooner found that it would not be lawfull to make her a prize — exchang'd some bread with the agent at 5 P M made preperations for getting under way — at 7 unmoor'd weigh'd anchor & put to Sea in company with the Schooner — convoying her for S^{t} Bartholemews — agreable to M^{r} Clarkson's request — in a heavy Squall in the passage between S^{t} Kitts & S^{t} Eustatia we lost sight of the Schooner, suppose her to have bore away for S^{t} Eustatia —
Verry heavy Squalls of wind & rain
at 2 A,M, saw a sail in chace of us, hawled up Courses Shew^{d} Signals she did not answer them — she wore ship to the Southw^{d} — we wore & gave her chace, at 3 came up with her, She prov^{d} to be the U S, Brig *Pickering* — bound into Bassaterre with a prize — parted with her, wore ship to the Northw^{d} at 5 tack^{d} to the Southw^{d} — at ½ past 6 tack^{d} to the Northw^{d} at 8 tack^{d} to the Southw^{d} — the Schooner not in sight at 11 tack^{d} to the Northw^{d} — at 12. the S, part of S^{t} Eustatia W, S, W, N part S^{t} Kitts S by W — fresh breezes

[The pages for the rest of the entries were torn from the original. It is estimated, from the stubbs, that about fifteen pages were thus mutilated, and four entries to each sheet, would indicate that this log originally ended between 3 and 5 June.]
[U. S. Naval Academy.]

II

Additional Letters, 1798, 1799 and 1800

[12 February, 1798]

To Lieutenant John Mullowny, U. S. Navy, of the Frigate *United States* from Captain John Barry, U. S. Navy

Sir I was in hopes that I should have been spared the trouble of pointing out the duty or at least that part of it that is requiset at present of the few Officers now belonging to the Frigate *United States* untill the Ship had been properly Commissioned but for the good of the Public service and my own staisfaction I think it best to inform you that it is my orders that you or Mr Meade the Acting Master should be at all times on board and as much as convenient on the Quarter deck, You as Commanding Officer in my absence will order the Men on board to do such duty as is most proper for them. Such as Seamen to make rounding for the Cables, Shrouds and backstays &c, Landsmen and Marines of duty, to keep the Ship clean and do the ordinary work on board, the Lieut of Marines will take care to have a Sentinel kept at the gangway night and day to keep the People belonging to the Ship from going on shore or People from Shore coming on board with out leave from the Officer on the Quarter deck. You will please to observe that decent Citizens is not to be refused admitence provided it be before Sun sett but you are not to allow any such people below the Gun deck with out the Sergeant of Marines or some other Officer with them, if one sentinel is not sufficient you will order the proper officer to place a second in such place as you may think the most proper to prevent the People from going on Shore with out leave. The Lieut of Marines will cause the Marines to be exercise at least every other day between the hours of ten and twelve in the forenoon the Weather permiting and as much oftener as he may think necessary, the Officer of Marines will order a Sergeant to see that the Fire is put out in the Gallie every night at Eight oClock and the candles put out fore and aft at nine, it is expected that you Mr Meade or Mr McCray will go fore and aft every Night before you go to see that the light are all out and every thing safe from fire —

For the good government of the Ship it is my orders that no Officer on any pretence what ever beat or abuse any of the men on board or on shore when on the Ships duty more than one or two slight stroks to make him gump quick to their work if he deserves more he is to be put in irons and complaint made to me of the Offense he commited he is not to have any of his rations stoped with out an order from me. It is my wish that at all times a good understanding should subsist between my officers and my self and nothing can contribute more to it than a prompitude of the duty required. I am with Esteem

Sir

Your Very Humble Servt

John Barry

on board the Frigate *United States*
Febr 12: 1798 —

Mr John Mollowny Lieut of the F *U States*

[NYPL. NDA photostat.]

Division Order of Charles Cotesworth Pinckney to Commanding Officers of the Gallies

Mulberry Grove *April 19th 1799*

Division Orders —

The Captains of the Gallies are to use their utmost exertions to compleat their men to the full establishment. They are to exercise them daily at the great guns, small arms, & pikes, & in rowing & manœuvring their gallies — When perfect in their exercise, they are to practise them occasionally in firing at marks, but this is to be done with great discretion as far as relates to the 24 pounder on account of the expence attending it.

The Gallies are to be kept as much as possible in motion, & are not to remain more than forty eight hours in one place, wind & weather permitting them to move, except when repairing, or when they arrive in Savannah or St Mary's River, & in those they are not to remain more than a week at a time, nor so long without some occurrence should render it requisite. Their movements are, so far, as

conveniently may be, to be so arranged, that when one shall sail from Savannah, the other shall sail from S^{t} Mary's, so as to meet, & cross each other on their way. They are principally to move in the Inland passage, of the navigation of which, & of all the Inlets Sounds, Rivers, Creeks, Shoals, marks, & bearings of the land, an accurate nautical knowledge is to be obtain'd. In fine weather the outward passage may be sometimes gone, that the officers, & men, may be well acquainted with the shoals on the coast, & with the different bars, & entrances therein. The lead is frequently to be hove, & an accurate account kept of the Soundings. Should sickness, or any other cause prevent the Captain from going in the Galley, it is not to lie bye on that account, but the next commanding officer is to proceed in her.

The most regular discipline, & good order, is to be observed on board of the Gallies, & they are always to be in readiness, for action — Their duty is to protect, the coast, harbors, inlets, & watercourses of the State where they are station'd, from hostile invasion, depredation, & plunder, & in our present situation with France, should they meet with any French Armed vessels, to use their utmost exertions to take or destroy them; Except Flags of Truce which are to be treated as the Laws of Nations require.

The Captain or commanding officer of each galley, on the first day of every month, is to make to the Major General a full return of the Officers & men, Ordnance Military Stores, rigging, cables, cordage, anchor, sails & boats belonging to it, noting any alterations which may have happen'd since the last return, specifying any deficiences, & relating how the galley has been employed during the preceding month, & mentioning any particular occurrences which have happend —

This Report is to be sealed up, & transmitted by post directed to the Major General in Charleston, from whence should he not be there, it will be forwarded without delay —

(Signed) CHARLES COTESWORTH PINCKNEY

[NDA. CMR, Vol. 1, 1799–1805]

[July 1799]

To Hon. William Eustis, Member of Congress, from Secretary of the Navy

[WASHINGTON, D.C.]
Navy dep: Ap. 28: 1802. —

M^{r} EUSTIS. —

The enclosed statement exhibits the cost & amount of repairs to the Frigate *Insurgent* also the Acts under which the purchase was made, and the repairs also. —

R. S. —

[Enclosure]

Amount of the Purchase & Repairs of the *Insurgent*. —

July 1799. —	Purchase. —	$84, 500 —
	Repairs. —	53, 480. 23
	Drs.	137, 980. 23

The *Insurgent* was purchased under the Act of April 1798 and the Act supplementary thereto of 30 June 1798. —

The Repairs were made out of the general contingent funds for the Navy.

THO^{s} TURNER, *Acc^{t}* —

NAV: DEP^{t} —
28 Ap. 1802. —

[NDA. Cong. LB, Vol. 1.]

[1–2 February 1800]

[Translation]

To Secretary of the Navy (for the Colonies) of the French Republic, from Captain F. M. Pitot, commanding the French National Frigate *Vengeance*

Copy [At CURACAO.]

F. M. Pitot, Captain, Commanding the French Republic, Frigate *La Vengeance.*

TO THE MINISTER OF THE NAVY— COLONIES.

CITIZEN MINISTER, I have the honor to send you back herewith under No. 1, the report of two engagements I had in the night of the 12 to 13 Pluvoise (Feb. 1–2) with an American frigate which attacked us at 8–15 p. m. in Lat. 15°–17′ North, and Long. 66°–04′ West of Paris, and fought at first under the British Flag, and later under the American Flag. I am ignorant of her name.

The report transmitted to me by the Governor of Curacoa, which I enclose under No. 2 and the information I was able to collect, lead me to believe we had to deal with the U. S. Frigate *Constellation*, of 60 guns and a complement of 500 men.

She carries 24s and 18 pounders in her batteries, and twelve pounders on her castles.

You will see Citizen Minister by the details contained in my report what my conduct was and that of the enemy in this occurrence. — Everything prescribed to me to avoid an engagement in the position where I was, and to remain on the defensive, — I acted accordingly.

After having in the first engagement injured the rigging of the enemy, I crowded on all sails and continued on my course, — as for him he could have engaged us in broad daylight and did not do so. — He attacked us after dark night fall and after a sharp repulse he returned to the attack.

The action was most sharp. After the engagement my rigging was so badly damaged that I was compelled to sail before the wind for the harbor of Curacoa, working to rig upon the stumps of the masts which remained a few sails by means of which we reached this harbor on the 18 of the same month (7–8 Feb), where I was very cordially received by the Governor and the Naval Officer in command. I have the greatest commendation to make of all my officers. Each filled his post with honor, courage and talent. I have too great a confidence in the Justice of the Government to believe it necessary to solicit recognition in their favor. But I cannot deny myself the pleasure of bringing to your knowledge individually the brave men whom I have the honor to command, especially in view of the fact that it is the second action in which the majority of them have participated on board the *Vengeance* in the period of 10 months.

* * * * * * *

(In this 'report' are mentioned twelve officers of the staff of the ship also a number of French Army officers who were passengers for France— together with a number of civilians— all of whom (except 35 American passengers) were used by Captain Pitot, to supplement the 'claimed' shortness of his regular crew— these substitutions more than made up the number of his crew, and while they may not have rendered quite as effective service as regulars would have rendered— judging from the praise accorded them in this report, there was no fault found. The 'report' concludes as follows:—) [Note by Captain Quinby.]

* * * * * * *

Citizen Bourneville, Administrator of Natural properties at Guadeloupe, offered to carry to you my despatches. He is qualified to give you an account of the action. Although entrusted with verbal despatches from the Agents, and assigned to the powder magazine, he refused to go below and posted himself to the fourteenth 18 pounder, where by his courage and unflinching possession, he contributed not a little in encouraging his men who were overcome with fatigue.

I am while awaiting the honor of handing you myself the despatches which I bear.

The Captain Commanding,
F. M. PITOT.

[MS of Captain John G. Quinby ,USN(Ret.), in Naval Historical Foundation.]

III

[23 April 1800]

Rules and Regulations for the Government of the United States Navy

[SIXTH CONGRESS, SESS. I. 1800.]

April 23, 1800.

An Act for the better government of the Navy of the United States..

Rules and regulations for the government of the navy.

SECTION 1. *Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That from and after the first day of June next, the following rules and regulations be adopted and put in force, for the government of the navy of the United States.

Exemplary conduct incumbent on commanders.

Art. I. The commanders of all ships and vessels of war belonging to the navy, are strictly enjoined and required to show in themselves a good example of virtue, honour, patriotism and subordination; and be vigilant in inspecting the conduct of all such as are placed under their command; and to guard against, and suppress, all dissolute and immoral practices, and to correct all such as are guilty of them, according to the usage of the sea service.

Divine service and preaching.

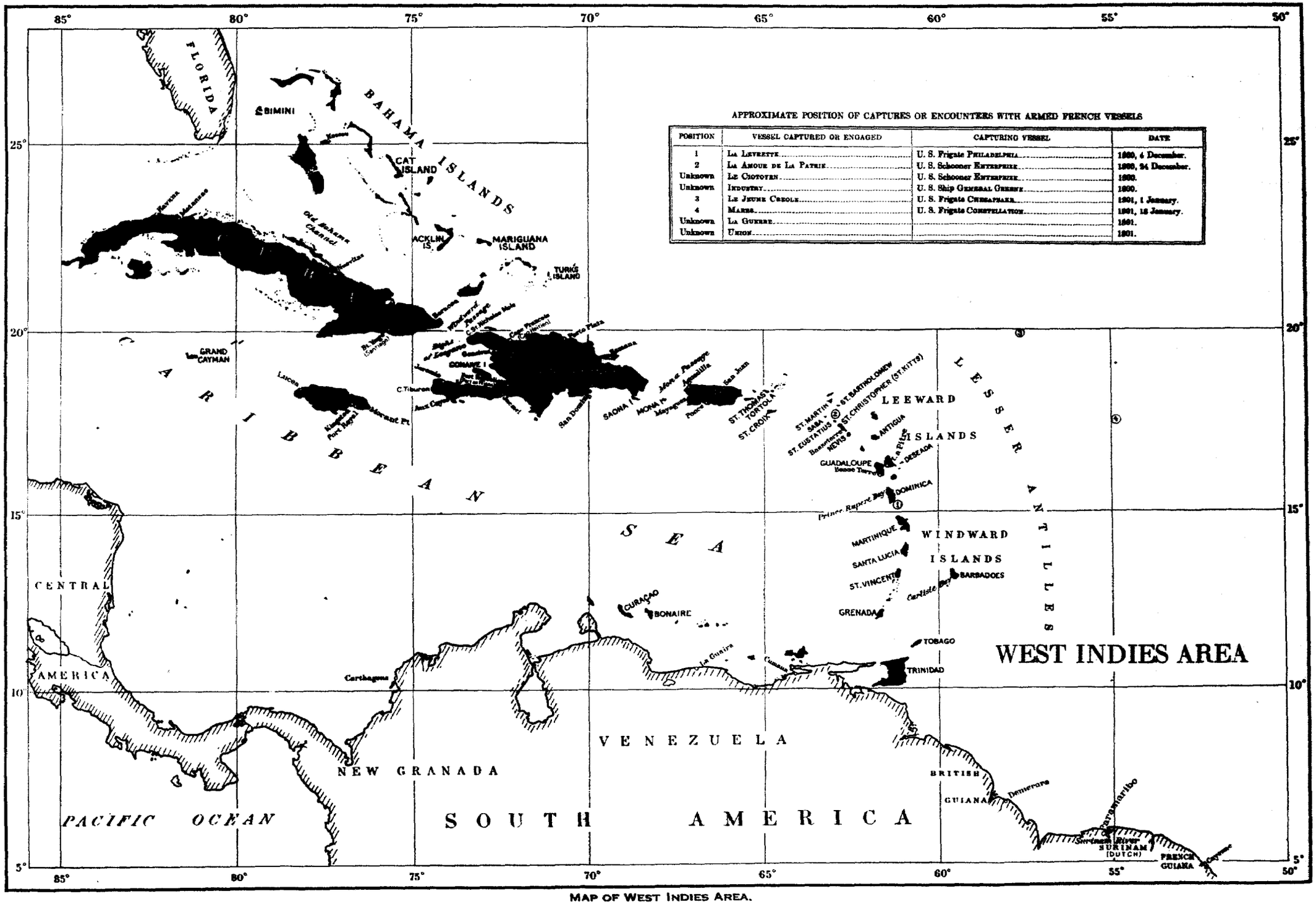
Art. II. The commanders of all ships and vessels in the navy, having chaplains on board, shall take care that divine service be performed in a solemn, orderly, and reverent manner twice a day, and a sermon preached on Sunday, unless bad weather, or other extraordinary accidents prevent it; and that they cause all, or as many of the ship's company as can be spared from duty, to attend at every performance of the worship of Almighty God.

Punishment of certain scandalous offences.

Art. III. Any officer, or other person in the navy, who shall be guilty of oppression, cruelty, fraud, profane swearing, drunkenness, or any other scandalous conduct, tending to the destruction of good morals, shall, if an officer, be cashiered, or suffer such other punishment as a court martial shall adjudge; if a private, shall be put in irons, or flogged, at the discretion of the captain, not exceeding twelve lashes; but if the offence require severer punishment, he shall be tried by a court martial, and suffer such punishment as said court shall inflict.

Penalties on the breach of duty in respect of attack and battle.

Art. IV. Every commander or other officer who shall, upon signal for battle, or on the probability of an engagement, neglect to clear his ship for action, or shall not use his utmost exertions to bring his ship to battle, or shall fail to encourage, in his own person, his inferior officers and men to fight courageously, such offender shall suffer death, or such other punishment as a court martial shall adjudge; or any officer neglecting, on sight of any vessel or vessels of an enemy, to clear his ship for action, shall suffer such punishment as a court martial shall adjudge;



MAP OF WEST INDIES AREA.

and if any person in the navy shall treacherously yield, or pusillanimously cry for quarters, he shall suffer death, on conviction thereof, by a general court martial.

Disobedience in time of battle.

Art. V. Every officer or private who shall not properly observe the orders of his commanding officer, or shall not use his utmost exertions to carry them into execution, when ordered to prepare for, join in, or when actually engaged in battle; or shall at such time, basely desert his duty or station, either then, or while in sight of an enemy, or shall induce others to do so, every person so offending shall, on conviction thereof by a general court martial, suffer death or such other punishment as the said court shall adjudge.

Deserting duty.

Punishment of cowardice, &c. death.

Art. VI. Every officer or private who shall through cowardice, negligence, or disaffection in time of action, withdraw from, or keep out of battle, or shall not do his utmost to take or destroy every vessel which it is his duty to encounter, or shall not do his utmost endeavour to afford relief to ships belonging to the United States, every such offender shall, on conviction thereof by a general court martial, suffer death, or such other punishment as the said court shall adjudge.

Papers to be transmitted respecting captures to the district judge of the district to which the prize is ordered.

List of officers, &c.

Art. VII. The commanding officer of every ship or vessel in the navy, who shall capture, or seize upon any vessel as a prize, shall carefully preserve all the papers and writings found on board, and transmit the whole of the originals unmutilated to the judge of the district to which such prize is ordered to proceed, and shall transmit to the navy department, and to the agent appointed to pay the prize money, complete lists of the officers and men entitled to a share of the capture, inserting therein the quality of every person rating, on pain of forfeiting his whole share of the prize money resulting from such capture, and suffering such further punishment as a court martial shall adjudge.

Penalty on pillaging a prize, or maltreating the persons on board the same.

Art. VIII. No person in the navy shall take out of a prize, or vessel seized as prize, any money, plate, goods, or any part of her rigging, unless it be for the better preservation thereof, or absolutely necessary for the use of any of the vessels of the United States, before the same shall be adjudged lawful prize by a competent court; but the whole, without fraud, concealment, or embezzlement, shall be brought in, and judgment passed thereon, upon pain that every person offending herein shall forfeit his share of the capture, and suffer such further punishment as a court martial, or the court of admiralty in which the prize is adjudged, shall impose.

Protection of persons taken on board of prizes.

Art. IX. No person in the navy shall strip of their clothes, or pillage, or in any manner maltreat persons taken on board a prize, on pain of such punishment as a court martial shall adjudge.

Intercourse with enemies and rebels, forbidden.

Art. X. No person in the navy shall give, hold, or entertain any intercourse or intelligence to or with any enemy or rebel, without leave from the President of the United States, the Secretary of the Navy, the commander in chief of the fleet, or the commander of a squadron; or in case of a vessel acting singly from his commanding officer, on pain of death, or such other punishment as a court martial shall adjudge.

Message from an enemy to be communicated.

Art. XI. If any letter or message from an enemy or rebel, be conveyed to any officer or private of the navy, and he shall not, within twelve hours, make the same known, having opportunity so to do, to his superior or commanding officer; or if any officer commanding a ship or vessel, being acquainted therewith, shall not, with all convenient speed, reveal the same to the commander in chief of the fleet, commander of a squadron, or other proper officer whose duty it may be to take cognizance thereof, every such offender shall suffer death, or such other punishment as a court martial shall adjudge.

Mutiny and sedition.

Art. XII. Spies, and all persons who shall come or be found in the capacity of spies, or who shall bring or deliver any seducing letter or message from an enemy or rebel, or endeavour to corrupt any person in the navy to betray his trust, shall suffer death, or such other punishment as a court martial shall adjudge.

Attempt at mutiny.

Art. XIII. If any person in the navy shall make or attempt to make any mutinous assembly, he shall on conviction thereof by a court martial, suffer death; and if any person as aforesaid shall utter any seditious or mutinous words, or shall conceal or connive at any mutinous or seditious practices, or shall treat with contempt his superior, being in the execution of his office; or being witness to any mutiny or sedition, shall not do his utmost to suppress it, he shall be punished at the discretion of a court martial.

Disobedience of orders and assault of a superior officer.

Art. XIV. No officer or private in the navy shall disobey the lawful orders of his superior officer, or strike him, or draw, or offer to draw, or raise any weapon against him, while in the execution of the duties of his office, on pain of death, or such other punishment as a court martial shall inflict.

Quarreling.

Art. XV. No person in the navy shall quarrel with any other person in the navy, nor use provoking or reproachful words, gestures, or menaces, on pain of such punishment as a court martial shall adjudge.

Desertion.

Art. XVI. If any person in the navy shall desert to an enemy or rebel, he shall suffer death.

Art. XVII. If any person in the navy shall desert, or shall entice others to desert, he shall suffer death, or such other punishment as a court martial shall adjudge; and if any officer or other person belonging to the navy, shall receive or entertain any deserter from any other vessel of the navy, knowing him to be such, and shall

not, with all convenient speed, give notice of such deserter to the commander of the vessel to which he belongs, or to the commander in chief, or to the commander of the squadron, he shall on conviction thereof, be cashiered, or be punished at the discretion of a court martial. All offences committed by persons belonging to the navy while on shore, shall be punished in the same manner as if they had been committed at sea.

Offences committed on shore.

Art. XVIII. If any person in the navy shall knowingly make or sign, or shall aid, abet, direct, or procure the making or signing of any false muster, or shall execute, or attempt, or countenance any fraud against the United States, he shall, on conviction, be cashiered and rendered forever incapable of any future employment in the service of the United States, and shall forfeit all the pay and subsistence due him, and suffer such other punishment as a court martial shall inflict.

Frauds against the United States.

Art. XIX. If any officer, or other person in the navy, shall, through intention, (a) negligence, or any other fault, suffer any vessel of the navy to be stranded, or run upon rocks or shoals, or hazarded, he shall suffer such punishment as a court martial shall adjudge.

Improper navigation of vessels.

Art. XX. If any person in the navy shall sleep upon his watch, or negligently perform the duty assigned him, or leave his station before regularly relieved, he shall suffer death, or such punishment as a court martial shall adjudge; or, if the offender be a private, he may, at the discretion of the captain, be put in irons, or flogged not exceeding twelve lashes.

Negligence in the performance of duty, &c.

Art. XXI. The crime of murder, when committed by any officer, seaman, or marine, belonging to any public ship or vessel of the United States, without the territorial jurisdiction of the same, may be punished with death by the sentence of a court martial.

Murder.

Art. XXII. The officers and privates of every ship or vessel, appointed as convoy to merchant or other vessels, shall diligently and faithfully discharge the duties of their appointment, nor shall they demand or exact any compensation for their services, nor maltreat any of the officers or crews of such merchant or other vessels, on pain of making such reparation as a court of admiralty may award, and of suffering such further punishment as a court martial shall adjudge.

Duties in relation to convoy.

Art. XXIII. If any commander or other officer shall receive or permit to be received, on board his vessel, any goods or merchandise, other than for the sole use of his vessel, except gold, silver, or jewels, and except the goods or merchandise of vessels which may be in distress, or shipwrecked, or in imminent danger of being shipwrecked, in order to preserve them for their owner, without orders from the President of the United States or the navy department, he shall, on conviction thereof, be cashiered,

Penalty on receiving merchandise on board.

(a) So in original. Perhaps *inattention* is meant.

and be incapacitated forever afterwards, for any place or office in the navy.

Waste, embezzlement, &c., of public property.

Art. XXIV. If any person in the navy shall waste, embezzle, or fraudulently buy, sell, or receive any ammuniton, provisions, or other public stores; or if any officer or other person shall, knowingly, permit through design, negligence, or inattention, any such waste, embezzlement, sale or receipt, every such person shall forfeit all the pay and subsistence then due him, and suffer such further punishment as a court martial shall direct.

Burning of public property.

Art. XXV. If any person in the navy shall unlawfully set fire to or burn any kind of public property, not then in the possession of an enemy, pirate, or rebel, he shall suffer death: And if any person shall, in any other manner, destroy such property, or shall not use his best exertions to prevent the destruction thereof by others, he shall be punished at the discretion of a court martial.

Theft.

Art. XXVI. Any theft not exceeding twenty dollars may be punished at the discretion of the captain, and above that sum, as a court martial shall direct.

Offences against people on shore.

Art. XXVII. If any person in the navy shall, when on shore, plunder, abuse, or maltreat any inhabitant, or injure his property in any way, he shall suffer such punishment as a court martial shall adjudge.

Detection and apprehension of offenders.

Art. XXVIII. Every person in the navy shall use his utmost exertions to detect, apprehend, and bring to punishment all offenders, and shall at all times, aid and assist all persons appointed for this purpose, on pain of such punishment as a court martial shall adjudge.

Muster rolls and ship's books.

Art. XXIX. Each commanding officer shall, whenever a seamen enters on board, cause an accurate entry to be made in the ship's books, of his name, time, and term of his service; and before sailing transmit to the Secretary of the Navy, a complete list or muster roll of the officers and men under his command, with the date of their entering, time and terms of their service annexed; and shall cause similar lists to be made out on the first day of every second month, to be transmitted to the Secretary of the Navy, as opportunities shall occur; accounting in such lists or muster rolls, for any casualties which may have taken place since the last list or muster roll. He shall cause to be accurately minuted on the ship's books, the names of, and times at which any death or desertion may occur; and in case of death, shall take care that the purser secure all the property of the deceased for the benefit of his legal representative or representatives. He shall cause frequent inspections to be made into the condition of the provisions, and use every precaution for its preservation. He shall, whenever he orders officers and men to take charge of a prize, and proceed to the United States, and whenever officers or men are sent from his ship from whatever cause, take care that each man be furnished with a complete statement of his account, specifying the date of his enlistment, and the period and

Inspection of provisions.

Officers and men detached from the ship to be furnished with certain statements.

terms of his service; which account shall be signed by the commanding officer and purser. He shall cause the rules for the government of the navy to be hung up in some public part of the ship, and read once a month to his ship's company. He shall cause a convenient place to be set apart for sick or disabled men, to which he shall have them removed, with their hammocks and bedding, when the surgeon shall so advise, and shall direct that some of the crew attend them and keep the place clean; and if necessary, shall direct that cradles, and buckets with covers, be made for their use: And when his crew is finally paid off, he shall attend in person, or appoint a proper officer, to see that justice be done to the men, and to the United States, in the settlement of the accounts. Any commanding officer, offending herein, shall be punished at the discretion of a court martial.

Rules to be hung up and read.

Treatment of the sick.

Paying off.

Art. XXX. No commanding officer shall, of his own authority, discharge a commissioned or warrant officer, nor strike, nor punish him otherwise than by suspension or confinement, nor shall he, of his own authority, inflict a punishment on any private beyond twelve lashes with a cat-of-nine-tails, nor shall he suffer any wired, or other than a plain cat-of-nine-tails, to be used on board his ship; nor shall any officer who may command by accident, or in the absence of the commanding officer (except such commander be absent for a time by leave) order or inflict any other punishment than confinement, for which he shall account on the return of such absent commanding officer. Nor shall any commanding officer receive on board any petty officers or men turned over from any other vessel to him, unless each of such officers and men produce to him an account signed by the captain and purser of the vessel from which they came, specifying the date of such officer's or man's entry, the period and terms of service, the sums paid and the balance due him, and the quality in which he was rated on board such ship. Nor shall any commanding officer, having received any petty officer or man as aforesaid, rate him in a lower or worse station than that in which he formerly served. Any commanding officer offending herein, shall be punished at the discretion of a court martial.

Treatment of inferior officers and men.

Art. XXXI. Any master at arms, or other person of whom the duty of master at arms is required, who shall refuse to receive such prisoners as shall be committed to his charge, or having received them, shall suffer them to escape, or dismiss them without orders from proper authority, shall suffer in such prisoners' stead, or be punished otherwise at the discretion of a court martial.

Master at arms.

Art. XXXII. All crimes committed by persons belonging to the navy, which are not specified in the foregoing articles, shall be punished according to the laws and customs in such cases at sea.

Crimes not specified.

Who are petty officers.

Art. XXXIII. All officers, not holding commissions or warrants, or who are not entitled to them, except such as are temporarily appointed to the duties of a commissioned or warrant officer, are deemed petty officers.

Assignment of wages and prize money.

Art. XXXIV. Any person entitled to wages or prize money, may have the same paid to his assignee, provided the assignment be attested by the captain and purser; and in case of the assignment of wages, the power shall specify the precise time they commence. But the commander of every vessel is required to discourage his crew from selling any part of their wages or prize money, and never to attest any power of attorney, until he is satisfied that the same is not granted in consideration of money given for the purchase of wages or prize money.

Naval General Courts Martial.

Appointment of naval general courts martial.

Art. XXXV. General courts martial may be convened as often as the President of the United States, the Secretary of the Navy, or the commander in chief of the fleet, or commander of a squadron, while acting out of the United States, shall deem it necessary: *Provided*, that no general court martial shall consist of more than thirteen, nor less than five members, and as many officers shall be summoned on every such court as can be convened without injury to the service, so as not to exceed thirteen, and the senior officer shall always preside, the others ranking agreeably to the date of their commissions; and in no case, where it can be avoided without injury to the service, shall more than one half the members, exclusive of the president, be junior to the officer to be tried.

Art. XXXVI. Each member of the court, before proceeding to trial, shall take the following oath or affirmation, which the judge advocate or person officiating as such, is hereby authorized to administer.

Oath of members of general courts martial.

"I, *A. B.* do swear (or affirm) that I will truly try, without prejudice or partiality, the case now depending, according to the evidence which shall come before the court, the rules for the government of the navy, and my own conscience; and that I will not by any means divulge or disclose the sentence of the court, until it shall have been approved by the proper authority, nor will I at any time divulge or disclose the vote or opinion of any particular member of the court, unless required so to do before a court of justice in due course of law."

This oath or affirmation being duly administered, the president is authorized and required to administer the following oath or affirmation to the judge advocate, or person officiating as such.

Oath of the judge advocate.

"I, *A. B.* do swear (or affirm) that I will keep a true record of the evidence given to and the proceedings of this court; nor will I divulge or by any means disclose the sentence of the court until it shall have been approved

by the proper authority; nor will I at any time divulge or disclose the vote or opinion of any particular member of the court, unless required so to do before a court of justice in due course of law."

Giving of testimony.

Art. XXXVII. All testimony given to a general court martial shall be on oath or affirmation, which the president of the court is hereby authorized to administer, and if any person shall refuse to give his evidence as aforesaid, or shall prevaricate, or shall behave with contempt to the court, it shall and may be lawful for the court to imprison such offender at their discretion; provided that the imprisonment in no case shall exceed two months: and every person who shall commit wilful perjury on examination on oath or affirmation before such court, or who shall corruptly procure, or suborn any person to commit such wilful perjury, shall and may be prosecuted by indictment or information in any court of justice of the United States, and shall suffer such penalties as are authorized by the laws of the United States in case of perjury or the subornation thereof. And in every prosecution for perjury or the subornation thereof under this act, it shall be sufficient to set forth the offence charged on the defendant, without setting forth the authority by which the court was held, or the particular matters brought or intended to be brought before the said court.

Exhibition of charges.

Art. XXXVIII. All charges, on which an application for a general court martial is founded, shall be exhibited in writing to the proper officer, and the person demanding the court shall take care that the person accused be furnished with a true copy of the charges, with the specifications, at the time he is put under arrest, nor shall any other charge or charges, than those so exhibited, be urged against the person to be tried before the court, unless it appear to the court that intelligence of such charge had not reached the person demanding the court, when the person so to be tried was put under arrest, or that some witness material to the support of such charge, who was at that time absent, can be produced; in which case, reasonable time shall be given to the person to be tried to make his defence against such new charge. Every officer so arrested is to deliver up his sword to his commanding officer, and to confine himself to the limits assigned him, under pain of dismission from service.

Treatment of an arrested officer.

Continuance of general courts martial.

Art. XXXIX. When the proceedings of any general court martial shall have commenced, they shall not be suspended or delayed on account of the absence of any of the members, provided five or more be assembled; but the court is enjoined to sit from day to day, Sundays excepted, until sentence be given: and no member of said court shall, after the proceedings are begun, absent himself therefrom, unless in case of sickness or orders to go on duty from a superior officer, on pain of being cashiered.

Order of suspension.

Art. XL. Whenever a court martial shall sentence any officer to be suspended, the court shall have power to suspend his pay and emoluments for the whole, or any part of the time of his suspension.

How sentences are to be given and confirmed.

Art. XLI. All sentences of courts martial, which shall extend to the loss of life, shall require the concurrence of two thirds of the members present; and no such sentence shall be carried into execution, until confirmed by the President of the United States; or if the trial take place out of the United States, until it be confirmed by the commander of the fleet or squadron: all other sentences may be determined by a majority of votes, and carried into execution on confirmation of the commander of the fleet, or officer ordering the court, except such as go to the dismission of a commissioned or warrant officer, which are first to be approved by the President of the United States.

A court martial shall not, for any one offence not capital, inflict a punishment beyond one hundred lashes.

Pardon and mitigation of punishments.

Art. XLII. The President of the United States, or when the trial takes place out of the United States, the commander of the fleet or squadron, shall possess full power to pardon any offence committed against these articles, after conviction, or to mitigate the punishment decreed by a court martial.

Courts of inquiry may be ordered.

SEC. 2. Art. I. *And be it further enacted*, That courts of inquiry may be ordered by the President of the United States, the Secretary of the Navy, or the commander of a fleet or squadron, provided such court shall not consist of more than three members who shall be commissioned officers, and a judge advocate, or person to do duty as such; and such courts shall have power to summon witnesses, administer oaths, and punish contempt in the same manner as courts martial. But such court shall merely state facts, and not give their opinion, unless expressly required so to do in the order for convening; and the party, whose conduct shall be the subject of inquiry, shall have permission to cross examine all the witnesses.

Proceedings, how authenticated.

Art. II. The proceedings of courts of inquiry shall be authenticated by the signature of the president of the court and judge advocate, and shall, in all cases not capital, or extending to the dismission of a commissioned or warrant officer, be evidence before a court martial, provided oral testimony cannot be obtained.

Art. III. The judge advocate, or person officiating as such, shall administer to the members the following oath or affirmation:

Oaths of the members and judge advocate.

"You do swear, (or affirm) well and truly to examine and inquire according to the evidence, into the matter now before you, without partiality or prejudice."

After which, the president shall administer to the judge advocate, or person officiating as such, the following oath or affirmation:

"You do swear (or affirm) truly to record the proceedings of this court, and the evidence to be given in the case in hearing."

In case of loss of the vessel, the command of the officers shall remain in force.

SEC. 3. *And be it further enacted*, That in all cases, where the crews of the ships or vessels of the United States shall be separated from their vessels, by the latter being wrecked, lost or destroyed, all the command, power, and authority, given to the officers of such ships or vessels, shall remain and be in full force as effectually as if such ship or vessel were not so wrecked, lost, or destroyed, until such ship's company be regularly discharged from, or ordered again into the service, or until a court martial shall be held to inquire into the loss of such ship or vessel; and if by the sentence of such court, or other satisfactory evidence, it shall appear that all or any of the officers and men of such ship's company did their utmost to preserve her, and after the loss thereof behaved themselves agreeably to the discipline of the navy, then the pay and emoluments of such officers and men, or such of them as shall have done their duty as aforesaid, shall go on until their discharge or death; and every officer or private who shall, after the loss of such vessel, act contrary to the discipline of the navy, shall be punished at the discretion of a court martial, in the same manner as if such vessel had not been so lost.

Pay of captives to continue.

SEC. 4. *And be it further enacted*, That all the pay and emoluments of such officers and men, of any of the ships or vessels of the United States taken by an enemy, who shall appear by the sentence of a court martial, or otherwise, to have done their utmost to preserve and defend their ship or vessel, and, after the taking thereof, have behaved themselves obediently to their superiors, agreeably to the discipline of the navy, shall go on and be paid them until their death, exchange, or discharge.

To whom the proceeds of prizes shall accrue.

SEC 5. *And be it further enacted*, That the proceeds of all ships and vessels, and the goods taken on board of them, which shall be adjudged good prize, shall, when of equal or superior force to the vessel or vessels making the capture, be the sole property of the captors; and when of inferior force, shall be divided equally between the United States and the officers and men making the capture.

Distribution of prize money.

SEC. 6. *And be it* [*further*] *enacted*, That the prize money, belonging to the officers and men, shall be distributed in the following manner:

I. To the commanding officers of fleets, squadrons, or single ships, three twentieths, of which the commanding officer of the fleet or squadron shall have one twentieth, if the prize be taken by a ship or vessel acting under his command, and the commander of single ships, two twentieths; but where the prize is taken by a ship acting independently of such superior officer, the three twentieths shall belong to her commander.

II. To sea lieutenants, captains of marines, and sailing masters, two twentieths; but where there is a captain, without a lieutenant of marines, these officers shall be entitled to two twentieths and one third of a twentieth, which third, in such case, shall be deducted from the share of the officers mentioned in article No. III. of this section.

III. To chaplains, lieutenants of marines, surgeons, pursers, boatswains, gunners, carpenters, and master's mates, two twentieths.

IV. To midshipmen, surgeon's mates, captain's clerks, schoolmasters, boatswain's mates, gunner's mates, carpenter's mates, ship's stewards, sail-makers, masters at arms, armorers, cockswains, and coopers, three twentieths and an half.

V. To gunner's yeomen, boatswain's yeomen, quartermasters, quartergunners, sail-maker's mates, sergeants and corporals of marines, drummers, fifers and extra petty officers, two twentieths and an half.

VI. To seamen, ordinary seamen, marines, and all other persons doing duty on board, seven twentieths.

VII. Whenever one or more public ships or vessels are in sight at the time any one or more ships are taking a prize or prizes, they shall all share equally in the prize or prizes, according to the number of men and guns on board each ship in sight.

No commander of a fleet or squadron shall be entitled to receive any share of prizes taken by vessels not under his immediate command; nor of such prizes as may have been taken by ships or vessels intended to be placed under his command, before they have acted under his immediate orders; nor shall a commander of a fleet or squadron, leaving the station where he had the command, have any share in the prizes taken by ships left on such station, after he has gone out of the limits of his said command.

Bounty given in certain cases.

SEC. 7. *And be it further enacted*, That a bounty shall be paid by the United States, of twenty dollars for each person on board any ship of an enemy at the commencement of an engagement, which shall be sunk or destroyed by any ship or vessel belonging to the United States of equal or inferior force, the same to be divided among the officers and crew in the same manner as prize money.

Pensions to persons disabled in the service.

SEC. 8. *And be it further enacted*, That every officer, seaman, or marine, disabled in the line of his duty, shall be entitled to receive for life, or during his disability, a pension from the United States according to the nature and degree of his disability, not exceeding one half his monthly pay.

Appropriation of the part of captured property belonging to the United States.

SEC. 9. *And be it* [*further*] *enacted*, That all money accruing, or which has already accrued to the United States from the sale of prizes, shall be and remain forever a fund for the payment of pensions and half pay, should

the same be hereafter granted, to the officers and seamen who may be entitled to receive the same; and if the said fund shall be insufficient for the purpose, the public faith is hereby pledged to make up the deficiency; but if it should be more than sufficient, the surplus shall be applied to the making of further provision for the comfort of the disabled officers, seamen, and marines, and for such as, though not disabled, may merit by their bravery, or long and faithful services, the gratitude of their country.

Management of the navy fund.

SEC. 10. *And be it further enacted*, That the said fund shall be under the management and direction of the Secretary of the Navy, the Secretary of the Treasury, and the Secretary of War, for the time being, who are hereby authorized to receive any sums to which the United States may be entitled from the sale of prizes, and employ and invest the same, and the interest arising therefrom, in any manner which a majority of them may deem most advantageous. And it shall be the duty of the said commissioners to lay before Congress, annually, in the first week of their session, a minute statement of their proceedings relative to the management of said fund.

Repeal of the former act.

1799, ch. 24.

SEC. 11. *And be it further enacted*, That the act passed the second day of March, in the year one thousand seven hundred and ninety-nine, intituled "An act for the government of the navy of the United States," from and after the first day of June next, shall be, and hereby is repealed.

APPROVED, April 23, 1800.

[U. S. Statute No. II, pp. 45–53.]

INDEX

INDEX

Page

Abbott, John, ordinary seaman, *United States* 64
Abbreviations index to sources vii
Abeel, Evert, Master, brig *David & George* 390
Abeel, Garret B., owner of brig *David & George* 390
Acasta, H. B. M. S., recaptured schooner *Endeavor* 394
Accountant of the Navy. *See* Turner, Thomas.
Accountant of War Department. *See* Simmonds, Wm.
Active. *See L'Active.*
Active, brig, Comdr. Joseph Watts 376
Active, ship, Comdr. Timothy Bryant 376
Acts of Congress:
Appropriations for 1801 138
Authorizing publication of these documents iv
Better government of the Navy 462–473
Disposition of vessels under act of 3 March 1801 313
Galleys to be built or purchased 364, 365, 367, 368, 371
Providing for a naval peace establishment 134–138
Repealing act of Mar. 2, 1799 473
Adams, ship, Commander Corish 376
Adams, U. S. S., Captains Richard V. Morris and Thomas Robinson:
Arrived at Basseterre, St. Kitts 449
Connecticut in company with 453
Data concerning 364
Deaths among marines aboard 155
Dove captured by 311, 373
General Massena captured by 311, 372
Grendin, English schooner, recaptured by 59
Hope, brig, captured by 108
La Fougueuse captured by, with assistance of *Eagle* 311, 372
La Renommee captured by 311, 373
Lawrence, James, made acting lieutenant 108
Le Gambeau captured by 311, 372
L'Heureuse Rencontre captured by 311, 372
L'Onze Vendemiaire captured by 311, 372
Officers may be sent to, from *Maryland* 279
On St. Domingo Station 54, 146
Prepare for active service 191
Recommended for retention 80
References to 51, 200, 315–319, 321, 323–328, 330, 333, 335–339, 341–345, 347, 348, 354, 355, 357–361, 426
Retained under P. E. A 134, 313
See Robinson, Thomas, Capt.
Surgeon and lieutenant from, transferred to *Congress* 51
To be kept at New York for the present 243
To be placed in ordinary 233
To be repaired for possible service 247, 248
To cruise to windward of Turks Island 40
To return to New York 154
Adams, Alexander, carpenter, *Portsmouth* 315
Adams, Hugh, private, U. S. M. C., *United States* 65
Adams, James, carpenter, *Scammel* 315
Adams, James Harvey, midshipman, *Essex* 315
Adams, John, Capt., U. S. R. C. *Scammel* 362, 370

Adams, John, President, U. S. A.:
Correspondence with— Page
Monroe, James, Governor of Virginia 119
Senate of the United States 33, 132
References to 71, 161
Adams, Knowles, Master, ship *Mary Ann* 414
Adams, Moses, master of ship *Providence* 37, 424
Adiona, schooner 376
Adolph, ship, Comdr. John Hodson 376
Adriana, merchant ship, name changed to U. S. S. *Baltimore* 364
Adventure, schooner, Commander Devereaux, engaged by two French privateers 377, 416
Adventure, ship, Comdr. J. Berry 377
Aerial captured by Maryland 373
Aerial, ship 377
Agent, sloop, Benjamin Totern, Master, boarded by *Connecticut* 442
Agents, Navy, during Quasi-War with France 374, 375
Agents of Consuls of French Republic:
Correspondence with—
Murray, Alexander, Capt 107, 108, 110
Truxtun, Thomas, Capt 74, 75
Ager, William, gunner's mate, *United States* 61
Agnes, brig, Commander Burton 377
Agnes, brig, Commander Fitch 377
Agreda, Joseph, seaman, *United States* 64
Aiken, James, midshipman. *See* Eakin, James.
Aikins, Reubin, carpenter, *Connecticut* 315
Ainsworth, John, boatswain, *Ganges* 315
Aitken, Hugh, surgeon's mate, *George Washington* and *Philadelphia* 136, 315
Albemarle, Comdr. Thomas Brown, beat off French privateers 377
Albers, Solomon G., Cape Francois 294
Alcorn, Michael, Master, brig *Lively* 410
Alden, Master, brig *American Hero* 379
Alden, Humphrey, master's mate, *Constitution* 315
Aldrick, Samuel (or Simon), midshipman, *George Washington* 315
Alecto, schooner 377
Alert, brig, Commander Mansfield 377
Alert, brig, Commander Rich, beat off privateers 377
Alert, schooner, Commander Paine 377
Alert, schooner, spoken by *Philadelphia* 104
Alert, ship, Comdr. William Bowles 377
Alert of Beverly, schooner 377
Alexander, schooner, Commander Hastings, recaptured brig *Rambler* 377
Alexander, ship 283, 378
Alexander, ship, Comdr. Asa Dodge 377
Alexander, Alexander, Jr., midshipman 315
Alexander, Philip, Lt., U. S. M. C.:
Correspondence with Lt. Col. Comdt. Burrows 172, 173
Record of service 359
To have charge of marines of *Essex* 180
Alexander, Thomas, landsman, *United States* 63
Alexander Hamilton, ship, Comdr. William Wyse 378
Alexandria, ship, Commander Davey 378
Alexis, Louis, acting midshipman, *Constitution* 315
Algiers:
George Washington sailed for Constantinople under orders of Dey 45
United States annuities are in arrears 45
Alknomak, ship, Comdr. Joel Vickers, captured by *Le Confiance* 378
Allen, Captain, ship *Nancy* 113
Allen, Master, ship *Juno* 409
Allen, Caleb, midshipman, *Experiment* 315
Allen, Edward, Commander, ship *Belisarius* 383
Allen, George W., mate, schooner *Flying Fish* 397
Allen, Henry, midshipman. *See* Allen, William Henry.
Allen, Howard, Master, ship *Nancy* 418
Allen, John, boatswain, *Constellation* 315

Page
Allen, Joseph, boatswain, *Constellation* 315
Allen, Moses, purser, *Boston* 315
Allen, Robert, seaman, *United States* 64
Allen, Samuel, midshipman, *Essex* 315
Allen, William, mate, brig *Hind* 404
Allen, William Henry, midshipman, *George Washington* and *Philadelphia* 136, 315
Alliance, French cartel, brought news of signing of treaty 74
Alliance, French privateer:
Captured *Jane* 407
Captured *Little Fanny* and *Lively* 410
Alliance, ship, Comdr. Samuel Chew 378
Alliance, ship, Commander Webber 378
Alliance, United States frigate, Revolutionary War 268
Alligator, brig, Comdr. George Taylor 378
Allin, Daniel, master and part owner of ship *Henry* 403
Allin, Samuel, part owner of ship *Henry* 403
Alline, Benjamin, purser, *Herald* and *Boston* 136, 315
Allston, Miligan, midshipman. *See* Alston, Miligan.
Allyn, *See* Howland and Allyn.
Almira, brig, Commander Fawson 378
Almy, Samuel, master and part owner of schooner *Chance* 387
Alsop, Master, brig *Tartar of Middletown* 433
Alston, Miligan, midshipman, *Adams* 315
Amazon, schooner, Comdr. George Burns, captured by *Flower of the Sea* 378
Amazon, ship, Commander Trask, captured by *La Mouche* 378
Amazon, ship, Commander Parsons, captured by French privateer 378
Amelia, brig, Commander Callender, captured by *L'Adolphe* and *La Belle Poule* 378
Amelia, brigantine 378
Amelia, prize to *Constitution* 280
Amelia, ship, Commander Hayne 378
America, schooner 378
America, ship, Commander Chadwick, beat off privateer 379
America, ship, Commander Crowninshield 379
America, ship, Commander Sands 379
America, ship, Commander Walsh 379
America, ship, Commander Welsh 379
America, ship, Master Wills 379
America, ship, Masters Meek and Turner 378
American, brig, Master Venn 379
American Antiquarian Society, data obtained from 392, 405, 429
American Daily Advertiser. *See* Poulson's American Daily Advertiser.
American Hero, brig, Master Alden 379
American Hero, ship, Comdr. Joseph Lindsay 379
American Philosophical Society, copy of record in custody of 199
Amiable, ship, Comdr. Daniel C. Tillinghaste 379
Amiable Creole, brig, Master Story 379
Amiable Matilda, Commander Whitlock 379
Amis. *See Les Amis.*
Amity, ship 379
Amory, Jonathan, part owner of ship *Mary* 413
Amory, Thomas and Jonathan, part owners of *Amazon* 378
Amory, William, Lt. U. S. M. C 156, 359
Amphetrite, H. B. M. S., spoken by *Boston* 224
Amphetrite, prize. *See Amphitheatre*, prize.
Amphitheatre, prize:
Account not rendered 211
Captured by *Experiment* 312, 372
Esther captured by 372
Picture of Frontispiece
Amphitrite, schooner 379
Amsterdam Packet, Comdr. Archibald Crockett 379
Anderson, Master, ship *Kenyon* 409
Anderson, Hans, seaman, *United States* 61
Anderson, James, gunner, *Experiment* 315

Page

Anderson, Robert, impressed by H. B. M. S. *Minotaur* ... 37
Anderson, Samuel, surgeon, *Delaware* and *Scammel* ... 315
Anderson, Thomas O., midshipman, *New York* and *George Washington* ... 136, 315
Anderson, William, Master, ship *London Packet* ... 410
Anderson, William, master's mate, *Constellation* ... 315
Andrews, Daniel, mate, brig *Polly* ... 423
Andrews, John, master of *Three Brothers* ... 40
Andrews, John, midshipman, *United States* ... 61, 316
Andrews, R., supercargo, ship *Fox* ... 398
Andrews, Whipple, mate, ship *Tyre* ... 435
Andromache, ship, Commander Pierce ... 380
Andromeda, H. B. M. S. ... 85
Angier, Charles, midshipman, *Boston* ... 316
Angus, Samuel, midshipman, *Constellation*, *Enterprize* and *President* ... 16, 136, 316
Ann, brig, Commander Burke ... 380
Ann, brig, Comdr. Richard Law ... 380
Ann, brig, Commander Lord, captured by *Bellone* ... 380
Ann, brig, Commander Richards ... 380
Ann, schooner ... 380
Ann, schooner, Comdr. D. H. Hutchman ... 380
Ann, schooner, Commander Kershaw ... 380
Ann, schooner, Commander Mitchell ... 380
Ann, ship, Comdr. William Robinson, captured by *La Mouche* ... 380
Ann, sloop ... 380
Ann, sloop, recaptured by *Eagle* ... 139
Anna, schooner ... 380
Anna, ship, Comdr. Caleb Johnson ... 380
Anna Maria, not yet arrived at Tunis with supplies ... 45
Ann and Hope, ship, Masters Page and Bentley, beat off French privateers ... 380
Ann and Susan, schooner:
Captured by French privateer *Flambeau* ... 51
Recaptured by *Philadelphia* ... 50, 51
Ann and Susan, ship ... 380
Anscough, Master, ship *Dispatch* ... 391
Antelope, brig, Comdr. Samuel Derby ... 381
Anthony, Joseph, surgeon, *Pinckney* and U. S. R. C. *Unanimity* ... 316
Antrim, Parnel, gunner, *Scammel* ... 316
Anubis, ship, Commander Bridges, engaged with privateer ... 381
Apollo, ship, Commander Marrenner, convoying ship *Beaver* ... 381
Appleton, Master, brig *Hiram* ... 404
Appropriations:
Desired for restoration of captures under treaty ... 122
Estimates for 1801 discussed ... 80–84
For Navy for 1801 ... 138
Arab, ship, captured brig *Maria* ... 412
Arb, schooner ... 381
Archer, George, owner of merchant ships ... 395, 427
Archer, John, Lt., *Constellation* and *Chesapeake* ... 316
Archer, Sterling, surgeon's mate, *Chesapeake* and *President* ... 136, 316
Arden, Master, brig *Molly* ... 416
Arden, James, part owner of ship *Zenobia* ... 438
Ardent, ship ... 381
Ardent, ship, Commander Israel ... 381
Ardent, ship, Commander Smith, captured by French privateers ... 381
Argus, ship, Commander Main ... 381
Ariadne, ship, Masters Johnston, Le Bosquet and Marston ... 381
Ariel, brig, Comdr. John Griffis, captured by *L'Egypt Conquise* ... 381
Ariel, ship, Commander Coates, captured by French privateers ... 381
Aristides, schooner, Commander Woods ... 381
Armed merchantmen. *See* Vessels, U. S. merchant.
Armistead, Robert, carpenter, *Chesapeake* ... 316
Armstrong, James, seaman, *United States* ... 62
Armstrong, John, boatswain, *Norfolk* ... 316
Armstrong, William, owner of schooner *Enterprize* ... 394
Arnold, Master, schooner *John* ... 408

Page
Arnold, John, seaman, *United States* 62
Arnold, Samuel G., & Co., part owners of ship *Tyre* 435
Arons, James, private, U. S. M. C., *United States* 65
Asbury, Thomas, merchant, Cape Francois 294
Ashley, Warren, purchased prize *Brilliant* 115
Ashmead, Master, ship *India* 406
Ashton, Jacob and William, owners of bark *Olive Branch* 420
Asia, ship 381
Aspasia, ship, Commander Fanning 382
Astrea, ship, Commander Bool 382
Astrea, ship, Comdr. Henry Prince 382
Atakualpa, ship, Commander Wildes 382
Atalanta, captured by *Pickering* 311, 372
Atalanta, ship, Comdr. Samuel Sylvester 382
Atkins, Joseph, Master schooner *Polly* 423
Atkinson, Joseph, acting boatswain, *Insurgente* 316
Atkinson, William Burrows, midshipman 316
Atlanta, brig, Commander Taylor 382
Atlantic, ship, Commander Waters, beat off French privateers 382
Atlantic, ship, recaptured an English brig 439
Atlas, schooner 382
Attorney General of the United States, Charles Lee, opinion on distribution of prize money 67
Attwood and Earle, merchants at Cape Francois 294
Atwater, Elnathan, Master, schooner *Mercury* 450
Atwood, Edward, midshipman, *New York* and *Adams* 316
Atwood, James, Lieut., U. S. R. C. *Pickering* 362
Augusta, brig, Masters Davis and Bennett 382
Augusta, ship 382
Augusta, U. S. S., Lt. Comdg. Archibald McElroy:
Connecticut accompanied by 456
Data concerning 364
Disposal of under P. E. A 126, 146, 165–167, 307
La Jeanne captured by 311, 373
La Mutine captured by *Herald* and *Augusta* 311
La Victoire captured by 311, 373
L'Espoir captured by *Boston* and *Augusta* 311, 373
Mariners to be brought to headquarters 133
On St. Domingo Station 54
Peterkin, William, Lt., in temporary command 77
Placed in ordinary 157
References to 316, 318, 319, 325, 327, 330, 336, 339, 344, 346, 348, 354, 355, 357, 457
See McElroy, Archibald, Lt.
Spoken by *Connecticut* 455
To prepare for another cruise 16, 17
Will return to St. Kitts 15
Augustus, brig, Commander Smith 382
Aurora, brig, Masters Noble, Taylor and Shaler 382
Aurora, schooner 382
Aurora, ship, Comdr. Benjamin Beckford 383
Aurora, ship, Commander Stone 383
Aurora, ship, Commander Sutter, captured by *Le Hazard* 382
Aurora, ship, Master Hughes 382
Austin, William, chaplain, *Constitution* 316
Avery, James G., master's mate, *Connecticut* 316
Avery Memorial, Wadsworth Atheneum, record published from v
Avorett, Richard, ordinary seaman, *United States* 64
Axford, William, midshipman 316
Babcock, Gideon, acting purser, *General Greene* 173, 316
Bacon, Elijah, Master, ship *Enterprize* 394
Baden, John, Master, ship *Fanny* 396
Bagnell, Benjamin, boatswain, *Augusta* 316
Bailey, James, boatswain, *Adams* 316
Bailey, Lewis C., Lt., U. S. ships *Montezuma, Richmond, Experiment* and *Eagle* 21, 22, 135, 316

Page

Bailey, Loudon, sailing master, *Connecticut* ... 316, 441
Bailey, Montjoy, Frederick, Md., disposition of French prisoners ... 125
Bailey, Robert, landsman, *United States* ... 63
Baily, Master, ship *Tom* ... 434
Bainbridge, Henry. *See* Benbridge, Henry.
Bainbridge, Joseph, midshipman, *Norfolk* and *President* ... 136, 316
Bainbridge, William, Capt., U. S. ships *Retaliation, Norfolk, George Washington* and *Essex:*
Record of service ... 316
References to ... 311, 331, 366, 367, 369, 370
Retained under P. E. A ... 135
See George Washington, U. S. S.
Baker, Master, ship *Neutrality* ... 419
Baker, Richard B., midshipman ... 316
Baker, Thomas, Capt., U. S. S. *Delaware:*
Correspondence with Secretary of Navy ... 186
Discharged under P. E. A ... 186
Record of service ... 316
References to ... 311, 366
Baker, Thomas, sailing master, *Enterprize* ... 316
Baker Library, Harvard University, records published by courtesy of ... 376
Balch, William, chaplain, *Congress* and *Chesapeake* ... 316
Bald Eagle, ship ... 383
Baldwin, Luther ... 203
Baldwin, Samuel, Lt., U. S. M. C ... 359
Baldwin, Simeon, Clerk District Court, Connecticut, correspondence with Secretary of Navy ... 6, 182, 183
Balfour, George, surgeon, *Constellation* and *President* ... 136, 316
Ballard, Edward, sailing master, *Chesapeake* ... 317
Ballard, John, Lt., *Richmond* and *Chesapeake* ... 135, 317
Balte, R. B., owner of ship *Sally* ... 429
Baltimore, U. S. S., Capt. Isaac Phillips, Lt. Comdg. Josias M. Speake, Capt. Samuel Barron and Master Comdt. William Cowper:
Brillant Jeunesse captured by ... 311, 372
Convoy duty ... 11, 87
Data concerning ... 364
Emmanuel captured by ... 373
Formerly ship *Adriana* ... 364
Jolly Robin recaptured by ... 59
La Quinolla captured by ... 311, 373
La Quinolla, prize of, condemned ... 175
L'Esperance captured by ... 311, 372
L'Esperance, prize of, condemned ... 174
References to ... 317, 318, 320, 322, 324–326, 328, 329, 332, 333, 335–337, 339–341, 345–353, 355–357, 359, 360, 415
Sea Flower recaptured by ... 59, 430
See Cowper, William, Master Comdt.
Syren captured by *Baltimore* and *Eagle* ... 311, 372
Bang, Neils Christian, sailing master, *Boston* ... 317
Banning, Freeborn, Lt. *United States* and *Patapsco* ... 135, 317
Barbara, schooner ... 383
Barbara, ship ... 383
Barbary, ship, Master Clark ... 383
Barber, Wilkes, Master, ship *Minerva* ... 415
Barber, William B., midshipman, *New York* ... 317
Barclay, Thomas, Lt., U. S. M. C ... 359
Bardin (Barden), Levi, sailing master, *Portsmouth* and *President* ... 136, 317
Baring, Mr ... 262
Barker, Master, ship *Eliza Ann* ... 393
Barker, George, mate, brig *Nancy* ... 417
Barker, Nathaniel, Master, ship *Diana* ... 391
Barker, Thomas, Master, brig *Nancy* ... 417
Barker, William W., midshipman, *New York* ... 317
Barnard, Henry, Master, ship *Foxwell* ... 398
Barnes, Henry, seaman, *United States* ... 61

Page
Barnes, Reuben, master of sloop *Ann* 139
Barnes, William, purchaser of prize *Decade* 170
Barnet, James, gunner, *United States* 61, 317
Barnwell, George, part owner of ship *Hazard* 403
Barr, Master, ship *Minerva* 416
Barracks for marines. *See* marines, barracks for.
Barralet, J., can make dies for Truxtun medal 153
Barrell, George, midshipman, *Congress* 317
Barrett, Henry, seaman, *United States* 63
Barri, John, supercargo, ship *Rufus* 428
Barrington, Thomas, ordinary seaman, *United States* 63
Barron, Captain, French privateer *La Jeune Creole* 42
Barron, James, Capt., U. S. ships *United States, Warren* and *President:*
Correspondence with Captain Truxtun 57, 58
Letters for Captain Truxtun 69
Record of service 317
References to 59, 94, 370, 371
Retained under P. E. A 135
See. Warren, U. S. S.
Went aboard *Ganges* 163
Barron, Samuel, Capt., U.S. ships *Richmond, Baltimore, Constellation, Chesapeake* and *President:*
Correspondence with—
Navy, Secretary of 183
Truxtun, Thomas, Capt 5, 12
Record of service 317
References to 5, 67, 94, 118, 133, 151, 175, 311, 312, 364, 365, 369, 370
Retained under P. E. A 135
See Chesapeake, U. S. S.
Sent slaves to Norfolk 116, 117
To escort prize *Brilliant* and other vessels 87
Will convoy vessels from West Indies 11
Barrowdale, John, Master, ship *Molly* 416
Barry, Garrett, Master, brig *Fly* 397
Barry, James, owner of brig *Fly* 397
Barry, John, Capt., U. S. S. *United States:*
Assumed command of U. S. vessels at St. Kitts 89, 94, 95
British desire help from, if attacked by French 152
Correspondence with—
Jewett, David, Capt 116
Mullowny, John, Lt 459
Navy, Secretary of 14, 15, 23, 55, 56, 154, 212, 235, 240, 251, 302–304, 306
Thomson, Robert, British Commander in Chief, West Indies 152
Truxtun, Thomas, Capt 90–93, 95, 105
Instructions for proving guns 302
Instructions to be observed pending ratification of treaty 55, 56
Invitation to dine with Robert Thomson 152
Record of service 317
References to 54–56, 61, 78, 102–104, 107, 108, 133, 153, 161, 204, 236, 311, 371
Retained under P. E. A 135, 251
See United States, U. S. S.
Signals, copy of, to be sent to Captain Truxtun 310
States bottom of *United States* is in good condition 304
To take command on Guadeloupe Station 14, 15, 20
Too ill to prove guns 304
Went aboard *President* 92
Barry, John, midshipman, *Montezuma* 317
Barry, William, corporal, U. S. M. C., *United States* 65
Barry, William, private, U. S. M. C., *Ganges* 184
Barryman, Isaac, gunner, *Adams* 317
Barryman, John, seaman, *United States* 62
Bartlett, William, Master, snow *Eliza* 393
Bartlett, William, owner of ship *Rose* 427
Bartling, Daniel, acting midshipman, U. S. S. *General Greene* 317

Page

Barton, Charles F., acting midshipman, *Trumbull* 317
Barton, Jeremiah, Lt., *Insurgente* and *Constellation* 317
Barton, John, Master, brig *Cruger* 390
Basdell, William, boatswain, *Constellation* 317
Bashaw of Tripoli. *See* Tripoli.
Basset, Richard, Sir 283
Bassett, Edward, master's mate, *Eagle* 317
Bassett, Edward, quarter master, *United States* 63
Batavia:
Connecticut and *Ganges* to proceed to 3, 10, 24, 25, 91, 92, 144
Ganges and *Connecticut* to await further orders 30
Ganges sailed for 144
Money from sale of provisions at 309, 310
Provisions for *Ganges* and *Connecticut* 6, 7, 93, 94
Shipment of provisions to, for U. S. vessels to be stopped 30, 31
Bates, Henry, Master, brig *Hope* 405
Bates, Merrit, mate, ship *Henry* 403
Bates, Moses M., midshipman, *Congress* and *General Greene* 317
Batton, James, seaman, *United States* 63
Baur, Master, schooner *Nancy* 418
Baur, Master, sloop *Nymph* 420
Baury, Francis, acting midshipman, *Trumbull* 317
Bayard, Mr., declines to act as minister plenipotentiary to France 132
Bayley, James, boatswain, *Scammel* 317
Bayly, Louis C., midshipman. *See* Bailey, Lewis C.
Bayonnaise, French privateer:
Fame, ship, captured by 395
Fanny, brig, plundered by 396
Beale, Joseph, midshipman, *Herald* and *Boston* 317
Beale, Richard C., Lt., *Constitution* and *Essex* 47, 317
Beale, Thomas T., midshipman, *Chesapeake* 136, 317
Beard, Robert, Master 450
Beardsley, Henry, midshipman, *Connecticut* 317
Beaufort, U. S. galley, Capt. P. A. Cartwright:
Data concerning 364
Reference to 363
To be sold 305, 306
Beauty, schooner, Commander Carey 383
Beaver, ship, in convoy of *Apollo* 381
Beck, Daniel, midshipman, *Herald* 317
Beckford, Benjamin, Commander, ship *Aurora* 383
Beckford, Ebenezer, part owner of schooner *John* 408
Beckford, Jonathan, mate, brig *Three Friends* 434
Bedford, ship, Commander Read 383
Bedinger, Daniel, navy agent, Norfolk, Va 375
Bee, Judge 159
Beebe, Jason, corporal, U. S. M. C., *Trumbull*, wounded 151
Beekman, John, navy agent, New York, N. Y 374
Belgrade, ship 383
Belisarius, ship, Comdr. Edward Allen 383
Bell, captain of brig *Rambler* 377
Bell, Daniel, Lt., U. S. M. C 359
Bell, Joseph and William, part owners of brig *Sally* 429
Bellisarius, schooner, Comdr. John McL. Harion 383
Bellona (Bellone), French privateer:
Boarded ship *Fame* 396
Captured *Betty Cathcart* 272
Captured brig *Ann* 380
Bellona, schooner, Commander Don 383
Bellona, ship, Commander Riley 383
Belvidere, ship, Comdr. David Ross, beat off French privateers 383
Benbridge, Henry, prize agent 213, 214
Benjamin, ship 383
Benn, John H., owner of schooner *Violet* 436
Benner, John, private, U. S. M. C., *Ganges* 184
Bennett, Edward, midshipman, *Chesapeake* and *President* 136, 317

Page

Bennett, Noah, Master, brig *Augusta* 382
Benson, Francis, master's mate, *Essex* 318
Bentley, Christopher, Master, ship *Ann and Hope* 380
Bentley, Peter E., midshipman, *Congress* and *Chesapeake* 136, 318
Bently, James, mate, ship *John Jay* 408
Berlioz, accountant 238
Bermuda, privateers of, beaten off by brig *Fly* 397
Bermuda Packet, sloop, Comdr. George Wiseman, fired on brig *Sally* 383
Bernard, Frederick, surgeon's mate, *Constellation* 318
Berry, J., Commander, ship *Adventure* 377
Berry, Jacob, second mate, *Belisarius* 383
Berryman, Isaac. *See* Barryman, Isaac.
Berseau. *See Le Berceau.*
Bess, John, gunner, *United States* 318
Betsey, brig, Commander Earl 384
Betsey, brig, Commander Halliburton, captured by *Gen'l Massena* 384
Betsey, brig, Commander Ropes 384
Betsey, brig, Commander Stuart 384
Betsey, brig, Commander Van Buren 384
Betsey, brig, Commander Winship 384
Betsey, brig, Masters White and Howland, in engagements with privateers 384
Betsey, picture of, engaging privateers Facing page 384
Betsey, schooner, Comdr. John Johnson, captured by *La Republicain* 384
Betsey, schooner, recaptured by *Connecticut* 59
Betsey, schooner, recaptured by *Philadelphia* 59
Betsey, ship, Commander Carberry 384
Betsey, ship, Comdr. Josiah Obear, captured by *La Bergere* 384
Betsey, snow 384
Betsey and Nana, schooner 384
Betsy, brig, Comdr. Joseph Chatfield 384
Betsy, ship 384
Bett, Master, schooner *Felicity* 397
Bettner, Henry, midshipman. *See* Bittner, Henry 318
Betty Cathcart, prize to French privateer *Bellona* 272
Bevins, Master, schooner *Flying Fish* 398
Biays, Mr., owner of *Maria* 98
Biays, James, owner of schooner *Philip* 422
Biddle, Mrs 71
Biddle, Charles, prize agent for Captain Truxtun 1, 10, 69–71, 95, 96, 151, 213, 214
Biddle, Clement, Jr., midshipman, *Philadelphia* 8, 136, 318
Biddle, Edward, midshipman, *President* 1, 318
Biddle, James, midshipman, *President* 71, 136, 318
Bigard, flag officer of French cartel *Alliance* 74
Biggs, James, midshipman, *United States* 61, 136, 318
Bilboa, schooner 385
Bill, Gordon, Master, ship *Truxtun* 435
Bill, Sylvester, Master, ship *Hope* 405
Billings, Richard, part owner of *Adolph* 376
Bills, George, boatswain, *Adams* 318
Billups, George, Master, ship *Traveller* 434
Binder, George, carpenter, *Delaware* 318
Bird. *See* Riddle and Bird.
Bishop, Sylvanus, seaman, *United States* 63
Bittner (Bettner), Henry, midshipman 318
Black, James, seaman, *Chesapeake* 12
Blackler, John C., Master, schooner *John* 407
Blackler, William, part owner of schooner *John* 407
Blackler, William, Jr., Master, ship *Elizabeth* 394
Black River, ship 385
Blagge, John, navy agent, New York, N. Y 374
Blagge, John, owner of merchant ships 397, 410
Blaine, Ephraim R., midshipman, *Ganges* and *Constellation* 136, 318
Blair, George, Lt., *Congress* 318
Blake, Charles, surgeon's mate, *Constitution* 318
Blake, Joshua, midshipman, *General Greene, Experiment, George Washington* and *Philadelphia* 135, 318

Page

Blake, Philemon C., midshipman, *President*---- 136, 318
Blake, William, midshipman, *Augusta*---- 136, 318
Blakeley, Johnston, midshipman, *President*---- 136, 318
Bland, Master, brig *Fanny*---- 396
Blight, Peter, owner of merchant ships---- 402, 421
Bliss, Theodore, Master, ship *Philadelphia*---- 422
Blodget, Mr---- 153
Blodget, Samuel Gilman, midshipman, *Ganges* and *Constitution*---- 136, 318
Blount, W. M., midshipman, *George Washington*---- 318
Board of officers recommended to superintend naval work---- 84
Boatswains retained under P. E. A---- 136
Boden, John, Master, brig *Lydia*---- 411
Boggs, Master, brig *Hannah*---- 402
Bon Amie. *See La Bonne Amitie.*
Bon Pere captured by *Eagle*---- 311, 362, 372
Bool, Commander, ship *Astrea*---- 382
Boon, John, seaman, *United States*---- 65
Booth, George, landsman, *United States*---- 63
Bordelais, French privateer, captured ship *Port Mary*---- 424
Bordman, Wm. H., part owner of ship *Brutus*---- 385
Borneo, ship, Masters Gibaut and Smith---- 385
Borrowdale, Captain, ship *Mary*---- 34
Borrowdale, John, Master, ship *Felicity*---- 397
Boss, Edward, Lt., *Constitution* and *Experiment*---- 292, 318
Boss, Edward Jr., acting midshipman, *Constitution* and *Experiment*---- 318
Boss, Joseph 3rd., midshipman, *General Greene*---- 318
Boston, Mass.:
- All the stores to be in charge of Caleb Gibbs---- 276, 277
- Brown, Samuel, asked to be navy agent at---- 171
- Duties of superintendent of navy yard---- 251, 252
- French prisoners held at---- 54, 125
- Ground has been bought for navy yard---- 81
- Prizes condemned at---- 209, 210

Boston, ship, Commander Crocker---- 385
Boston, U. S. S., Captains George Little and Daniel McNeill:
- *Amphetrite*, H. B. M. S., spoken by---- 224
- *Commors*, brig, brought to---- 208
- Complement for---- 273
- Court to inquire into conduct of Captain Little---- 254–256
- Data concerning---- 364
- *Deux Anges*—
  - Captured by---- 60, 311, 372
  - Condemned at Boston---- 209
- *Eagle* in company with---- 224
- Extracts from log book of---- 7, 27, 139, 147, 190, 201, 208, 211, 214, 221, 222, 224, 234–236, 238, 241, 258, 259
- *Flying Fish* captured by *Boston* and *General Greene*---- 311, 372
- Lacolombez, L., allowed passage to France---- 274
- *La Fortune* captured by---- 311, 372
- *Le Berceau*, prize—
  - Arrived at Boston---- 27
  - Captured by---- 60, 311, 373
  - Cash taken from---- 259
  - Decreed forfeited and ordered sold---- 210
  - To be restored to France---- 150, 253, 254
- *Le Gourde du Pelican* captured by *Boston* and *Norfolk*---- 311, 372
- *L'Espoir* captured by *Boston* and *Augusta*---- 311, 373
- *L'Heureux*—
  - Captured by---- 311, 372
  - Case undecided---- 209, 210
- Livingston, Robert R. minister to France, will take passage in---- 272–276
- McNeill, Daniel, Capt., to succeed Captain Little---- 266
- Marines for---- 142, 262, 263
- *Minerva*, ship, spoken by---- 235
- Minister to be landed at L'Orient or Havre---- 291
- Officers, warrants for---- 286

Boston, U. S. S., Captains George Little and Daniel McNeill—Contd. Page
Operations of 60, 282
Polly, schooner spoken by 234
Preparation for passengers on cruise to France 272–276, 285
Recommended for retention 80
Recruiting for, to be stopped 267
References to iv, 200, 315–317, 319–326, 329–335, 337–340, 342–345, 347–351, 354–359
Retained under P. E. A 134, 193, 313
See Little, George, Capt.
Small boat captured by 372
Somers, Richard, Lt., ordered to 271
Supplies to brig *Morning Star* 147
To be placed in ordinary 191, 218, 233
To join Mediterranean Squadron 246, 252, 286
To prepare for active service 262
To protect East India trade 109, 111, 120, 146
To remain at Boston for further orders 142, 216
Trinety, brig. spoken by 201
Boston Packet, ship 385
Bostwick, Richard, Lt., galley *Governor Davie* 362
Bosworth, Joseph R., Master, schooner *Flying Fish* 397
Bosworth, Nathaniel, Lt., *Congress* 292, 318
Bouginville, French privateer, captured ship *Osiris* 421
Bounetheau, Peter, midshipman, *John Adams* 318
Bounty, to whom paid 472
Bourn, Ezra, master's mate, *Baltimore* 318
Bourne, Master, ship *Mary Ann* 414
Bourne, Lemuel, Master, ship *Victoria* 436
Bourneville, Citizen 461
Boush, James, Lt., *Richmond* 318
Bowen, Charles D., ordinary seaman, *United States* 63
Bowen, Cyril, Master's mate, *Connecticut* 319
Bowen, Ephraim, supercargo and part owner of ship *Providence* 424
Bowers, Master, ship *Jenny* 407
Bowers, John, part owner of ship *Rising States* 427
Bowers, Samuel, master builder, wanted for survey of *Constellation* 243
Bowlan, Metcalf, Master, ship *Rebecca* 425
Bowles, William, Commander, ship *Alert* 377
Boyd, Master, ship *Superb* 432
Boyd, George, midshipman, *Portsmouth* and *Boston* 319
Boyd, George, seaman, *United States* 62
Boyd, James, ordinary seaman, *United States* 63
Boyd, James, seaman, *United States* 65
Boyd, James, surgeon's mate, *Augusta* and *Experiment* 136, 319
Boyd, Jesse, landsman, *United States* 62
Boyd, Walter, midshipman, *United States* and *Experiment* 65, 136, 319
Boyd, William, owner of ship *Mermaid* 415
Boyle, James, landsman, *United States* 63
Boyle, T., part owner of ship *Vigilent* 436
Boyle, Thomas, Master, ship *Vigilent* 436
Boyne, ship, Commander Brown 385
Boyson, Paul, Master, ship *Swift* 444
Brackett, Benjamin, boatswain, *Constitution* 319
Braddock, John, Capt., galley *St. Mary's* 363
Bradford, Gamaliel, Master, ship *Industry* 406
Bradford, Gamaliel, Master, ship *Mary* 413
Bradford, Gershom, mate, ship *Industry* 406
Bradford, James H., surgeon's mate, *Boston* 319
Bradish, John, Master, schooner *President* 424
Bradley, Philip B., marshal of Connecticut, disposition of French prisoners 125
Bradstreet, Nathaniel, surgeon, *Merrimack* 319
Brady, Hugh, landsman, *United States* 64
Braine, Daniel H., Master, ship *Fanny* 396

Page

Brandt, Richard B., midshipman, *Richmond* and *Ganges* ... 136, 319
Brandt, Richard C., sailing master. *See* Brandt, Richard, B., midn.
Brantz, Master, ship *Sphinx* ... 431
Brasyue, Mr ... 231
Bread of U. S. S. Congress ... 101, 124
Breath, Master, ship *Hercules* ... 404
Bremer, Alexander, Master, schooner *Sea Horse* ... 430
Brestland, Barney, landsman, *United States* ... 64
Brian, Garret, master's mate, *Congress* ... 319
Brice, Master, ship *Manchester* ... 411
Bridges, Commander, ship *Anubis* ... 381
Bridgham, Joseph, acting midshipman, U. S. S. *General Greene* ... 319
Bridgstock, William M., boatswain, *Delaware* ... 319
Briggs, Johnson, mate, ship *Recovery* ... 426
Briggs, William, sailing master, *Connecticut* ... 319
Briggs, William Jr., midshipman, *Connecticut* ... 319
Bright, Francis, Capt., U. S. R. C. *Virginia* ... 151, 213, 362, 371
Bright, Peter, master's mate, *Delaware* and *United States* ... 65, 319
Brillant Jeunesse, Captured by *Baltimore* ... 311, 372
Brilliant, French privateer:
  Arrived at Norfolk ... 92
  Captured by *Merrimack* ... 87, 311, 373
  Condemnation and sale of ... 114, 115
  Condemned in Virginia Court ... 175
  Sent to United States ... 5, 87
Britannia, ship, Comdr. Andrew Cazneau:
  Captured by French privateer ... 385
  Recaptured by *Surprise* ... 385
Broadstreet, Nathaniel, surgeon. *See* Bradstreed, Nathaniel.
Brock, Edward, sailing master, U. S. R. C. *Scammel* ... 319
Brock, Thomas John, master's mate, *Patapsco* ... 319
Brogan, Dennis, landsman, *United States* ... 64
Bron, William, master's mate. *See* Brow William.
Brookline, ship ... 385
Brooks, Samuel B., Lt. *Constellation* ... 234, 319
Brooks, Thomas M., carpenter, *Congress* ... 319
Brooks, Zachariah, mate, brig *Fanny* ... 396
Brothers, ketch ... 385
Brothers, schooners ... 385
Brothers, schooner, letter forwarded in ... 299
Brothers, ship ... 385
Broughton, Reuben, midshipman, *Enterprize*, and *Portsmouth* ... 319
Brow, William, midshipman, *United States* ... 61, 319
Brown, Commander, ship *Boyne* ... 385
Brown, Master, ship *Eliza* ... 393
Brown, Master, ship *Gadsden* ... 399
Brown, A., owner of ship *Cleopatra* ... 388
Brown, Aquilla, owner of ship *Harriot* ... 403
Brown, Benjamin, Master, ship *Prudent* ... 424
Brown, Daniel, master's mate, *Merrimack* ... 319
Brown, Daniel, midshipman, *Merrimack* ... 319
Brown, Daniel M., master's mate, *Philadelphia* ... 319
Brown, David (or Daniel) boatswain, *Adams* and *Eagle* ... 319
Brown, Enoch, midshipman, *Insurgente* and *Ganges* ... 319
Brown, George H., gunner, *Trumbull* ... 319
Brown, John, boy, *United States* ... 63
Brown, John, Capt., U. S. R. C. *Diligence* ... 362, 366
Brown, John, Lt., galley, *South Carolina* ... 363
Brown, John, Master, brig *Felicity* ... 397
Brown, John, midshipman, *Essex* ... 319
Brown, Joseph, Master, ship *Jacob* ... 407
Brown, Joseph, midshipman, *Merrimack* ... 319
Brown, Matthew, carpenter, *Philadelphia* ... 136, 319

Brown, Moses, Capt., U. S. S. *Merrimack:*
Correspondence with— Page
Navy, Secretary of 106, 176
Truxtun, Thomas, Capt 5, 69
Discharged under P. E. A 176
Prize money from sale of *Brilliant* 114, 115
Record of service 320
References to 5, 10, 72, 73, 88, 92, 99, 175, 311, 368
See Merrimack, U. S. S.
Brown, Moses, part owner of merchant ships 404, 429
Brown, Nathaniel, Master, brig *Sukey* 432
Brown, Oliver, mate, schooner *Flying Fish* 397
Brown, Richard, mate, ship *Rebecca* 425
Brown, Samuel, Master, ship *Tyre* 435
Brown, Samuel, navy agent, Boston, Mass.:
Asked to accept appointment 171
Correspondence with—
Little, George, Capt 259
Navy, Secretary of 171, 185, 193, 208, 209, 220, 246, 247, 253, 254, 266, 267, 276, 277, 294, 307
Talbot, Silas, Capt 280, 281
Data obtained from papers of 167, 198, 201, 202, 238, 268, 280, 281
Dillaway, Thomas, bill of, paid 167
French prisoners sent to 229
Instructions to, for sale of *Merrimack* 171
Le Berceau—
Account against 198
Repairs to 268
Rigging for 201, 202
Money for U. S. ships 192, 216, 219, 220, 233, 239, 274
Powder from *Boston* 218
Record of service 374
References to 176, 179, 374
Stores at Boston to be delivered to Caleb Gibbs 276, 277
To succeed Stephen Higginson as agent 167
Brown, Samuel, part owner of ship *Nancy* 418
Brown, Thomas, Commander, ship *Albemarle* 377
Brown, Thomas, midshipman, *George Washington* and *Philadelphia* 136, 320
Brown, William, boatswain, U. S. R. C. *Scammel* 320
Brown, William, Master, ship *Brutus* 385
Brown, William, mate, ship *America* 379
Brown and Ives, ship owners 380, 408
Brownell, Master, schooner *Success* 432
Bruce, Master, brig *Polly* 423
Bruce, David, mate, ship *Mount Vernon* 417
Bruce, David, sailing master, U. S. R. C. *Pickering* 362
Brum, Joseph, midshipman. *See* Brown, Joseph.
Brum, Philip, first mate, U. S. R. C. *Eagle* 362
Brutus, ship, Commander Mackett 385
Brutus, ship, Commander Rutherford 385
Brutus, ship, Masters Crowninshield and Brown 385
Bryan, Master, ship *Tanner* 433
Bryan, Henry G., master's mate, *President* 320
Bryant, Timothy, Master, ship *Active* 376
Bryden, Commander, ship *Carlisle* 386
Bryden, James, midshipman, *Insurgente* 320
Buchanan, James A., ship owner 410, 418, 434
Buchanan, Lloyd, part owner of schooner *Isabella* 407
Buchanan, Thomas, ship owner, 417, 434, 435
Buchanan, Walter W., surgeon, *Ganges* 320
Buchner, Thomas, Master, schooner *Shepherdess* 430
Buckley, Master, schooner *John* 408
Buckley, Charles, misdhipman. *See* Bulkley, Charles.
Buckskin, schooner 385
Buffington, James, mate, ship *Prudent* 424
Buffington, John, gunner, U. S. R. C. *Scammel* 320
Buisson, Joseph, prize *Peggy* 124, 182, 222

Page

Bulkely, Asa, master's mate, *Connecticut* ... 320, 449
Bulkley, Charles, midshipman, *Trumbull* ... 320
Bulkley, Jonathan, midshipman, *Trumbull* ... 320
Bull, William R., gunner, *John Adams* ... 320
Bullen (Buller), Samuel, midshipman, *Boston* ... 320
Bullis, John, surgeon. *See* Bullus, John.
Bullock, Benjamin, Master, ship *Henry* ... 403
Bullus, John, surgeon, *United States* and *Insurgente* ... 136, 320
Bumpus, Nathan, private, U. S. M. C., *Ganges* ... 184
Bumstead, Samuel, Master, ship *Guatimozin* ... 402
Bunbury, Mrs ... 254
Bunbury, M. Simmones, Lt. Comdg. U. S. brig *Eagle*:
Correspondence with Secretary of Navy ... 22, 58, 78, 203, 204, 241, 242, 254
Court martial of Charles Webb, surgeon ... 236–238
Instructions to ... 58
Record of service ... 320
References to ... 200, 366
See Eagle, U. S. brig.
To command *Eagle* ... 21, 22
Bunce, Master, brig *Polly* ... 423
Buonaparte:
Captured by *Merrimack* ... 311, 372
Claim for Swedish goods taken in ... 78
Burceau. *See Le Berceau.*
Burchard, Moses, master's mate, *Constitution* ... 320
Burges, Thomas, Master, schooner *Weymouth* ... 437
Burgess, John, Master, schooner *Polly* ... 423
Burgoin, Etienne, landsman, *United States* ... 62
Burk, Thomas, sailmaker, *Merrimack* ... 320
Burke, Commander, brig *Ann* ... 380
Burke, Michael, carpenter, *Baltimore* ... 320
Burland, James A., midshipman, *Maryland* ... 320
Burn, Ansel, Master, *Polly* ... 442
Burnes, James, mate, brig *Fame* ... 395
Burnham, Charles H., Jr., records published by courtesy of ... v, 100, 101
Burnham, Josiah, Jr., Master, brig *Georgia Packet* ... 401
Burns, George, Commander, ship *Amazon* ... 378
Burns, James, Lt., *Ganges* and *Congress*:
Charges against ... 48, 49
Correspondence with Captain Sever ... 66
Record of service ... 320
Under arrest ... 48, 51, 66
Burr, Aaron, Vice President, U. S. A.:
Correspondence with—
Secretary of Navy ... 222
Truxtun, Thomas, Capt ... 190
Reported elected Vice President ... 94
Burr, Redmond. *See* McBurr, Redmond.
Burrill, Charles, mate, brig *Sukey* ... 432
Burrough, George H., ship owner ... 427, 435
Burrows, George, Captain, *Serdina* ... 440
Burrows, Samuel, corporal, U. S. M. C., *United States* ... 65
Burrows, Thomas, midshipman, *Delaware* and *Philadelphia* ... 320
Burrows, William, midshipman, *Portsmouth* and *Philadelphia* ... 136, 320
Burrows, William W., Lt. Col. Comdt., U. S. M. C.:
Correspondence with—
Alexander, Philip, Lt., U. S. M. C ... 172, 173
Caldwell, Henry, Lt., U. S. M. C ... 175
Church, Jonathan, Lt., U. S. M. C ... 262, 263
Clark, Lemuel, Capt., U. S. M. C ... 256
Clinch, Bartholomew, Lt., U. S. M. C ... 76
Derby, Richard, Capt ... 155, 156
Gale, Anthony, Lt., U. S. M. C ... 207
Greenleaf, Robert, Lt., U. S. M. C ... 142, 179
Hall, Edward D., Lt., U. S. M. C ... 155
Hooper, Thomas W., Lt., U. S. M. C ... 180

Burrows, William W., Lt. Col. Comdt., U. S. M. C.—Continued.
Correspondence with—Continued. Page
Howard, John, Lt., U. S. M. C. 184
Keene, Newton, Lt., U. S. M. C. 197, 198
Lewis, John L., Lt., U. S. M. C. 127, 128, 133
Llewellin, Samuel, Lt., U. S. M. C. 51, 180, 181
Mix, James P., sergeant, U. S. M. C. 150, 151
Navy, Secretary of 141, 167, 191, 222, 226, 241, 269, 303
Truxtun, Thomas, Capt. 187–189
Wharton, T., Lt., U. S. M. C. 123
Pay, extra, for added duty of paymaster 150
Record of service 359
References to 154, 360, 361
Truxtun, Captain, thinks he takes too much upon himself 195
Burton, Henry, ordinary seaman, *United States* 61
Burton, John, seaman, *United States* 63
Burton, Peter, Commander, brig *Agnes* 377
Bush, Joseph, midshipman 320
Bushnell, Ebenezer, purser, *Warren* 320
Busy, English sloop of war 99, 399
Butler, Benjamin, owner of ship *Sally* 429
Butler, David, Commander, schooner *Charming Betsey* 387
Butler, Henry Sterling, midshipman, *Boston* 320
Butler, James, sailmaker, *Portsmouth* 320
Butler, Richard, sailing master, *Essex* 320
Butler, Silas, purser, *Connecticut*:
Prize money for *Italie Conquise* 103
Record of service 320
Retained under P. E. A. 136
Butler, William, midshipman, *Philadelphia* 136, 320
Butman, John, master's mate, *Richmond* 321
Butt, Thomas, corporal, U. S. M. C. *United States* 66
Buttlar, Silas, purser. *See* Butler, Silas.
Byers, David, midshipman, U. S. S. *General Greene* 321
Byfield, brig, Comdr. Simeon Kinsman 385
Byrne, Clifford C., mate, snow *Fanny* 396
Byrne, Gerald, Lt., *General Greene*, *Pickering*, *Insurgente* and *New York* 187, 321
Byrne, Hugh, ordinary seaman, *United States* 63
Cables, Denbo, master of brig *Genius* 400
Cabot, schooner, Commander Compton 385
Caffin, mate, brig *Ariel* 381
Cain, John, ordinary seaman, *United States* 65
Calder, master, ship *Flora* 397
Calder, George, midshipman, *Montezuma*, *Patapsco* and *Chesapeake* 136, 321
Caldwell, Henry, Lt., U. S. M. C.:
Correspondence with Lt. Col. Comdt. W. W. Burrows 175
Information given relative to Master Comdt. David Jewett 72
Record of service 359
Caldwell, James R., Lt., *United States*, *Experiment*, *Ganges* and *Constellation* 135, 308, 321
Caledonia, ship 385
Callahan, Mr., owner of brig *Hannah* 402
Callahan, William, Master, ship *Hope* 405
Callahan, William, Master, ship *Mississippi* 416
Callender, Commander, brig *Amelia* 378
Calman, Joseph, part owner of *Charlotte* 387
Calvert, Thomas, Lt. Comdg., U. S. ships *Norfolk* and *Eagle*:
Correspondence with Secretary of Navy 7
Must be ready to sail in 5 days 7
Record of service 321
Recruiting instructions, circulars, etc., to be given to Lieutenant Bunbury 22, 58
Reference to 369
See Norfolk, U. S. S.
Camilla, recaptured a Portuguese brig 439

Page

Camilla, ship, Commander Seward:
Defeated a French privateer 386
Recaptured schooner *Little John* 386, 439
Camilla, ship, Commander West, in engagement with French privateer 386
Cammack, William, Lt., U. S. M. C 359
Campbell, Ang., boatswain, galley *South Carolina* 363
Campbell, Archibald, navy agent, Baltimore, Md.:
Correspondence with Secretary of Navy 30, 130
Money for various U. S. ships 148, 210, 225, 241, 242, 249, 278, 279
Provisions and stores for *Maryland* 105, 148
Record of service 374
Campbell, Hugh G., Capt., U. S. ships *Eagle* and *General Greene:*
Correspondence with Secretary of Navy 74, 139, 173, 174, 235, 292
Discharged under P. E. A 292
Prize money 197
Record of service 321
References to 151, 173, 213, 214, 366, 392
Retained under P. E. A 135
See Eagle, U. S. brig, and *General Greene*, U. S. S.
Campbell, James, Lt., *Adams, Philadelphia* and *Eagle* 321
Campbell, John, carpenter, *Richmond* 321
Campbell, William, landsman, *United States* 62
Campbell, William, Jr., midshipman, *President* 136, 321
Cannon. *See* guns.
Cannon, Charles G., midshipman, *Chesapeake* 321
Cannon, John, landsman, *United States* 64
Canton, ship, Commander McLachlin 386
Canton, ship, Comdr. Richard Dale 386
Cape Francois, embargo upon vessels in port of 299
Captain General of Marines, Havana, correspondence with Capt. Alexander Murray 132
Captains retained under P. E. A 135
Captives, pay of, to continue 471
Captures by British vessels. *See* Great Britain.
Captures by French vessels. *See* France.
Captures by Spanish vessels. *See* Spain.
Captures by United States vessels. *See* prizes and engagements.
Captures made after Oct. 1, 1800, to be restored under treaty 55, 56
Captures not condemned by Oct. 1, 1800, to be restored under treaty 122
Carberry, Commander, ship *Betsey* 384
Carey, Commander, schooner *Beauty* 383
Carey, Richard, Jr., midshipman, *Constitution* and *Boston* 137, 321
Carlile, Benjamin F., part owner of ship *Henry* 403
Carlile, Samuel, part owner of ship *Henry* 403
Carlisle, ship, Commander Bryden, beat off French privateers 386
Carmelite, schooner, Commander Jenne 386
Carmick, Daniel, Captain, U. S. M. C 359
Carnatic, H. B. M. S 225
Carolina, ship, Commander Cooke, captured by privateer 386
Carolina, ship, Comdr. Wm. Malcolm, captured by *Courageux* 386
Caroline, French privateer, captured brig *Nancy* 417
Caroline, schooner, arrived at Bordeaux 231
Caroline, schooner, Commander Clarke 386
Caroline, ship, Comdr. Enoch Preble 386
Caroline Wilmans, brig, Commander McKee 386
Carpender (Carpenter), Benjamin, midshipman, *Adams* 321
Carpenter, Christopher S., midshipman, *George Washington* 321
Carpenter, Daniel, master's mate, *George Washington* 321
Carpenter, Francis, seaman, *United States* 62
Carpenter, Thomas Oliver Hunt, surgeon's mate, *George Washington* 321
Carpenters retained under P. E. A 136
Carr, Edward, boatswain, *Patapsco* 321
Carr, John, acting boatswain, *Enterprize* 321
Carr, John H., purser, *Constellation* 197, 321
Carrall, Mr. *See* Carroll, Michael B.
Carrere, J., part owner of ship *Vigilent* 436
Carrick, Samuel D., midshipman 321

Page
Carroll, Michael B., midshipman, *Montezuma* and *Philadelphia* 17, 52, 136, 321
Carrolton, ship 386
Carson, John, midshipman, *Constellation* 321
Carson, Richard, midshipman, *New York* 321
Cartee, Seth, acting sailing master, *Enterprize* 321
Carter, Seth, Master, schooner *Eagle* 392
Cartwright, Paul (or P. A.), Capt., *Beaufort:*
Record of service 363
Reference to 364
See Beaufort, U. S. galley.
To deliver galley to William Smith and Co 301
Carty, William F., Cape Francois 294
Casach, Master, sloop *Henry* 403
Caseley, John, private, U. S. M. C., *Ganges* 184
Casey, Henry Purdon, midshipman, *President* 137, 322
Casey, John A., surgeon's mate, *Patapsco* 322
Caskery, James, private, U. S. M. C., *Ganges* 184
Cassell, Master, brig *Orlando* 421
Cassin, John, Lt., *Philadelphia* 79, 85, 135, 322
Cassin, Stephen, midshipman, *Philadelphia* 136, 322
Cassius, ship 386
Castaino, Bd., Cape Francois 294
Casthill, Joseph, ordinary seaman, *United States* 62
Castor, H. B. M. S., Captain Fellows, in company with *Connecticut* 446, 447
Castor and Pollox, ship, beat off French privateer 386
Casualties:
Aboard a French privateer during engagement with *Enterprize* 16
Angus, Samuel, midshipman, *Enterprize*, wounded 16
Beebe, Jason, corporal, U. S. M. C., *Trumbull*, wounded 151
Biddle, Edward, midshipman, *President*, died 1, 318
Davis, W., marine, *Delaware* 123
Ellison, Daniel, injured aboard *Philadelphia* 17
Gray, William, lost overboard from *Constitution* 53
Hickman, Thomas, marine, *Ganges*, died 124, 184
Holden, Jonathan, ordinary seaman, *Connecticut*, died 448
Hope during engagement with a privateer 405
In actions between *Enterprize* and French privateers 312
Insurgente and *Pickering* lost at sea 368, 369
Johnson, Stanly (Shanly), private, U. S. M. C., *Congress*, died 180
Kent, Thomas, seaman, *Philadelphia*, drowned 11
McCarty, Michell, seaman, *Boston*, died 7
McCleary, William, Lt. U. S. M. C., *United States*, died 76, 360
Marines aboard *Adams*, deaths 155
Morley, Roderick, sergeant of marines, *Boston*, wounded 60
Riley, John, ordinary seaman, *President*, drowned 39
Roberts, Michael, midshipman, *Boston*, drowned 235, 347
White, Robert, cooper, *Connecticut*, died 448
Caswell, Master, brig *George* 400
Catherine, ship, Commander Mills 386
Catherine, ship, Commander Moore 387
Catherine, sloop, spoken by *Philadelphia* 104
Catlett, Hanson, surgeon, *Montezuma* and *Baltimore* 322
Cato, ship 387
Caulkings, David, carpenter, *Richmond* 322
Cazneau, Master, brig *Lydia* 411
Cazneau, Andrew, Commander, ship *Britannia* 385
Cecil Furnace:
Guns manufactured by, accounts of 296, 297
Guns proved at 298
Ceres, brig, Comdr. John O'Conner 387
Ceres, brig, recaptured by *Merrimack* 59
Chadwick, Master, ship *America* 379
Chafee, Master, ship *Portland* 424
Chairman, Committee on Naval Affairs. *See* Parker, Josiah.
Chamberlain, Master, brig *Zephyr* 438

Page

Chamberlain, Benjamin, seaman, *United States* 62
Chamberlain, Edward, Master, brig *Elizabeth Jones* 394
Chambers, Jo., Comptroller's Office 272
Champlin, Jabez, purser, *General Greene* 322
Champlin, John, Master, ship *Louisa* 410
Champlin, William, master and owner of brig *Eliza* 393
Champney, Benjamin, surgeon, *Philadelphia* 322
Chance, schooner, Commander Almy 387
Chance, schooner, Commander Graham 387
Chandler, Samuel, Chaplain, *Patapsco* and *United States* 65, 138, 322
Channing. *See* Gibbs and Channing.
Chapin, Hyram, private, U. S. M. C., *United States* 66
Chaplains retained under P. E. A 138
Chapman, Isaac N., mate, ship *Recovery* 426
Chapman, John, private, U. S. M. C., *United States* 65
Chapman, Jonathan, Capt., U. S. R. C., *Pickering* 322, 369
Charles, ship 387
Charles, Carter, ship 387
Charleston, S. C.:
- French prisoners to be delivered to Mr. Letombe 125
- Prisoners to be sent to St. Domingo 287, 282
- Public stores at, to be sold 8

Charleston, U. S. galley, Captains James Payne, and Oliver Pendleton:
- Data concerning 365
- Dismantled 276
- Reference to 363
- To be sold 305, 306

Charlestown, ship, Comdr. Alexander Coffin 387
Charlotte, brig 387
Charlotte, schooner, Commander Hubbert 387
Charlotte, schooner, Comdr. Wm. King 387
Charlotte, ship, Comdr. J. Smith 387
Charlotte, snow, Comdr. Sam'l R. C. Moffatt 387
Charlotte Murdock, brig, Comdr. John Walker 387
Charming Betsey, Danish schooner:
- Damage suit against Captain Murray 280
- Damages claimed for recapture by *Constellation* 221, 225, 226, 238, 239
- Government to intervene in damage suit by owners 287

Charming Betsey, schooner, Commander John Conway, fought off French privateer 387
Chase, John, ordinary seaman, *United States* 63
Chase, Samuel, Lt., *Merrimack* 322
Chase, William, Master, ship *Rose* 427
Chatfield, Joseph, Commander, brig *Betsy* 384
Chatham, brig, beat off privateer 388
Chatham, schooner, Master Mills 388
Chatham, snow, Master Stanwood 388
Chauncey, Isaac, Lt., *President:*
- Complaint against Master John King 123
- Record of service 322
- Retained under P. E. A 135
- Trouble with Marine Corps officers 188

Chesapeake, ship, Master Tombs, sunk American vessel *Vigilant* 388
Chesapeake, U. S. S., Capt. Samuel Barron:
- At Norfolk, crew discharged 146
- Captured an American Guineaman 116, 117
- Convoy duty 5, 87, 90
- Crew for prize *Brilliant* 5
- Cruising ground 90
- Data concerning 365
- Escort prize *Brilliant* and convoy from West Indies 5
- In Basseterre Roads 4, 87, 94, 95
- *Le Jeune Creole*—
  - Arrived at Norfolk 67
  - Captured by 42, 312, 373
  - Condemned 175

Page

Chesapeake, U. S. Capt. Samuel Barron—Continued.
- Marines aboard need drilling 133
- Orders and instructions for 12
- Placed in ordinary 130, 145, 146
- Prepared for active service 191
- *President* accompanied by 106, 107, 111, 112, 118, 121
- Recommended for retention 80
- References to 183, 295, 316–318, 321, 323, 324, 328, 330, 332, 333, 335–337, 340, 343, 346–348, 350, 351, 353–356, 358, 359
- Retained under P. E. A 134, 313
- *See* Barron, Samuel, Capt.
- Sent slaves to Norfolk 116, 117
- To return to U. S. with *President* 95
- Trouble among crew 87
- Truxtun will take her with him 89

Chester, John Noyce, midshipman, *Trumbull* 322
Chevrett, Jean, claimant, prize ship *Les Deux Anges* 209
Chew, Master, brig *Friendship* 399
Chew, Samuel, Commander, ship *Alliance* 378
Chew, Thomas J., purser, *Trumbull* 136, 322
Child, Samuel, midshipman 322
Childs, Samuel, master of brig *Commors* 208
Chilton, Charles, midshipman, *Congress* 322
Chisholm, Thomas, Master, brig *West-Indian* 437
Chou Chou, French ketch:
- Captured by *Connecticut* 311, 373
- Captured by *Philadelphia* and *Connecticut* 59

Christen, Peter, Master, schooner *Peggy* 448
Christianson, James, landsman, *United States* 64
Christophles, John, master's mate, *President* 322
Chronological arrangement of documents followed iii
Church, Jonathan, Lt. U. S. M. C 60, 142, 256, 262, 263, 359
Chuter, ship 388
Chymist, spoken by *Ganges* 240
Cicero, brig, Nathaniel Kinsman, Master 388
Cigne, French privateer. *See La Cygne.*
Cincinnatus, ship, Samuel Endicott, Master 388
Circulars:
- State, Secretary of, to Collectors of Customs 257, 258
- Truxtun, Captain, to Commanders of U. S. vessels 102

Circumnavigation, ship, Richard Curtis, Master 388
Citizen, schooner, Master Fosse 388
Citizen, ship, Masters Hubbel and Raymond 388
City of Philadelphia. *See Philadelphia*, U. S. S.
Clagett, John Marshall, Lt., *Constellation* and *President* 135, 322
Clapp, Asa, part owner of ship *Portland* 424
Clapp, John, Master, schooner *Polly* 456
Clarisse, French privateer, captured ship *Louis* 410
Clark, Master, ship *Barbary* 383
Clark, Master, ship *Diana* 391
Clark, Master, ship *Financier* 397
Clark (Clarke), Charles, midshipman, *Maryland* 322
Clark, Jaazaniah Tucker, midshipman, *Boston* 322
Clark, Lemuel, Capt., U. S. M. C.:
- Clothing for marines 262
- Correspondence with Wm. W. Burrows 256
- Record of service 359
- Reference to 181

Clark, Moses, landsman, *Connecticut*, discharged 441
Clark, Richard, Lt., *Insurgente* 322
Clark, Thimbil, Master, schooner *Dolphin* 392
Clark, William, acting sailmaker, *President* 136, 322
Clark, William Bell, records published by courtesy of v, 199
Clarke, Commander, schooner *Caroline* 386
Clarke, Mr., supercargo on *Hercules Courtenay* 265

Page

Clarke, Elijah, Master, ship *Hope* 405
Clarke, Samuel, part owner of brig *Paragon* 421
Clarke, Winlock, midshipman, *Ganges* 137, 322
Clarkson, David Matthew, navy agent, St. Kitts:
Bill in favor of, by Captain Shaw of *Enterprize* 28
Correspondence with Capt. Thomas Truxtun 19
No longer agent at St. Kitts 15
Record of service 374
References to 10, 70, 91, 96, 213, 214, 458
Sale of prize *Decade* 170
Clary, Lucious, marine, *Constitution* 256
Clay, Robert, Master, ship *Delaware* 390
Claypoole, John, Lt., U. S. M. C 359
Clement, Jacob, owner of brig *Polly* 423
Clement, Joseph, Master, ship *Sultan* 432
Clement, Samuel, midshipman, *Herald* 322
Clemmons, James, ship *Vigilant* 436
Cleopatra 422
Cleopatra assisted in beating off privateer 431
Cleopatra, H. B. M. S.—
Impressed a man from brig *Moses Gill* 110
Reference to 411
Cleopatra, ship 404
Cleopatra, ship, captured by privateer *La Ravanche* 388
Cleopatra, ship, Master Connor 388
Cleopatra, ship, Master Naylor, in engagement with privateer *La Gloire* 388
Cleopatra, ship, Master Rogers 389
Cleopatra, sloop, Thomas Harding, Master 389
Clerks in Navy Department, estimates for 129
Clifford, Thomas, part-owner of ship *Philadelphia* 422
Clift, Nathaniel, Lt., *Boston* 322
Clinch, Bartholomew, Lt., U. S. M. C 66, 76, 359
Clio, ship 223
Clopper, Peter, sailmaker, *Baltimore* 322
Clothier, ship, Nathaniel D. Gardner, Master 389
Clough, Stephen, Lt., *Boston* 323
Cloutman, Thomas, Master, ship *Harriot* 403
Cloutmar, John, mate, bark *Olive Branch* 420
Clyde, Andrew C., seaman, *United States* 61
Coates, Commander, ship *Ariel*, killed 381
Coates, Thomas, marine 36
Coates, Thomas, seaman, *United States* 64
Cobb, Benjamin, owner of ship *Lucy* 411
Cobb, Benjamin, Jr., owner of ship *Lydia* 411
Cobb, Bordman and Sawyer, owners of schooner *Sally* 429
Cobb, Henry J., midshipman, *Constitution* and *Boston* 137, 286, 323
Cobling, Nathaniel, Master, ship *Martin* 413
Coburn, William, Master, schooner *Louisa Bridger* 449
Cochran, John, midshipman 323
Cocke, Buller, purser, *Richmond* and *Chesapeake* 136, 195, 197, 323
Coddington, James, Master, ship *Independence* 406
Codman, Stephen, owner of brig *Betsey* 384
Coe, Isaac, midshipman, U. S. S., *General Greene* 323
Coffin, Alexander, Commander, ship *Charlestown* 387
Coffin, George W., midshipman, *Norfolk* and *Chesapeake* 323
Coffin, Henry, sailmaker, *Warren* 323
Coffin, James I., master and part owner of ship *Washington* 437
Coggeshall, Pearce, mate, schooner *Flying Fish* 397
Coghlin, James, ordinary seaman, *United States* 62
Coit, Master, ship *Hope* 405
Coit, Benjamin, part owner of schooner *Oneco* 420
Coit, William, Jr., Master, ship *Three Friends* 434
Colden, Cadwallader, owner of brig *Genius* 400
Cole, Benjamin, seaman, *United States* 62
Cole, William, Master, schooner *Maria* 412
Colefax, Mr., sails to be altered by 441

Page
Coleman, Benjamin, sailing master, U. S. S. *General Greene* 323
Coles, John, owner of ship *Grand Turk* 401
Collector of Customs, Providence, R. I., correspondence with Secretary of State 37
Collector of Delaware:
Mullowny, John, Lt.—
Complaint against 257
Exonerated of charges by 262
Collectors of Customs, circular to, from Secretary of State 257, 258
Collins, Andrew, ordinary seaman, *United States* 61
Collins, Bartholomew, sailing master, *Constellation* 52, 227, 323
Collins, Clara B., Mrs., acknowledgment to iv
Collins, Dennis H., quartermaster, *United States* 62
Collins, Isaac, Lt., *Constitution* 292, 323
Collins, Isaac, ship keeper, Boston, Mass 198
Collins, James, Master, ship *Winthrop* and *Mary* 438
Collins, John, Lt., U. S. R. C. *Pickering* 323
Collins, John, part owner of brig *Fame* 395
Collins, Joseph E., Lt 323
Colton, Diamond, Lt., U. S. M. C 359
Columbia, ship, Master Lelar 389
Columbia, ship, Thomas Tupman, Master 389
Columbus, ship 389
Comb (Combs), Charles, midshipman, *Enterprize* 71, 72, 137, 323
Comerford, Frederick, master's mate, *Constellation* 323
Commanders of United States Vessels in West Indies, instructions from Captain Truxtun 102
Commerce, brig, Master Dawson 389
Commerce captured a French privateer 439
Commerce, former American schooner, carried into St. Kitts by *Connecticut* 458
Commerce, ship, Master Gardner, captured 389
Commerce, ship, Master Smith, beat off privateer 389
Commerce, ship, Master Watts, captured 389, 392
Commerce with Curacao, restrictions on 223
Commissions to private armed ships will no longer be issued 257, 258
Committee on Naval Affairs. *See* Congress of the United States.
Commors, brig, brought to by *Boston* 208
Complement for ships under P. E. A 134
Compton, Commander, schooner *Cabot* 385
Comptroller of the Treasury, correspondence with Secretary of Navy 258
Comwal, Master, ship *Washington* 437
Conant, Benjamin, midshipman, *Boston* 323
Conant, Samuel, midshipman, *Essex* 323
Concklin, captain of cartel *Olive* 231
Concord, ship, Master Hobson 389
Concord, ship, Obed Wyer, Master 389
Conden, John, seaman, *United States* 61
Conelly, Mifflin, acting midshipman, *Constitution* 323
Congress, U. S. S., Capt. James Sever:
Arrived at Boston 180, 191, 192
Bread served to crew of, unfit for use 101
Burns, James, Lt., arrest of, and charges against 48, 49, 66
Conditions aboard 51
Data concerning 365
Hospital stores received on board 50
Laid up at Washington 240
McRea, John, made sailing master of 250
Marshall, Samuel R., surgeon, to be court martialed 233
On St. Domingo Station 54, 146
Orders and instructions for 68
Provisions for, at Batavia 7
Recommended for retention 80
References to 208, 255, 263, 273, 316–320, 322–333, 336, 337, 339–344, 346, 348–350, 352–358, 360, 361
Retained under P. E. A 134, 313
See Sever, James, Capt.

Congress, U. S. S., Capt. James Sever—Continued. Page
Six able seamen and a carpenter needed 308
To be placed in ordinary 191, 192, 232
To return to Boston 154
To return to United States with convoy 130
Congress of the United States:
Committee on Naval Affairs. *See* Parker, Josiah.
Committee on Revisal. *See* Platt, Jonas.
Restoration of prizes under treaty 122
Conkling, Jr., Master, ship *Pegasus* 422
Connecticut, District of, French prisoners in 125
Connecticut, ship, Jacob Haylander, Master 389
Connecticut, U. S. S., Captains Moses Tryon and Richard Derby:
Arrived at St. Kitts 448
Betsey recaptured by 59
Chou Chou captured by 59, 311, 373
Commerce carried into St. Kitts by 458
Crew of, to be discharged 145
Data concerning 365
Disposal of under P. E. A 126, 146, 167, 168, 172, 214, 307
Extracts from log of 440–458
George, schooner, convoyed by 445
Hannah, schooner, recaptured by 445
Has not sailed to East Indies 144
Has orders to Batavia 3, 7
Italie Conquise—
Captured by 311, 372, 452
Prize money from 42, 103
Le Piege captured by 59, 311, 373
L'Unite captured by 59, 311, 373
Marines from *Trumbull* transferred to 155
Marines from, to be transferred to *Essex* 180
Martha and Mary, brig, recaptured by 59
Orders and instructions for 10, 24, 25
Penelope, brig, recaptured by 448
Polly, schooner, Master Williams, burned by 451
Provisions sent to Batavia for 6, 7, 25, 309
Purchased stores from *Theresa* 457
Ready to proceed to East Indies 120, 145, 146
References to 3, 183, 315–317, 319, 320, 325, 326, 331–333, 335, 337, 339, 340, 345–354, 356, 357, 359, 360, 392, 400
Repairs should go on 37
See Derby, Richard, Capt.
Ships boarded by 433, 434, 442–448, 450, 456–458
Ships in company with 452, 453, 455–457
Ships spoken by 446, 447, 449–451, 454–458
Should sail as intended or her men be discharged 144
To cease taking in stores and recruiting men 30
To go to Batavia for protection of our trade 10, 24, 25, 91, 92, 93
Connecticut District Court, prizes condemned by 6, 182, 183
Connell, Charles, Master, schooner *Reindeer* 426
Connell, James, boatswain, *Constitution*, *Pickering* and *President* 323
Connette, William, marine, *Adams*, died 155
Connolly, J. M., acting midshipman, *Ganges* 323
Connor, Walter, Master, ship *Cleopatra* 388
Conquest of Egypt, French privateer, captured ship *Rose* 427
Constellation, U. S. S., Captains Thomas Truxtun, Samuel Barron and Alexander Murray:
Action with *La Vengeance* 461
Arranged to mount 44 guns 295
Assistance given an American merchant vessel 132
Battery of 295, 299, 301
Changes made in 298, 299
Data concerning 365
Detained at New York 52

Constellation, U. S. S., Captains Thomas Truxtun, Samuel Barron and Alexander Murray—Continued. Page
Diligente captured by, with assistance of *Insurgente* 311, 372
Encountered a storm 112, 113
Enterprize to secure rigging from 248
Exchanged shots with H. B. M. S. *Magnanime* 113
Expediency of moving her to Marcus Hook 304
Expense to fit her up for removal to Washington 227, 228
Fully manned 145, 146
General orders to officers of 36
Grounded and sunk in Delaware river 189, 205–207
Has been floated 216
Lieutenant from, ordered to *Eagle* 21, 22
L'Insurgente—
Captured by 311, 368, 372
Condemned 174
Location of 45, 77, 110, 117, 118, 127, 146, 152, 175, 308
Mariner from delivered to British consul and later executed 119
Marrs, French privateer—
Captured by 108, 113, 373
Released in accordance with treaty 96, 97
Men furnished to some liberated vessels 119
Midshipmen advised to pay more attention to duty 35
Movements and operations 112, 113, 119
Not safe to be moved in damaged condition 227, 228
Officers not yet on board 26, 308, 309
Orders and instructions for 56
Placed in ordinary 156, 158
Prude, brig, recaptured by 106–108, 149
Ready to sail 26
Recommended for retention 80
References to iv, 12, 13, 36, 72, 214, 315–319, 321–343, 345–361, 368
Repairs to 234, 263, 268, 269, 295
Retained under P. E. A 134, 313
Sailing qualities of 295, 298
See Murray, Alexander, Capt.
Should she carry 44 guns 295
State of preparation 302, 305, 309
State of river makes it unsafe to move 305, 308
Survey to ascertain damage sustained 243
To be placed in ordinary 170, 186, 191, 228, 234
To be prepared for service 289
To protect homecoming India trade 3
To remain at New York till further orders 30
To repair at Philadelphia 234
Union captured by 311, 372
Watson, James P., Lt., to have temporary command of 52
Constitution, U. S. S., Captains Samuel Nicholson, and Silas Talbot:
Data concerning 365
Esther captured by 311
Exchanged salutes with *Le Berceau* 258
Gun and carriage to be returned to 280, 281
Hull, Isaac, Lt., to take command of 285
Indent of rigging and stores to be furnished 252
Marine guard to be substituted for seamen 294
Marines needed for 303
Massachusetts wants guns loaned to, returned or paid for 307
Nicholson, Samuel, Capt., desired orders to 54
On St. Domingo Station 53, 54, 146
Picture of capture of *Sandwich* by cutting-out expedition Facing page 180
References to 68, 130, 161, 200, 256, 262, 315–321, 323–329, 331, 332, 334–338, 341–352, 354–356, 359, 361, 372, 418
Repairs ordered 271
Retained under P. E. A 134, 313
Sally captured by 311
Sandwich captured by 311
See Talbot, Silas, Capt.

Constitution, U. S. S., Captains Samuel Nicholson, and Silas Talbot—Continued. Page
Selected for active service ... 219, 220
To prepare for active service ... 191, 193
To return to Boston ... 154
Convention. *See* Treaty with France.
Convoy, duties in relation to ... 465
Convoys:
United States to East Indies under *Ganges* and *Connecticut* ... 10, 24, 93
United States to West Indies ... 218, 220
West Indies to United States ... 11, 59, 73, 88, 99
Conway, John, Commander, *Charming Betsey* ... 387
Conway, John, Master, schooner *Violet* ... 436
Conyngham, Master, ship *Superior* ... 432
Cook, Aaron F., midshipman, *Herald* and *Constellation* ... 136, 323
Cook, Benjamin, mate, ship *Rising States* ... 427
Cooke, Commander, ship *Carolina* ... 386
Cooke, William, Master, ship *Lucia* ... 411
Cooley, Nathaniel. *See* Cobling, Nathaniel ... 413
Coombs, Charles, midshipman. *See* Comb, Charles.
Cooper, Master, brig *Polly* ... 423
Cooper, Francis, sailing master, *Eagle* ... 323
Cooper, Samuel, midshipman ... 323
Copper sheathing to be supplied by Paul Revere ... 247
Coran, Master, ship *Liberty* ... 409
Cordis, John Blake, Lt., *Constitution*, *Congress* and *Chesapeake* ... 211, 323
Cordis, Joseph, midshipman, *Boston* ... 323
Corish, Master, ship *Adams* ... 376
Corlis, John, part owner of ship *Resource* ... 426
Corning, Jonathan, second mate, *Aurora* ... 383
Cornwallis, British Indiaman, in action with privateer *La Gloire* ... 388, 401, 404, 422, 431
Corran, John, Master, ship *Fabius* ... 395
Corran, Michael, Master, ship *Rebecca* ... 425
Coster, Henry, part owner of ship *Nancy* ... 418
Couch, James. *See* Coush, John.
Coulon, Paul, attorney ... 272
Coulter, William, private, U. S. M. C., *Ganges* ... 184
Coupland, Robert, Master, schooner *Dart* ... 390
Courageux, French privateer—
Captured *Carolina* ... 386
Captured ship *Fox* ... 398
Courteny, H., part owner of schooner *Isabella* ... 407
Court of Claims, data from archives of ... 376, 378, 380–382, 384, 392, 394–396, 400, 405, 407, 408, 410, 412, 415, 417, 418, 420, 423, 424, 427, 431, 432, 436–438.
Courtright, Richard landsman, *United States* ... 63
Courts Martial:
Burns, James, Lt., *Congress* ... 48, 49
King, John, master, *President* ... 123
Marshall, Samuel R., surgeon, *Congress* ... 178, 179, 233, 259–261, 263
Rules and regulations established by law ... 468–470
Webb, Charles, surgeon, *Eagle* ... 204, 236–238
Courts of Inquiry:
Little, George, Capt ... 254–256
Rules and regulations established by law ... 470, 471
Coush, John, carpenter, *Merrimack* ... 323
Cowan, Andrew, gunner, *New York* and *Adams* ... 323
Cowdery, Jonathan, surgeon's mate, *Philadelphia* ... 136, 323
Cowell, Edward, acting midshipman ... 324
Cowper, Horatio G., master's mate *Chesapeake* ... 324
Cowper, John, Lt., *Richmond*, *Constitution*, *Adams*, and *Chesapeake* ... 135, 324
Cowper, John, purchase of lots at Norfolk ... 230
Cowper. R., Master, ship *Fabius* ... 395
Cowper, Robert, Master, brig *Stoddert* ... 431
Cowper, Robert, Master, ship *Virginia* ... 436

Cowper, William, Master Comdt., U. S. ships *Constellation* and *Baltimore:* Page
Charged with putting arms on prize *L'Esperance* 28
Correspondence with Secretary of Navy 177
Discharged under P. E. A 177
Record of service 324
References to 174, 175, 311, 340, 364
See Baltimore, U. S. S.
To proceed to Norfolk 87
Cowper, William, master's mate, *Richmond* 324
Cox (Coxe), Daniel W., ship owner 400, 412, 431
Cox, Edward Noel, midshipman, *Maryland* and *President* 136, 324
Cox, George, Lt., *Maryland* 135, 279, 324
Cox (Coxe), James, midshipman *Constellation* 206, 324
Cox, John, Master, ship *Manchester* 411
Cox, John, seaman, *United States* 64
Cox, John F., midshipman, *Constitution* 324
Cox, John S. H., Lt., *Herald* and *Boston* 135, 324
Cox, Mackall, midshipman, *Baltimore* 324
Cox, Samuel, mate, ship *Sally* 429
Cox, Samuel J., purser, *Insurgente* 324
Coxeter, John, Lt., galley *Governor Davie* 363
Craft, John., Lt. *See* Cruft, John.
Crafts, Master, brig *Peacock* 422
Crafts, William, navy agent, Charleston, S. C.:
Correspondence with Secretary of Navy 182, 228, 229
French prisoners, disposition of 125
Money for *John Adams* 191
Prize money from sale of *Decade* 170
Record of service 374
References to 116, 288
Sale of stores at Charleston 228
Craig, Master, ship *Theresa* 433
Craig, John P. D. H., midshipman, *Norfolk*, *George Washington* and *Essex* 137, 324
Crampsey, John, landsman, *United States* 63
Crandell, John, mate, brig *Minotaur* 416
Crane, James, private, U. S. M. C., *United States* 65
Crane, William M., midshipman *United States* and *Chesapeake* 61, 136, 324
Cranston, Master, schooner *Whim* 437
Crapo, master of *Thomas and Sarah* 434
Crawford, James, ship owner 395, 402
Crawley, Abraham, Master, schooner *Ruby* 428
Creighton, John Orde, midshipman, *President* 137, 324
Creighton, William, Master, snow *Nancy* 418
Crispin (Cresper), William, Lt., *Delaware* 324
Criterion, ship, Master Wicks, attacked by privateer 390
Crocker, Commander, ship *Boston* 385
Crocker, Master, ship *Hancock* 402
Crocker, Lemuel, boatswain, galley *Governor Williams* 363
Crocker, Rowland R., Master, ship *Rodolph-Frederick* 427
Crockett, Archibald, Commander, *Amsterdam Packet* 379
Cromwell, Charles, sailing master, *John Adams* 324
Crosby, Peter, acting master's mate, *Constitution* 324
Cross, George, Capt., *Pinckney* and *John Adams:*
Correspondence with Secretary of Navy 58, 97, 98, 183, 245, 246
Discharged under P. E. A 246
Furlough for 58, 97
Prize money from sale of *Decade* 170
Record of service 324
References to 70, 143, 182, 311, 368, 370
See John Adams, U. S. S.
Cross, William, mate, ship *Portland* 424
Crousillat, Louis, owner of brig *Nymph* 420
Crow, John, seaman, *United States* 63
Crow, Samuel, Master, brig *Twins* 435
Crowell, Aaron, mate, schooner *John* 408
Crowninshield, Benjamin, Commander, ship *America* 379

Page

Crowninshield, Benjamin, Master, ship *Brutus* 385
Crowninshield, George, George, Jr., Jacob, John, Benjamin, and Richard, ship owners 379, 383, 385, 416
Cruft, John, Lt., U. S. N 324
Cruger, brig, Masters Shillabar and Barton 390
Cullie, prize. *See La Tullie.*
Culver, Master, brig *Lydia* 411
Cumberland, H. B. M. S., spoken by *Ganges* 225
Cuming, Fortescue, owner of ship *Albemarle* 377
Cummings, Samuel, master's mate, *Ganges* 324
Cunningham, Master, brig *Maria* 411
Cunningham, Master, ship *Orion* 421
Cunningham, Master, ship *Washington* 437
Cunningham, John, Master, brig *Neutrality* 419
Cunningham, John, Master, sloop *Maryland* 414
Curacao:
No United States cruisers at 84
Property and place saved by United States ships-of-war 98
Restrictions on commerce with 223
Salvage demanded by English from American vessels at 98
United States vessel instructed to come up to Basseterre 73, 74
Curry, James, mate in brig *Hannah* 402
Curtis, part owner of brig *Diana* 391
Curtis, Richard, Master, ship *Circumnavigation* 388
Curtis, Thomas, part owner of ship *Tamerlane* 433
Cushing, Samuel W., midshipman, *Congress* 324
Custom House Records, data taken from 376–438
Cutbush, Edward, surgeon, *United States* 61, 136, 199, 324
Cutbush, William, midshipman, *United States* 65, 137, 324
Cutts, Joseph F., master's mate, *Constitution* 324
Cyane, H. B. M. S 44, 68
Cygird, schooner 390
Cygnet, schooner 390
Cygnet, ship, John Gore, Master:
Captured by *John and Edward* 390
Recaptured by U. S. S. *Delaware* 390
Dabney, George, midshipman, *Chesapeake* 137, 324
Da Costa, Aaron, midshipman, *Ganges* 324
Dale, Hugh, landsman, *United States* 64
Dale, Richard, Capt., U. S. ships *Ganges* and *President*:
Correspondence with Secretary of Navy 142
In command of Mediterranean Squadron 286
In command of merchant ship *Canton* 386
Is ordered to command Mediterranean Squadron 207
Record of service 325
References to 367, 370
Retained under P. E. A 135
To command *President* 129, 140, 142
Dallas, Alexander J.:
Case of *Charming Betsey* 221, 225–227, 280
Correspondence with Secretary of Navy 225, 226, 234
Dalton, Mr 180
Dambrugeac, Mr., passage to France on *Maryland* 141, 147
Dana, Edmund Troubridge, midshipman, *Congress* 325
Dandaule, Mr 146
Dangerfield, Bathurst, Master, schooner *St. Tammany* 428
Daniel, Mark, private, U. S. M. C., *United States* 66
Daniel and Mary, brig, Master Farley, in engagement with barges 390
Daniels, James, Master, schooner *Trimmer* 434
Daphne, H. B. M. S 44, 129
Darby, Henry, purser, *Eagle* 22, 325
Darcy, David, Master of schooner *Fox* 55
Darley, John, Lt., U. S. M. C 359
Dart, schooner, Robert Coupland, Master, beat off privateers 390
Dart, Thomas Lynch, surgeon's mate, *John Adams* 325
Dashiell, Henry, Master, ship *Venus* 436

Page
Daubenay, Lloyd, S., Lt., *Baltimore* and *Connecticut* 325
Dauphin, schooner, Master Hooper 390
Dauson, Master, brig *Virginia* 436
Davey, Commander, ship *Alexandria* 378
David & George, brig, *Evert Abeel*, Master 390
Davidson, Master, brig *Sally* 428
Davidson, George, Master, schooner *Rover* 428
Davidson, John, Lt., *Herald* 325
Davidson, Pliney, carpenter, *Constitution* 325
Davidson, William, ordinary seaman, *United States* 62
David Stewart brig, Master Jones 390
Davie, William R., U. S. Envoy to France, arrived with treaty 29–31, 75, 76
Davis, Master, brig *Louisa* 410
Davis, Master, ship *Grace* 401
Davis, part owner of ship *Commerce* 389
Davis, Aaron, part owner of schooner *Ruby* 428
Davis, Amasa, Quartermaster General to Major Jackson 307
Davis, Amasa, Jr., owner of schooner *Sally* 429
Davis, Edward, master and owner of ship *Diana* 391
Davis, Elias, Master, brig *Augusta* 382
Davis, Francis, private, U. S. M. C., *United States* 65
Davis, George, surgeon, *Adams* and *New York* 136, 325
Davis, James, repairs to lightning rod of *Le Berceau* 268
Davis, John, boy, *United States* 64
Davis, John, carpenter. *See* Davis, William.
Davis, John, gunner's mate, *United States* 61
Davis, John, midshipman, *Ganges* and *Constitution* 137, 325
Davis, John, private, U. S. M. C., *United States* 65
Davis, John, seaman, *Chesapeake* 12
Davis, Joseph, Master, schooner *Sally* 429
Davis, N. C., owner of schooner *Miles Standish* 415
Davis, Richard, boatswain, *Norfolk* 325
Davis, Richard, seaman, *United States* 64
Davis, Samuel B., Master, ship *George Washington* 400
Davis, Thomas, seaman, *United States* 61
Davis, Thomas B., Lt., *Enterprize* 325
Davis, W., marine, *Delaware*, died 123
Davis, William, carpenter, *Congress* 325
Davis, William, Lt., *Constellation, Insurgente* and *Maryland* 325
Davis, William, purser, *Baltimore* 325
Davis, William, quartermaster, *United States* 64
Dawson, Master, brig *Commerce* 389
Dawson, Master, ship *Hercules* 404
Dawson, Mr., bearer of treaty to France 147, 148
Dawson, William, boatswain, *Maryland* 325
Dawson & Watt, merchants at Cape Francois 294
Day, Jonathan, first mate, brig *Betsey* 384
Deacon, David, midshipman, *Augusta, Experiment* and *Maryland* 137, 325
Deakins, F., Colonel, U. S. A., rent for house used by Marine Corps 29
Deale, James, Master, ship *Louis* 410
Dean, Master, ship *Severn* 430
Dean, David, midshipman, *Augusta* 325
Deane, Samuel, landsman, *United States* 63
Dearborn, Henry, Secretary of War:
Acting as Secretary of Navy 168, 169, 171–174, 176–178, 183–187, 191–194, 196, 200, 203–205, 207, 209–213, 215–220, 222, 225, 226, 229, 232–235, 240–243, 246–259, 261–264, 266–270.
No longer acting as Secretary of Navy 270
References to 208, 265, 271
Rent paid for house for use of Marine Corps 29
Secretary of War to help manage hospital fund 473
Deas, David, Master, ship *Nancy* 418
Deaths. *See* Casualties.
Deblois, James S., purser, *Constitution* 136, 325
Deborah, ship 390
De Butts, Samuel, midshipman, *Baltimore* 325

Page

De Butts & Purviance ---- 286
Decade. *See La Decade.*
Decatur, James, midshipman, *Delaware, Philadelphia* and *Boston* ---- 17, 47, 137, 325
Decatur, Stephen, Jr., Lt., *United States, Norfolk* and *Essex* ---- 65, 135, 325
Decatur, Stephen, Sr., Capt., U. S. ships *Delaware* and *Philadelphia:*
Articles put in *Experiment* for delivery to ---- 13
Correspondence with—
Navy, Secretary of ---- 166, 178, 292
Stewart, Charles, Lt ---- 47, 48
Discharged under P. E. A ---- 292
Prizes captured on Windward Island Station ---- 59
Record of service ---- 325
References to ---- 8, 10, 11, 14, 17, 19, 21, 23, 27, 29, 38, 40, 43, 44, 47, 49, 50, 52, 54, 68, 70, 71, 75, 79, 85, 86, 95, 99, 104, 105, 133, 311, 312, 335, 366, 369.
See Philadelphia, U. S. S.
Deering, James, ship owner ---- 386, 424
Deering, Joseph, master's mate, *Connecticut* ---- 325
Defiance, ship ---- 390
Delacour, William, ordinary seaman, *United States* ---- 62
Delago, Balentine, seaman, *United States* ---- 62
Delano, Joshua, Jr., Master, ship *Lydia* ---- 411
Delaware, ship, Robert Clay, Master, beat off privateer ---- 390
Delaware, U. S. S., Captains Stephen Decatur and Thomas Baker and Master Comdt. John A. Spotswood:
Cygnet, ship, recaptured by ---- 390
Data concerning ---- 366
Disposal of under P. E. A ---- 126, 146, 191, 199, 200, 225, 307
Formerly ship *Hamburgh Packet* ---- 366, 402
In West Indies ---- 193
Jane, schooner, recaptured by ---- 110
La Croyable captured by ---- 311, 370, 372
Le Jalouse captured by *Delaware* and *United States* ---- 311, 372
L'Ocean captured by ---- 311, 372
Marsouin captured by ---- 311, 372
References to ---- 249, 315, 316, 318–320, 324–327, 329, 330, 332–336, 340, 344–348, 351–354, 357, 358, 360, 361
Reynard captured by *Delaware* and *Eagle* ---- 311, 372
Sans Pareil captured, by *Delaware* and *United States* ---- 311, 372
See Spotswood, John A., Master Comdt.
To return to United States ---- 149
Delia, brig, Henry Warning, Master, captured ---- 390
Delong, Ephraim, marine, *Adams,* died ---- 155
Delouisy, John B., midshipman, *Constitution* and *Scammel* ---- 325
Democrate, French privateer, one of captors of ship *Sally* ---- 429
Denney, Daniel, private, U. S. M. C., *Ganges* ---- 184
Dennis, Robert, part owner of *Adolph* ---- 376
Dennison, Master, ship *Hope* ---- 405
Dennison, Benjamin B., mate, ship *Rose* ---- 427
Dent, John H., midshipman, *Constellation, President* and *Essex* ---- 135, 202, 325
De Peyster, Pierre, Master, ship *Zenobia* ---- 438
Derby, Charles, Master, ship *Hannah* ---- 402
Derby, Charles, mate, ship *Henry* ---- 403
Derby, Charles, mate, ship *John* ---- 408
Derby, Elias Hasket, ship owner ---- 382, 403, 408, 417, 426
Derby, Elias Hasket, Jr.—
Master of ship *Mount Vernon* ---- 417
Owner of brig *Cruger* ---- 390
Derby, Elias Hasket and Richard, Jr., owners of brig *Antelope* ---- 381
Derby, James, mate, ship *William* ---- 438
Derby, John, ship owner ---- 396, 412
Derby, Richard, Capt., U. S. S. *Connecticut:*
Cease taking on stores and recruiting men ---- 30
Correspondence with—
Burrows, Wm. W., Lt. Col. Commandant, U. S. M. C ---- 155, 156
Navy, Secretary of ---- 10, 24, 25, 30, 37, 91, 92, 168, 183, 225

Page

Derby Richard, Capt., U. S. S. *Connecticut*—Continued.
Record of service 325
References to 7, 25, 91, 93, 94, 215, 365
Resignation accepted 225
See Connecticut, U. S. S.
Derby, Samuel, Commander, brig *Antelope* 381
Derkheim, Moses, sailing master. *See* Durkham, Moses.
Derrah, James, drummer, U. S. M. C., *President* 128
Derrickson, David, landsman, *United States* 64
Derwent, brig, Master Fox, helped to beat off privateer 390
De Saussure, Daniel, navy agent, Charleston, S. C 374
De Saussure, Henry William, navy agent, Charleston, S. C 374
Desertion, punishment for 464, 465
Despatch, schooner 390
D'Esperance, formerly *Laurel*, captured by *Ganges* 409
Deux Amis:
Captured by *Experiment* 312
Taken into St. Kitts by Lt. David Porter 312
Deux Anges, captured by *Boston* 60, 311
Devaux, Thomas, midshipman, *John Adams* 325
Devereaux, Commander, schooner *Adventure* 377
Devereux, John, Master, schooner *Rambler* 425
Deverin, Martin, seaman, *United States* 62
Dexter, Benjamin G., Master, ship *John Jay* 408
Dexter, Daniel S., midshipman, *George Washington* and *Philadelphia* 137, 326
Dexter, Stephen, owner, ship *Rebecca* 425
Dey of Algiers. *See* Algiers.
Diana, brig 391
Diana, brig, James Freeman, Master, captured 391
Diana, French lugger, captured by *Experiment* 70, 312
Diana recaptured *Salem* 439
Diana, ship, Master Clark 391
Diana, ship, Master Davis, beat off privateer 391
Diana, ship, Master Furlong 391
Diana, ship, Master McCall 391
Diana, ship, Master White 391
Dick, James, master's mate, *United States* 61
Dick, James, midshipman, *United States*, and *Delaware* 326
Dickey, Robert, sailmaker, *Portsmouth* 326
Dickinson, Samuel, seaman, *United States* 62
Dickinson, Solomon, purser, *Baltimore* 326
Dickson, Henry, Master, ship *Virginia* 436
Dildo, British privateer sloop 45
Diligence, U. S. R. C., Capt. John Brown:
Data concerning 366
Dimensions of 366, 367, 369, 370
Reference to 362
Diligente, brig, recaptured by *Philadelphia* 59
Diligente, captured by *Constellation* and *L'Insurgente* 311, 372
Dill, Thomas, Master, brig *Harmonie* 447
Dillaway, Thomas, bill for work on *Eliza Ann* 167
Dillon, William, landsman, *United States* 63
Dilmore, Andrew, landsman, *United States* 64
Dinsmoor, Silas, purser, *George Washington* 326
Dinsmore, Thomas, Master, ship *Governor Sumner* 401
Diomede, French privateer, captured schooner *Spartan* 431
Discovery, ship, Stephen Phillips, Master 391
Dispatch, schooner, Master Fowler 391
Dispatch, schooner, Master Hudson 391
Dispatch, ship, Masters Ward and Anscough 391
Divine service on ship board 462
Dixey, John, mate, brig *Cicero* 388
Dixon, John, seaman, *United States* 63
Dixon, Robert, Master, schooner *Nautilus* 418
Dixon, Thomas, master's mate, *United States* 61, 326
Dobbin, Mr 71

Page

Dobbin, Thomas, Editor of Telegraph, correspondence with Capt. Thomas Truxtun 36
Dobson, John, Master, ship *Mary* 413
Dodge, Master, ship *Swan* 432
Dodge, Asa., Commander, ship *Alexander* 377
Dodge, James, surgeon, *Adams* 136, 326
Dodge, Pickering, part owner of ship *Concord* 389
Dodge, Thomas, first mate, *Betsey* 384
Dodge, U., merchant at Cape Francois 294
Dolly, brig, Thomas Webb, Master 391
Dolly captured a French privateer 439
Dolphin, French schooner, captured by *Eagle* 59, 311, 373
Dolphin, schooner, Master Clark 392
Dolphin, schooner, Master Johnson, captured 391
Dolphin, ship, Master Hooper 392
Domingo, Nonius, seaman, *United States* 62
Don, Commander, schooner *Bellona* 383
Don, schooner, Samuel Jarvis, Master, boarded by *Connecticut* 446
Donaldson, James, private, U. S. M. C., *United States* 66
Donnell, John, owner of ship *Smallwood* 430
Donnelly, Edward, ordinary seaman, *United States* 65
Dorade, French letter of marque, captured by *Patapsco* 59, 312, 373
Doran, John, seaman, *United States* 62
Dorant, Edward, gunner, *Boston* 326
Dorant, Edward, master's mate. *See* Durant, Edward.
Dorey, Peter, Cape Francois 294
Dorgan, Master, schooner *Nancy* 418
Dorgan, Andrew, Master, schooner *Nimble* 419
Dorr, Andrew, owner of schooner *Rover* 428
Dorr, Joseph, midshipman, *Connecticut* and *Patapsco* 326, 441
Dorsey, brig, Master Slaishbuck 392
Dorsey, John, midshipman, *George Washington* and *Philadelphia* 137, 326
Dorsey, John Edward, ship owner 416, 420
Dorsey, Joshua & Co., Baltimore 224, 249
Dorsey, Lawrence A., Capt., U. S. galley *Governor Williams* 363, 368
Dorsey, Robert, midshipman 326
Dougherty, John, landsman, *United States* 64
Dougherty, Michael, landsman, *United States* 64, 65
Douglass, Samuel M., midshipman, *Baltimore* and *Richmond* 326
Dove, brig 392
Dove, brig, captured by *Adams* 311, 373
Dove, brig, recaptured by *Philadelphia* and *Experiment* 49, 50, 99
Dow, Andrew. *See* Dorr, Andrew.
Dow, Joseph. *See* Durr, Joseph.
Downe, Master, ship *Maria & Eliza* 412
Downes, John, midshipman, *Constitution* 137, 326
Downes, Shubael, sailing master, *Experiment:*
Correspondence with Secretary of Navy 278
Record of service 326
Reference to 366
See Experiment, U. S. S.
To deliver *Experiment* to Lemmon and Johannet 278, 279
Downing, Thomas, first mate, *Belisarius* 383
Downs, William, master schooner *Enterprize* 394
Doyle, George, seaman, *United States* 65
Doyle, John, private, U. S. M. C., *Ganges* 184
Doyle, Miles, ordinary seaman, *United States* 64
Doyle, William, midshipman, *Scammel* 326
Dragon, schooner 392
Drake, brig 392
Drayton, John, Governor of South Carolina, correspondence with Secretary of Navy 287
Driscoll, Cornelius O. *See* O'Driscoll, Cornelius.
Driskill, Jeremiah, sergeant, U. S. M. C., *United States* 65
Dublin Packet, ship, Henry Green, Master, captured 392
Dubose, John, midshipman, *Ganges*, *Congress* and *Constellation* 326

Page

Duel between Lieutenant Van Ranselaer and Lieutenant Turner of the Adams 155
Duer, William Alexander, midshipman, *Adams* 326
Dugas, Louis John, midshipman, U. S. S. *General Greene* 326
Duhamel & Lewden, Cape Francois 294
Dunbar, Oliver, surgeon's mate, *Warren* 326
Duncan, John Major, midshipman, *Adams* 326
Duncan, William, owner of brig *Active* 376
Duncanson, William, midshipman, *Congress* and *President* 38, 137, 326
Dunkin, Perry, Master, schooner *George* 400
Dunlap, Alexander, part owner of ship *Dublin Packet* 392
Dunlap, John, gunner, *Richmond* 326
Dunlavy, Christopher, master's mate *Norfolk* 326
Dunn, Darius, midshipman, *Norfolk* 326
Dunn, William, landsman, *United States* 63
Dunnam, James, carpenter, *John Adams* 326
Dunning, Daniel, part owner of schooner *Betsey* 384
Duplex, Robert, quarter master, *United States* 61
Durant, Edward, gunner. *See* Dorant, Edward.
Durant, Edward, master's mate, *Constitution* 326
Durkham, Moses, sailing master, *Richmond* 327
Durr (or Dow), Joseph, owner of ship *Ariadne* 381
Eagerty, marine, *Congress*. *See* Egerty, Michael.
Eagle, brig. Master Campbell. *See Eagle*, U. S. S.
Eagle, prize. *See L'Aigle.*
Eagle, Schooner 392
Eagle, schooner, Master Carter 392
Eagle, schooner Master Ingersoll, captured 392
Eagle, schooner, Master Nutson 392
Eagle, ship 392
Eagle, U. S. brig, Capt. Hugh G. Campbell, and Lieutenants-Comdg. Thomas Calvert and M. Simmones Bunbury:
Ann recaptured by 139
At Basseterre Roads 131, 221, 222
Bailey, Lewis C., midshipman, acting lieutenant aboard 21
Bon Pere captured by 311, 372
Boston accompanied by 224
Bunbury, M. Simmones, Lt., to command 21, 22, 58
Connecticut accompanied by 453
Data concerning 366
Dimensions of 366, 367, 369, 370
Disposal of under P. E. A 146, 191, 241, 242, 254, 258, 307
Dolphin, captured by 59, 311, 373
Entitled to American registry as merchant ship 258
Favorite captured by 311, 372
La Fougueuse captured by 311, 372
La Tourterelle captured by 373
Magdaleine recaptured by 59
Magdeline captured by 311, 373
Men received from *Ganges* 139
Officers for 22
One of captors of *Louis* 372
Orders and instructions for 58
Price, Thomas D., surgeon, transferred to 204
Recruiting and fitting out 22
References to 200, 203, 279, 316, 317, 319–321, 323, 325, 327, 330, 331, 335, 336, 338–341, 347, 349, 355, 357, 362
Refitting to cease 31
Reynard captured by *Delaware* and *Eagle* 311, 372
Sailed from St. Kitts with convoy 392
See Bunbury, M. Simmones, Lt.
Syren captured by *Baltimore* and *Eagle* 311, 372
To join *United States* at St. Kitts 15
To return to Baltimore 154
Webb, Charles, surgeon, court-martialed 204, 236–238

Page

Eagleson, Thomas, seaman, *United States* 63
Eakin (Eaken), James, midshipman, *Philadelphia* 327
Eames, Samuel, sailing master, *Herald* 327
Eames, Samuel, ship *Tamerlane* 433
Earl, Commander, brig *Betsey* 384
Earle, Master, ship *Fair American* 395
Earle, Master, ship *Good Friends* 401
Earle & Atwood, merchants at Cape Francois 294
East India Company, owner of ship *Atlantic* 382
East Indies, protection of trade with 10, 24, 25, 91–93, 144
Eaton, William, U. S. Consul, Tunis 45
Edes, Daniel, Jr., Master, ship *Thorn* 434
Edgar, John, ordinary seaman, *United States* 62
Edinburg Packet, ship 392
Edwards, John, Jr., mate, ship *Cincinnatus* 388
Edwards, Philip, Lt., U. S. M. C. 359
Edwards, Pierpoint, correspondence with Secretary of Navy 140
Edwards, Thomas, ordinary seaman, *United States* 65
Edwards, William, ordinary seaman, *United States* 63
Edwin, brig, Master Knap 392
Egbert, Lewis, landsman, *United States* 63
Egerty, Michael, private, U. S. M. C., *Congress* 180
Eglantine, schooner, William Paine, Master 392
Ehrenstrom, Andrew F., Master, ship *Harry* 403
Elbert, Samuel, midshipman, *Ganges*, *United States* and *President* 65, 137, 327
Eldridge, Daniel, sailing master, *Constellation* 52, 327
Eleanor, schooner 400
Eleanor (Elinor), schooner, William Groom, Master 392, 445
Eliot, Samuel, part owner of ship *Minerva* 415
Eliza, bark, Benjamin Lander, Master 393
Eliza, brig, Master Champlin 393
Eliza, brig, Master Peterson 393
Eliza, given assistance by Experiment 99–101
Eliza, schooner 391, 393
Eliza, ship 393
Eliza, ship, Master Brown 393
Eliza, ship, Master Folger 393
Eliza, ship, Master Robinson 393
Eliza, sloop, David Parker, Master 393
Eliza, snow, William Bartlett, Master 393
Eliza and Katy, schooner, George Parker, Master 393
Eliza Ann, cartel for French prisoners 167
Eliza Ann, ship, Master Barker, beat off privateers 382, 393
Elizabeth, schooner, Masters Stephenson and Waterman 393
Elizabeth, ship, in convoy of *Ganges* 112
Elizabeth, ship, Master Blackler 394
Elizabeth, ship, Master Luther 393
Elizabeth Jones, brig, Masters Chamberlain and Luther 394
Eliza Myers, schooner, Master Lewis 393
Elldridge, Isaac, seaman, *United States* 63
Ellery, Master, ship *Favorite* 397
Ellery, Edmund T., reports no prizes libelled in R. I. courts 185
Elliot, Wilson, midshipman, *Delaware* 327
Elliott, Captain, Inspector of Artillery 296, 297
Elliott, Henry, seaman, *United States* 63
Elliott, Reuben, landsman, *United States* 63
Elliott, Robert, midshipman, *Merrimack* 327
Ellis, Thomas, midshipman, U. S. S. *General Greene* 327
Ellison, Daniel, injured aboard *Philadelphia* 17
Ellison, Francis H., Lt., *Adams* and *New York* 327
Ellsworth, John T., (or J.), midshipman, *John Adams* and *Eagle* 78, 327
Elwell, Jonathan, master of schooner *Polly* 234
Elwood, Thomas, landsman, *United States* 63
Ely, Captain 440
Ely & White, owners of ship *Oliver Ellsworth* 420
Emmanuel captured by Baltimore 373

Page

Endeavor, schooner, Master Griffin, captured and recaptured 394
Endicott, John, Master, brig *Three Friends* 434
Endicott, Moses, Master, bark *Sally* 428
Endicott, Samuel, Master, ship *Cincinnatus* 388
Engagements:
Adventure and *Molly* with French privateers 377
Albemarle with French privateers 377
Alert, brig, with two privateers 377
Amazon, schooner, with *Flower of the Sea* 378
America, ship, beat off privateer 379
Ann and Hope with French privateers 380
Anubis with a privateer 381
Atlantic with French privateers 382
Aurora, ship, captured by *Le Hazard* 382
Belvidere with privateers 383
Betsey with French privateers 384
Camilla with French privateers 386
Carlisle with French privateers 386
Carolina, ship, with privateer 386
Castor & Pollox with French privateer 386
Charming Betsey with *Revenge* 387
Chatham, brig, beat off privateer 388
Cleopatra and other ships with privateer *La Gloire* 388, 401, 404, 422, 431
Commerce, ship, beat off privateer 389
Constellation with *La Vengeance* 461
Cornwallis and American ships with privateer *La Gloire* 388, 401, 404, 422, 431
Cygnet captured by *John and Edward* 390
Daniel and Mary, brig, with barges 390
Dart, schooner, with privateers 390
Delaware, ship, beat off privateer 390
Diana, ship, beat off privateer 391
Eliza Ann, ship, beat off privateers 393
Enterprize, U. S. S., with French privateers 15, 16, 312
Evelina, schooner, captured by privateer 394
Experiment, U. S. S.—
With barges 390
With British *Letter of Marque* 4
With *Diana* 312
Fame, ship, beat off privateers 396
Fanny, ship, beat off privateer 396
Favorite, ship, beat off six privateers 397
Five Brothers, ship, beat off privateer 397
Fly, brig, beat off Bermudian privateers 397
Galen, ship, beat off privateer 399
George Washington, ship, beat off privateer 401
Harmony, brig, with privateer *Fly* 402
Henry, sloop, with privateer *St. Roselia* 403
Holland, ship, with privateer 404
Hope with French privateers 405
India, ship, with privateer 406
Industry, ship, with French privateers 406
John Jay, ship, beat off French privateer 408
La Gloire, French privateer, with *Cleopatra*, *Grace*, *Herald*, *Perseverance*, *Sphinx* and *Cornwallis* 388, 401, 404, 422, 431
Lancaster, ship, beat off two privateers 409
London Packet with privateer 410
Louisa, ship, with privateers 410
Lucia beat off privateer 411
Maria, ship, beat off Bermudian privateers 412
Maria, ship, with French privateer 412
Mars with French privateer 412
Mary, ship, beat off privateer 413
Minerva beat off privateer 416
Mohawk, ship, beat off privateer 416
Molly, brig, beat off privateers 416

Engagements—Continued. Page
Molly, ship, beat off privateer 416
Moro Castle beat off privateer 417
Mount Vernon beat off privateers 417
Nancy, brig, with privateers 417
Nancy, ship, beat off privateer 418
Norfolk, U. S. S. with French privateer 411
Northern Liberties beat off privateer 419
Peggy, brig, beat off privateer 422
Philadelphia under fire of forts on Marigalante 47
Planter, ship, beat off privateer 423
Polaskie, brig, beat off privateer 423
Polly, schooner, beat off barges 423
Polly, ship, beat off privateer 424
Rebecca, brig, beat off privateer 425
Rebecca, ship, beat off privateer 426
Rose, ship, with *Conquest of Egypt* 427
Sally, ship, beat off privateer 429
Samuel, schooner, beat off five privateers 430
Samuel Smith, ship, beat off privateer *Mars* 430
Sansom, ship, beat off privateer 430
Scouting boat from *Boston* with a French boat 60
Susannah, brig, beat off privateer 432
Terrific beat off privateer 433
Triton, schooner, with British privateer 435
Trumbull with a French 14-gun brig 150, 151
Tyne, brig, beat off privateer 435
Ulysses, ship, beat off privateer 435
Washington, ship, beat off privateers 437
William, brig, beat off privateer 438
Woodrup Sims captured by privateer *Le Heureux* 438
England. See Great Britain.
Enterprise, British privateer, captured schooner *Triton* 435
Enterprize, schooner, William Downs, Master 394
Enterprize, ship 394
Enterprize, ship, Master Hubbell 394
Enterprize, ship, Masters Simmons, Stubbs, and Bacon 394
Enterprize, U. S. S., Lieutenants-Comdg. John Shaw and Andrew Sterett:
Arrived at St. Kitts in need of repairs 94, 95
At St. Kitts 87
Captures by 16, 28, 59, 70, 71, 143, 311, 312, 372, 373
Cruising ground 90
Data concerning 366
Engagement with a French privateer 15, 16
Guadaloupean—
Captured by 311, 373
Sent to Philadelphia 143
Kentledge and rigging for 248
La Citoyen captured by 311, 312, 373
La Cygne captured by 59, 311, 312, 373
L'Aigle captured by 59, 311, 312, 373
L'Amour de la Patrie captured by 16, 70, 71, 311, 373
Le Flambeau captured by 59, 143, 311, 312, 373
Le Pauline captured by 59, 311, 373
Letter of Marque, French, captured by 372
Man from boat of, impressed by H. B. M. S. *Hornet* 102, 105
Orders and instructions for 9, 58, 69, 87
Placed in ordinary 130
References to 12, 52, 186, 316, 319, 321, 323, 325, 327, 329, 331–340, 345, 348, 349, 351, 353, 354, 357, 358, 360
Retained under P. E. A 313
See Shaw, John, Lt., and Sterett, Andrew, Lt.
To be one of squadron commanded by Truxtun 172
To be reequipped for sea 303
To be sold 126, 146
To prepare for cruise 167
To return to United States with convoy 90

Page

Equator, ship, Master Wilson ... 394
Esperance. *See L'Esperance*, prize.
Espoir. *See L'Espoir.*
Essequebo Packet, brig, Thomas Willson, Master ... 394
Essex, brig, Joseph Orne, Master ... 394
Essex, U. S. S., Captains Edward Preble and William Bainbridge:
Crew to be transferred to, from the *Connecticut* ... 168
Data concerning ... 366
Disposition of officers during repairs ... 46, 47
Marines on board may be increased ... 173
May convoy trade to East Indies ... 120
Moored in Wallabout Bay undergoing repairs ... 46, 47
Officers and crew not yet paid ... 46
Placed in ordinary ... 145, 146
Recommended for retention ... 80
References to ... 7, 315–320, 323–325, 331–333, 337–346, 348–350, 352–361, 375
Retained under P. E. A ... 134, 313
See Preble, Edward, Capt.
To be one of squadron commanded by Truxtun ... 172
To be refitted for another cruise ... 15, 17, 167
To receive marines from *Trumbull* and *Connecticut* ... 180
Winn, Timothy, purser, transferred to ... 173
Essex Institute, records published by courtesy of ... 376, 379, 381–384, 388, 390, 394–396, 399, 403, 404, 407, 408, 411–413, 417, 419, 420, 423–429, 431, 432, 434, 435, 437, 438.
Esther (Ester), captured by *Amphitheatre*, tender to *Constitution* ... 311, 372
Esther and Eliza, schooner ... 394
Estimates for 1801 ... 80–84
Estimates for clerk hire in Navy Department ... 129
Eucharis, brig ... 394
Eugene captured by Ganges ... 311, 372
Eustis, William, Hon., Member of Congress in correspondence with Secretary of Navy ... 460
Evans, George B., midshipman, *Insurgente* ... 327
Evans, John, acting midshipman, *Insurgente* ... 327
Evans, Samuel, Lt., *Ganges*, *Augusta* and *George Washington* ... 135, 327
Evelina, schooner, John Wallace, Master, captured ... 394
Exchange, brig, Benjamin Webb, Jr., Master ... 394
Exchange, schooner, Benjamin Wickes, Master ... 395
Experiment, brig ... 395
Experiment, schooner, Master Snow, captured privateer ... 395
Experiment, U. S. S., Lieutenants-Comdg. William Maley and Charles Stewart and Sailing Master Shubael Downes:
Amphitheatre captured by ... 372
Arrived at Curacao ... 84
Arrived at St. Kitts with a prize ... 87
Assisted in recapture of *Dove* and *Lucy* ... 49, 50, 99
Captures by ... 49, 50, 52, 70, 99, 312, 372, 373
Convoy duty ... 69, 73, 88
Crew to be discharged ... 122
Cruising ground ... 87
Data concerning ... 366
Deux Amis captured by ... 312, 372
Diana captured by ... 70, 312, 373
Disposal of under P. E. A ... 126, 146, 278, 279, 302, 307
Eliza given assistance ... 99–101
Engagement with barges ... 390
Grand Rivau captured by ... 373
La Bonne Amitie captured by ... 372
La Legere captured by ... 372
Marines to be brought to headquarters ... 133
Orders and instructions for ... 10, 73
Perfectly sound when sold ... 302
Philadelphia accompanied by ... 43, 54
Prize crew for captured ships ... 49, 52

Experiment, U. S. S., Lieutenants-Comdg. William Maley and Charles Stewart and Sailing Master Shubael Downes—Continued. Page
Prizes taken by, to be accounted for 210, 211
References to iv, 13, 315, 316, 318, 319, 321, 325, 326, 328, 330, 332, 336, 338, 340, 342, 345, 347, 349, 351, 353, 354, 358, 361.
Reported in action with a British Letter of Marque 4
Reported in action with a privateer 53
St. Michael captured by 373
See Stewart, Charles, Lt., and Downes, Shubael, Sailing Master.
Sloop and barge captured by 372
Spoken by *President* 41
To carry troops to St. Marys, Ga 191
Zebra, brig, recaptured by 99
Exports from United States during war with France 313, 314
Fabius, ship, Master Corran 395
Fabius, ship, Master Cowper 395
Factor, convoying American ships 384
Factor, ship, Masters Kemp and Farrell 395
Fair American, brig, Master Salsbury 395
Fair American, ship, Master Earle 395
Fair American, ship, Master Logan 395
Fair American, ship, Masters McFaul and Higbe 395
Fair Columbian, brig, John Mallory, Master 395
Fairfield, John, master and part owner of brig *Thetis* 433
Falcott, Matthew, midshipman. *See* Talcott, Matthew.
Fame, brig, George Archer, Master 395
Fame, ship, captured and escaped 396
Fame, ship, Master Goodrich:
Beat off privateers 396
Boarded by privateer *Bellona* 396
Fame, ship, Master Jones, beat off privateer 396
Fame, ship, Master Rust, captured 395
Fanning, captain of ship *Hibernia* 67
Fanning, Commander, ship *Aspasia* 382
Fanning, Master, ship *Resolution* 426
Fanning, Henry, Master, ship *Warren* 436
Fanning, James, corporal, U. S. M. C., *United States* 66
Fanning, James, master of *Hibernia*, protests capture 42, 43
Fanny, brig 396
Fanny, brig, Master Bland, plundered by privateer *Bayonnaise* 396
Fanny, brig, Master Hoyt 396
Fanny, brig, Master Smith, captured 396
Fanny, schooner, Master Lander 396
Fanny, ship, Daniel H. Braine, Master 396
Fanny, ship, Master Lindsay, beat off privateer 396
Fanny, snow, George Taylor, Master 396
Fanny and Jane, brig 396
Faris, Wm., part owner of ship *America* 379
Farley, Master, brig *Daniel and Mary* 390
Farmer, ship, William Gibson, Master 396
Farrel, Joshua, Master, ship *Sally* 429
Farrell, Master, ship *Factor* 395
Farrell, Dominick, ordinary seaman, *United States* 65
Farrell, James, landsman, *United States* 64
Farrier, Captain, H. B. M. S. *York* 36
Farris, William, part owner of ship *Hibernia* 404
Favorite, captured by *Eagle* 311, 372
Favorite, ship, Master Ellery, beat off privateers 397
Favorite, ship, Master Packhouse 397
Fawn, John, Master, ship *Warren* 436
Fawson, Commander, brig *Almira* 378
Fay, Jonas, surgeon's mate, *Constitution* 327
Federal George, sloop:
New Jersey recaptured by 439
Recaptured by *New Jersey* 419
Felicity, brig, John Brown, Master 397

Page
Felicity, schooner, Masters Lowe and Bett 397
Felicity, ship, Master Borrowdale 397
Felicity, ship, Master Langford 397
Felix, captured by *Scammel* 311, 372
Fellows, Captain, H. B. M. S. *Castor* 446
Fellows, Nathaniel, ship owner 415, 418
Felt, John, seaman, *United States* 61
Felt, William, sailmaker, *Constitution* 327
Fendall, Benjamin, sailing master, *New York* 327
Fendall, Thomas H. M., surgeon's mate, *New York* 327
Fennell, James, private, U. S. M. C., *Ganges* 184
Fenner, Jeremiah, Lt., U. S. S. *General Greene* 327
Fenno, George, midshipman 327
Fenton, Ashbel, purser, *Montezuma*, and *Enterprise* 327
Fenwick, John Roger, Lt., U. S. M. C 96, 188, 189, 359
Ferguson, Francis, boy, *United States* 64
Ferguson, James, midshipman, *New York* 327
Ferigo, Robert, seaman, *United States* 62
Fernald, Mark, Lt., U. S. R. C. *Scammel* 311, 327, 370
Ferrall, Auditor's Office 272
Ferrall, Peter, midshipman, *Patapsco* 327
Field, Edward, surgeon's mate, *Congress* 327
Field, Joseph, midshipman, *Ganges*, *George Washington*, and *Eagle* 327
Fielder, John, mate, brig *Friendship* 399
Fields, Robert, Boston, Mass., correspondence with Secretary of Navy 289
Financier, ship, Master Clark 397
Finnis, Robert, gunner *Constellation* 327
Fishe, John E., midshipman. *See* Fisher, John E.
Fisher, Hendrick, Lt., in one of Georgia galleys 363
Fisher, James, sailing master. *See* Fisher, John F.
Fisher, John, owner of ship *Fair American* 395
Fisher, John, seaman, *United States* 64
Fisher, John E., midshipman, *Governor Jay* and *Adams* 328
Fisher, John F., sailing master, *Portsmouth* 328
Fisher, John P., surgeon's mate, *New York* 328
Fisher, John Turner, sailing master, *Constellation* 328
Fishguard, H. B. M. S., recaptured ship *Minerva* 415
Fitch, commander, brig *Agnes* 377
Fitcomb, Jonathan, Jr., and Michael, Jr. *See* Titcomb.
Fitts, Captain, brig. *Moses Gill* 110
Fitzsimons, Thomas, Philadelphia, Pa.:
Correspondence with Secretary of Navy 3, 120, 128
Efforts to get out *Eagle* may cease 31
Five Brothers, ship, Master Phillips, beat off privateer 397
Flagg, William, Lt., *John Adams* 195, 196, 328
Flambeaux, prize, *See Le Flambeau.*
Flanders, Ralph, mate, schooner *Maria* 412
Flannery, Mathew, chaplain *Constellation* 328
Flannighan, marine, *President* 198
Fleming, William, master's mate, *Portsmouth* 328
Fleming, William, midshipman, *Adams* and *New York* 328
Fletcher, Nathan, midshipman, *Merrimack* and *Retaliation* 328
Fletcher, Patrick, capt., *Constitution*, *George Washington* and *Insurgente* 328, 367, 368
Flibustier, privateer, captured brig. *Nancy* 417
Flibustier, privateer, captured schooner *Hannah* 402
Flinn, Robert, midshipman. *See* Flynn, Robert.
Flinn, Thomas, midshipman, *Experiment* 328
Flint, Hezekiah, Master, brig. *Neptune* 419
Flogging considered degrading by Captain Truxtun 230
Flora, ship, Capt. Nicholas Le Pelley, captured by privateers 34
Flora, ship, James Lovett, Master 397
Flora, ship, Masters Le Pelley and Calder 397
Flower of the Sea, French privateer, captured schooner *Amazon* 378
Fluker, Francis, acting midshipman, *Constitution* 328
Fluker, Thomas, acting midshipman, *Warren* 328

Page

Fly, brig., Garrett Barry, Master, beat off privateers ... 397
Fly captured by *Pickering* ... 311, 373
Fly, privateer, captured brig *Harmony* ... 402
Flying Fish captured by Boston and General Greene ... 311, 372
Flying Fish captured privateer Henrietta ... 439
Flying Fish, schooner, Master Bevins, captured schooner *Henrietta* ... 398
Flying Fish, schooner, Masters Packard and Bosworth ... 397
Flynn, Robert, midshipman and acting purser, *Warren* ... 281, 328
Folansbe, ship, Joshua Richardson, Master ... 398
Folger, Master, ship *Eliza* ... 393
Folger, Mayhew, Master, ship *Minerva* ... 416
Folsom (Folson), John W., midshipman, *Constitution* ... 328
Folsom, Samuel, midshipman, *Congress* ... 328
Foot, John, Lt., *Baltimore* and *Maryland* ... 279, 328
Forbes, James, Newburyport, Mass., correspondence with Secretary of Navy ... 275
Forces, Naval. *See* Vessels, United States, ships of war.
Ford, Edward, midshipman, *Maryland* ... 328
Ford, James, mate, schooner *John* ... 407
Forman, Isaac B., midshipman, *Adams* ... 328
Forman, Joseph, ship owner ... 395, 397, 420
Forrester, Simon, ship owner ... 422, 432, 436, 437
Fortiner, Daniel, ordinary seaman, *United States* ... 65
Fortitude, ship, Master Smith ... 398
Fosdick, Peter, Master, schooner *Little Fanny* ... 410
Fosse, Master, schooner *Citizen* ... 388
Foster, Master, brig *Peregrine* ... 422
Foster, Master, sloop *Stork* ... 431
Foster, Dwight, Brookfield, Mass., in correspondence with Secretary of Navy ... 281
Foster, James, mate, ship *Rebecca* ... 425
Foster, Peter, master of brig *Trinety* ... 201
Foster, Thomas, gunner, *President* ... 328
Foster, William B., part owner and master of ship *Hunter* ... 406
Fountain, Minor, master's mate, *Constellation* ... 328
Four Sisters, ship ... 398
Fowler, Master, schooner *Dispatch* ... 391
Fowler, Thomas, Lt., galley *St. Mary's* ... 363, 371
Fowler, William, landsman, *United States* ... 63
Fox, brig ... 398
Fox, master, brig *Derwent* ... 390
Fox, Josiah, naval constructor:
  Experiment not worth repairing ... 278
  Record of service ... 328
Fox, schooner, boarded by *Philadelphia* ... 55
Fox, schooner, Master O'Bryan ... 398
Fox, schooner, Master Stevenson ... 398
Fox, ship, Richard Pedrick, Jr., Master ... 398
Fox, ship, Richard Penniston, master, captured ... 398
Fox, snow, Master Sawyer ... 398
Foxwell, ship, Masters Stevens and Barnard ... 398
Francaise, French privateer, plundered and burned ship *Pacific* ... 421
France:
  Armed vessels of, captured ... 59, 311, 312, 372, 373, 439
  Attack by, on St. Kitts or Antigua, expected ... 152
  Privateers of—
    Alliance captured *Jane* ... 407
    Alliance captured *Little Fanny* and *Lively* ... 410
    Anubis in engagement with ... 381
    Ardent, ship, captured by ... 381
    Ariel, ship, captured by ... 381
    Attack on convoy beaten off by *Norfolk* ... 411
    Barge captured schooner *Messenger* ... 415
    Bayonnaise captured brig *Fame* ... 395
    Bayonnaise plundered brig *Fanny* ... 396

France—Continued.
Privateers of—
Page
Beaten off by armed merchant ships 377, 379, 380, 382, 383, 386, 388–391, 393, 396, 397, 399, 401, 408–413, 416–419, 422–426, 429, 430, 432, 433, 435, 437, 438
Bellona captured *Betty Cathcart* 272
Bellone captured brig *Ann* 380
Betsey, brig. in engagement with 384
Bordelais captured ship *Port Mary* 424
Bouginville captured ship *Osiris* 421
Brilliant captured by *Merrimack* 5, 87, 92
Britannia, ship, captured by 385
Camilla in engagement with 386
Captured by armed merchantmen 439
Captured by schooner *Experiment* 395
Captured by United States ships of war 59, 311, 312, 372, 373
Carolina, ship captured by 386
Caroline captured brig *Nancy* 417
Clarisse captured *Louis* 410
Columbus captured by brig *Genius* 400
Condemned in Connecticut District Court 6, 182, 183
Condemned in Maryland District Court 163
Condemned in Massachusetts District Court 209, 210, 274, 275
Condemned in Virginia District Court 174, 175
Conquest of Egypt captured ship *Rose* 427
Courageaux captured *Carolina* 386
Courageaux captured ship *Fox* 398
Delia, brig, captured by 390
Diana, brig, captured by 391
Diana captured by U. S. S. *Experiment* 70
Diomede captured schooner *Spartan* 431
Dolphin, schooner, captured by 391
Eliza, schooner, captured by 393
Equiping of, suspended at Guadeloupe 117
Evelina, schooner, captured by 394
Fame, ship, captured by 396
Flambeau captured *Ann* and *Susan* 51
Flambeau, captured *Zebra* 99
Flibustier captured brig *Nancy* 417
Flibustier captured schooner *Hannah* 402
Flora, ship, captured by 34
Flower of the Sea captured *Amazon* 378
Fly captured brig *Harmony* 402
Francaise plundered and burned ship *Pacific* 421
Francis and *William*, ship, captured by 398
Furieus captured schooner *Sally* 429
Gadsden, ship, captured by 399
Gen'l Massena captured *Betsey* 384
Gironde captured brig *Nymph* 420
Henry, ship, captured by 403
Hercules Courtenay, ship, captured by 264
Hope, privateer, captured schooner *Weymouth* 437
Hope, ship, captured by 405
Hope, ship, in engagement with 405
Industry, ship, in engagement with 406
Instructed to cease capturing American vessels 113
Italie Conquise captured by *Connecticut* 452
Josephus, ship, captured by 409
L'Abeille captured *Dublin Packet* 392
La Buege captured *Three Brothers* 40
L'Adolphe and *La Belle Poule* captured *Amelia* 378
La Gloire in action with *Cornwallis* and American ships 388, 401, 404, 422, 431
La Jeune Creole captured by *Chesapeake* 42, 43, 67
La Jeune Creole captured *Hibernia* 42, 43
La Levrette captured by *Philadelphia* 8, 21, 71
L'Alliance and *La Victoire* captured schooner *Endeavor* 394

France—Continued.
Privateers of— Page
La Minerve captured ship *Minerva* 415
La Mouche captured *Amazon* 378
La Mouche captured *Ann* 380
La Mouche captured *Commerce* 389
L'Amour de la Patrie captured by U. S. S. *Enterprize* 70, 71
La Ravanche captured ship *Cleopatra* 388
La Renommee captured schooner *Success* 432
La Republicain captured *Betsey* 384
Laurel, schooner, captured by 409
Le Confiance captured *Alknomak* 378
Le Diable Passe Partout and *Polleon* captured brig *Polly* 423
Le Genereux captured by ship *Mary Ann* 414
L'Egypt Conquise captured brig *Ariel* 381
Le Hazard captured *Aurora* 382
Le Heureux captured *Woodrup Sims* 438
L'Esperance captured ship *Victoria* 436
L'Importun captured brig *George* 400
Marrs captured by *Constellation* 96, 97, 108, 113
Mars captured schooner *Eagle* 392
Martin, ship, captured by 413
Mary, captured by 34
Mary Ann, ship, captured by 414
Nancy, ship, captured by 113
Nautilus, schooner, captured by 418
Neptune, brig, captured by 419
Ocean, ship, captured by 420
Papillon captured brig *Fanny* 396
Paragon, schooner, captured by 421
Patriot captured brig *Sir John Wentworth* 55
Patriot captured *Dove* and *Lucy* 49, 99
Picaroon captured ship *Russell* 428
Pigou, ship, captured by 423
Polly, brig, captured by 423
Portland, ship, captured by 424
Rage captured ship *Commerce* 389
Rencontre captured schooner *Nancy* 418
Renommee captured ship *Hope* 405
Republicain and *Democrate* captured ship *Sally* 429
Revenge in engagement wth *Charming Betsey* 387
Richmond, ship, captured by 426
Robertson, brig, captured by 427
Rodolph-Frederick, ship, captured by 427
Six captured schooner *Maria* 412
Strafford, ship, captured by 431
Syrene captured schooner *John* 407
Three Friends, ship *Rambler* recaptured from 377
Tyger captured schooner *Maria* 412
Vine captured by H. B. M. S. *Tamar* 50
Volney captured ship *Francis and Mary* 398
William and Thomas, brig, captured by 438
Ships-of-war—
Corvette reported at Point Petre, Guadeloupe 57
Frigate arrived at Norfolk for repairs 149
John, ship, captured by 408
La Cockade captured ship *Rufus* 428
Le Berceau, prize to *Boston*, to be restored under P. E. A 150
L'Surges captured ship *Harmony* 402
Romaine, frigate, recaptured *Mary Ann* 414
Venus, ship, captured by 436
Treaty with—
Before Senate 33, 55, 56, 99
News of signing received in West Indies 74, 75
Vessels of, no longer to be molested 149
Frances, schooner, William R. McCullough, Master 398
Francis and Mary, ship, captured 398

Page
Francis and William, ship, Master Patricken, captured 398
Frankford, John, Commander, *Belvidere* 383
Franklin, Dr 199
Franklin, ship, Master Oxnard, captured 399
Franklin, ship, Master Shaw 399
Frazer, Archibald, midshipman, *Norfolk*, *Richmond*, *Chesapeake* and *Congress* 328
Frazer, James, ordinary seaman, *United States* 62
Frazier, John, boatswain, *Montezuma* 328
Frederick, Md.:
French prisoners at 125
Removal of French prisoners from 226
Frederick, schooner, boarded by *Connecticut* 445
Freeman, James, Master, brig *Diana* 391
Freeport, schooner, Master Wild 399
French, Matthew, midshipman, *New York* and *Adams* 328
Friendship, brig 399
Friendship, brig, Master Chew 399
Friendship, brig, Master Leech 399
Friendship, schooner 399
Friendship, ship, Israel Williams, Master 399
Friends Adventure, brig 399
Frost, Thomas, Master, ship *Reindeer* 426
Frost, William, surgeon's mate, *Portsmouth* 329
Fry, John F., mate, ship *John Jay* 408
Fulker, Richard, seaman, *United States* 63
Fullerton, Master, schooner *Hope* 405
Furerall, William, gunner. *See* Turerall, William.
Furieus, French privateer, captured schooner *Sally* 429
Furlong, Master, ship *Diana* 391
Gadsden, ship:
Beat off French privateer 399
Captured by English sloop-of-war *Busy* 399
Captured by privateer 399
Gadsden, Christopher, Jr., midshipman, *John Adams* and *Boston* 137, 329
Gahagan, James, seaman, *United States* 63
Galbraith, Joseph, private, U. S. M. C., *Ganges* 184
Gale, Anthony, Lt., U. S. M. C 207, 359
Galen, ship, Masters Mackay and Seward, beat off privateer 399
Galiot, schooner 399
Gallagher, James, ordinary seaman, *United States* 61
Gallagher, John, landsman, *United States* 63, 64
Gallant, schooner 399
Gallant John Barry, book by William Bell Clark, references to, facing 60, 270
Gallatin, Mr 162
Galleys, U. S.:
Authority for purchase or construction 364, 365, 367, 368, 731
Charleston and *South Carolina* dismantled 276
Charleston, *South Carolina* and *Beaufort* to be sold 305, 306
Data concerning 364, 365, 367, 368, 371
Duties prescribed for officers of 459, 460
Inventory of *St. Mary's* as delivered to Customs officers requested 310
Officers of 363
One at Beaufort to be delivered to navy agents 301
One of those at Wilmington to be turned over to Revenue Service 269, 270, 282
One remaining at Savannah to be sold 310
Orders to officers of, from Major General C. C. Pinckney 459, 460
Seven proposed for sale 126
To be painted and fit for use 246
Gallinger, Lewis, seaman, *United States* 63
Galloway, John, midshipman, *Maryland* and *Enterprize* 137, 329
Galt, Surgeon, *Constitution* 329
Galven, John, Lt., *United States* 61, 329
Gambeaux. *See Le Gambeau.*

Page

Game, Mark, carpenter, *Montezuma* and *Patapsco* ... 329
Ganges, U. S. S., Captains Richard Dale and Thomas Tingey and Lt. Comdg. John Mullowny:
Arrived at Basseterre Roads ... 131
At St. Kitts ... 184
Chymist spoken by ... 240
Complement for ... 4
Connecticut ready to follow to East Indies ... 120
Convoy duty ... 10, 24, 112, 147, 218, 220
Court martial of Surgeon Charles Webb ... 204
Cumberland, H. B. M. S., spoken by ... 225
Data concerning ... 367
D'Esperance, formerly *Laurel*, re-captured by ... 409
Disposal of under P. E. A ... 126, 146, 191, 203, 251, 307
Elizabeth in convoy of ... 112
Eugene captured by ... 311, 372
Extracts from journal of ... 3, 38, 41, 43–45, 57, 112, 124, 129, 131, 133, 139, 144, 147, 149, 156, 157, 162–164, 166, 175, 183, 196, 204, 205, 218, 220, 224–226, 230, 235, 236, 240.
Formerly merchant ship ... 367
Hercules, in convoy of ... 147
Judged unfit for sea by survey ... 133
La Fortune captured by ... 311, 373
L'Esperance captured by ... 311, 372
Marines, list of, on board ... 184
Marines of, to be sent to Washington ... 207
Men from, turned over to *New York* and *Eagle* ... 139
Mullowny, Lieutenant, exonerated by testimony of passengers ... 261, 262
On cruise to East Indies ... 144
Orders and instructions for ... 3, 4, 24, 25
Passengers and baggage said to have been landed without notice to collector ... 253, 257
Provisions sent to Batavia for ... 6, 7, 24, 25, 93, 309
Rabateuse captured by ... 311, 372
Ready for service, and awaiting instructions ... 52
References to ... 200, 244, 315, 318–327, 330, 331, 333–351, 353, 354, 358–361
See Mullowny, John, Lt.
Tamar spoken by ... 129
To await further orders ... 30
To convoy vessels to Batavia ... 10, 24
To protect East India trade ... 24, 25, 91–93
Vainqueure captured by ... 311, 372
Will supply kentledge for *Enterprize* ... 248
Gantt, Joseph (or Jacob), midshipman, *Delaware* ... 329
Gantt, Richard, midshipman, *Insurgente* ... 329
Gantt, Thomas T., navy agent, St. Kitts:
Arrived at St. Kitts ... 4
Came on board *Ganges* ... 157
Correspondence with—
Murray, Alexander, Capt ... 239
Navy, Secretary of ... 153
Truxtun, Thomas, Capt ... 8, 9
Credit to be given Capt. Samuel Barron by ... 5
Duties of, as navy agent ... 8
Has been appointed agent at St. Kitts ... 15
Letter forwarded to ... 23
Provisions for *Trumbull* ... 18
Recommended for consul at Guadeloupe ... 114
Record of service ... 374
References to ... 9, 10, 18, 19, 70, 88, 153, 374
Services no longer needed ... 153
Successor to Mr. Clarkson at St. Kitts ... 91
Garcia, Joaquin, Governor of Spanish St. Domingo, in correspondence with President, U. S. A ... 100, 101

Page
Gardner, Master, ship *Gadsden* 399
Gardner, Archelaus, seaman, *United States* 62
Gardner, Christopher, Jr., midshipman 329
Gardner, Gideon, Master, ship *Commerce* 389
Gardner, Henry, surgeon's mate, *Constitution* 329
Gardner, John, Master, brig *Success* 431
Gardner, John, part owner of ship *Hazard* 403
Gardner, John McPherson, midshipman, *Insurgente*, *Constellation* and *Philadelphia* 137, 329
Gardner, Jonathan, ship owner 433, 434
Gardner, Nathaniel D., Master, ship *Clothier* 389
Gardner, Richard, master and part owner of ship *Hazard* 403
Garlick, John, midshipman, *Constellation* and *President* 329
Garretson, Isaac, purser, *Constellation* and *President*:
Record of service 329
References to 197, 221
Retained under P. E. A 136
To assist with accounts of *Patapsco* 13
Garrison, John, ordinary seaman, *United States* 63
Garrison, Samuel, private, U. S. M. C., *United States* 65
Garrison, William, landsman, *United States* 63
Garts, Peter, purser, *Maryland* 329
Gault, John, midshipman, *Baltimore* and *Norfolk* 329
Gaunt, navy agent. *See* Gantt, Thomas T.
Gautier, Thomas N., Lt., *Congress* 329
Gay, John, carpenter, *Constitution* 329
Gay, John, United States agent, St. Pierre, Martinique:
Correspondence with—
Murray, Alexander, Capt 238, 239
Truxtun, Thomas, Capt 12, 13, 57, 95, 96
Reference to 18
Gay, Timothy, owner of ship *Hope* 405
Geddes, George H., midshipman, *Patapsco* and *George Washington* 137, 329
Geddes, Henry, Capt., U. S. S. *Patapsco*:
Charged too much for transporting specie 184, 185
Correspondence with Secretary of Navy 13, 14, 164, 183–186
Discharged under P. E. A 186
Patapsco to be prepared for another cruise 13, 14
Record of service 329
References to 11, 12, 87, 312, 369
See Patapsco, U. S. S.
Geddes, Henry, Jr., midshipman 329
Geddes, Simon W., Lt., U. S. M. C 359
Gee, Elias, quarter gunner, *United States* 64
Gemmell, David, Master, schooner *Philip* 422
Gemmill, David, Master, brig *Mary* 413
Geneat, French General at Guadeloupe, entertained Captain Murray 113
General Accounting Office, data obtained from 272, 296–298
General Green, schooner, John Johnson, Master 399
General Green, schooner, John Wood, Master 399
General Greene, U. S. R. C., Capt. George Price:
Data concerning 367
References to 321, 332, 345, 362
General Greene, U. S. S., Captains Christopher R. Perry and Hugh G. Campbell:
Armed schooner captured by 372
Arrived at Washington 265
Babcock, Gideon, appointed acting purser for 173
Chance, schooner, in convoy of 387
Data concerning 367
Flying Fish captured by *Boston* and *General Greene* 311, 372
Industry captured by 312, 373
Marines under Lt. Robert Greenleaf to come to Washington in 179
Recommended for retention 80
References to 142, 174, 244, 316–319, 321–323, 326, 327, 331, 333, 334, 336, 338–340, 343, 344, 347, 349–351, 353–357, 359, 361, 405, 413

General Greene, U. S. S., Captains Christopher R. Perry and Hugh G. Campbell—Continued. Page
Repairs to be completed but recruiting to cease 74
Repairs may be finished but no provisions taken on 31
Retained under P. E. A 134, 145, 146, 313
See Campbell, Hugh G., Capt.
To be placed in ordinary 173, 191, 232
Two able seamen needed 308
Weymouth, schooner, recaptured by 437
General Lincoln, ship, Elias Lord, Master 400
General Massena, French privateer:
Captured *Betsey* 384
Captured by *Adams* 311, 372
General orders for messing on Constellation 36
General Washington, ship, Samuel B. Davis, Master 400
General Wayne, ship, Masters Seaman and Ledet 400
Genius, brig, Denbo Cables, Master, captured privateer *Columbus* 400
George, brig, Master Caswell 400
George, brig, Master Healy 400
George, brig, Master Higgens, captured 400
George, brig, Master McLleod, captured 400
George, Richard, master of ship *Mars* 412
George, schooner, Masters Dunkin and Patterson 98, 392, 400, 445
George, ship, Master McCollom 400
George Barclay, ship, Masters McAllister and Whitten 400
George Thomas, brig, Thomas Holden, Master, boarded by *Connecticut* 448
Georgetown, Md., office of naval agent discontinued 269
George Washington, brig, Captain Keefe, arrived in France 231
George Washington, brig, Master Webb 400
George Washington, ship, Master Roberts, beat off privateer 401
George Washington, U. S. S., Captains Patrick Fletcher and William Bainbridge and Lt. Comdg. John Shaw:
Crew to be paid off 191
Data concerning 367
Formerly merchant ship 367
Marines of, to be sent to Washington 207
References to 315, 316, 318, 320, 321, 324, 326–332, 334, 336–339, 341–353, 355, 358, 359
Sailed for Constantinople under orders of Dey of Algiers 45
See Bainbridge, William, Capt., and Shaw, John, Lt.
To be sold 126, 146
Georgia, timber for ship building 32, 82
Georgia Packet, brig, Josiah Burnham, Jr., Master 401
Gettings, Rich'd, owner of snow *Charlotte* 387
Geyer, Frederick, part owner of ship *Rodolph-Frederick* 427
Gibaut, John, commander and owner of *Borneo* 385
Gibbons (Gibbon), James, midshipman, *Insurgente*, *Constellation* and *Enterprize* 137, 329
Gibbs, Caleb, naval storekeeper, Boston, Mass.:
Compensation allowed 277
Correspondence with Secretary of Navy 277
Guns and military stores from *Herald* 219
Military stores from *Warren* 239
Reference to 161
Stores at Boston to be delivered to 276, 277
To receive stores of *Merrimack* 171, 176
Gibbs, George, part owner of ship *Russell* 428
Gibbs & Channing, navy agents, Newport, R. I.:
Correspondence with—
Navy, Secretary of 31
State, Secretary of 264, 265
Data taken from papers of 264, 265
Money from, for *General Greene* 174
Record of service 374
Gibraltar, blockade of, by Spain 264
Gibson, Henry, seaman, *United States* 64
Gibson, William, Master ship *Farmer* 396

Page
Giddings (Giddeons), William, midshipman, *Scammel* 329
Gieb, George, landsman, *United States* 65
Giles, General 69
Giles, Aquilla, marshall of New York, disposition of French prisoners 125
Giles, Benjamin, mate, *Antelope* 381
Giles, Edward, midshipman, *President* and *Boston* 137, 329
Giles, Samuel, boatswain, *Scammel* 329
Gill, Robert, naval storekeeper, Philadelphia, Pa.:
Military stores from *Ganges* 203
Powder from *United States* 212
Stores, etc., from *Patapsco* 165
Gillaspy, George, surgeon, *United States* 329
Gillman, purser's steward, *Ganges* 236
Gillon, Alexander F., midshipman 330
Gilman, Samuel, third mate, U. S. R. C. *Eagle* 362
Gilmor, Robert, part owner of ship *Louisa* 410
Gilmore, John, seaman, *United States* 63
Gilmore, Robert, midshipman, *Chesapeake* 330
Gipsey, H. B. M. S., spoken by *President* 41
Giraud, Commissary 267
Girdler, Jonas, mate, brig *Lydia* 411
Gironde, French privateer, captured brig *Nymph* 420
Gist, Mordecai, midshipman, *Maryland* 279, 330
Gist, William Ferguson, midshipman, *Augusta* 330
Gladiator, ship, Master *Turner* 401
Glenn, Marshall, midshipman, *John Adams*, *Eagle* and *Chesapeake* 137, 330
Glenn, Noble W., acting midshipman, *United States* 61, 286, 330
Glenn, William, master's mate, *Congress* 330
Glennie, A. *See* Mackenzie & Glennie.
Glover, John, mate, brig *Friendship* 399
Glover, William, sailing master, U. S. S. *Philadelphia* 49, 55, 330
Godby, Wm., carpenter, retained under P. E. A 136
Goddard, John, surgeon, *Boston* 136, 259, 330
Godfry, English schooner, recaptured by *Merrimack* 59
Godshall, William, master and part owner of brig *St. John* 431
Godwin, John, midshipman, *Chesapeake* and *President* 137, 330
Godwin, John, midshipman, *Congress* 330
Goe, Master, brig *Rose* 427
Goe, William, sailing master, *Norfolk* 330
Goelet, James F., (or T.), sailing master, *Ganges* and *New York* 330
Goelet, Peter J., sailing master, *New York* 330
Goff, Surgeon. *See* Galt, Surgeon.
Goldsborough, H., owner of ship *London Packet* 410
Goldsborough, Hawes, owner of schooner *Ann* 380
Gonnell, James, boatswain, *President* 330
Goodale, Nathan, Clerk of Massachusetts District Court:
Correspondence with Secretary of Navy 209, 210, 274, 275
Money taken out of *Berceau* in hands of 267
Good Friends, ship, Master Earle 401
Good Hope, brig 401
Gooding, Master, brig *Telemachus* 433
Good Intent, brig 175
Goodrich, Master, ship *Holland* 404
Goodrich, James, Master, ship *Fame* 396
Goodwin, Master. *See* Gooding, Master.
Goodwin, Master, ship *Independence* 406
Goodwin, Charles Ridgely, midshipman. *See* Ridgely, Charles G.
Goodwin, John, midshipman. *See* Godwin, John.
Goodwin, John Jr., midshipman. *See* Godwin, John.
Goodwin, Lewis, impressed from ship *Providence* by H. B. M. S. *Minotaur* 37
Gordon, Caleb, part owner of schooner *General Green* 399
Gordon, Charles, Lt., *Insurgente*, *Constellation*, *Philadelphia*, *George Washington* and *President* 135, 186, 330
Gordon, Thomas, midshipman, *Patapsco*, *Experiment* and *United States* 61, 330
Gordon, William, Master, brig *Oakley* 420
Gore, John, master and part owner of ship *Cygnet* 390

Page

Gore, John, part owner of brig *Neutrality* 419
Gorham, part owner of ship *Sarah* 430
Gorham, Samuel, sailmaker, *New York* 330
Gorman, Daniel, master's mate, *Constellation* 330
Gosport, Va.; site for a navy yard 120, 121
Gough, John, Potomac River pilot 190, 192, 212, 217, 218, 232
Gouverneur, Isaac, part owner of schooner *Nymph* 420
Gouverneur, James, part owner of ship *Diana* 391
Governeiur & Kemble, New York 151
Governor Carver, schooner, Nathaniel Spooner, Master 401
Governor Davie, U. S. galley, Capt. William McKerrall 363, 367
Governor Jay, U. S. R. C., Capt. John W. Leonard:
Data concerning 367
Dimensions of 366, 367, 369, 370
References to 328, 337, 362
Governor of Puerto Rico, correspondence with Captain Murray 118
Governor of South Carolina. *See* Drayton, John.
Governor of Virginia. *See* Monroe, James.
Governor Sumner, ship, Masters Dinsmore, Young, and Leech 401
Governor Williams, United States galley, Captains Lawrence A. Dorsey, and Amaziah Jocelyn 363, 368
Goverts, P. O., owner of ship *Reindeer* 426
Goverts, Peter D., owner of ship *Catherine* 386
Gowdy, John, seaman, *United States* 62
Grace 422
Grace, brig 401
Grace, ship, Master Davis, in action with privateer *La Gloire* 388, 401, 404, 422, 431
Gracie, Archibald, owner of ship *Warren* 436
Gracie & Lenox, owners of ship *Port Mary* 424
Grafton, Master, ship *Sally* 429
Graham, I., Commander, schooner *Chance* 387
Graham, William, part owner of schooner *Jane* 407
Graham, William, surgeon, *Patapsco* 330
Grand Rivau captured by *Experiment* 373
Grand Turk, ship, Pardon T. Taber, Master 401
Graneman, Christian, Capt., brig. *Eliza* 100, 101
Grant, Master, schooner *Paragon* 421
Grant, James, sailing master 330
Grant, John, part owner of ship *Dublin Packet* 392
Grant, Joseph, boatswain 330
Grant, Joseph, midshipman, *Delaware* 330
Grant, Joshua, mate, brig *Fanny* 396
Graves, Samuel, Jr., Master, schooner *Success* 432
Gray, ship 401
Gray, Mr., supercargo, ship *India* 406
Gray, Archibald, seaman, *United States* 63
Gray, George, midshipman, *Adams* 330
Gray, John, mate, *Antelope* 381
Gray, Robert, Master, ship *Lucy* 411
Gray, Samuel, ship owner 384, 417
Gray, Timothy, owner of ship *Olive Branch* 420
Gray, William, landsman, *United States* 64
Gray, William, lost overboard from *Constitution* 53
Gray, William, master's mate, *Herald* 330
Gray, Wm., owner of *American Hero* 379
Gray, William, Jr., ship owner 383, 388, 394, 396, 407, 408, 411, 421, 427, 435, 438
Graybell, Philip, shipowner 392, 445
Grayson, John, midshipman, *Maryland* 330
Great Britain:
Brig of, recaptured by *Atlantic* 439
Privateers of—
Enterprise captured American schooner *Triton* 435
Guernsey privateer captured ship *Franklin* 399
Interfere with our commerce 127, 128

Page

Great Britain—Continued.
Privateers of—
John and Edward captured *Cygnet* 390
John and Edward recaptured brig *Polly* 423
Letter of Marque in action with U. S. S. *Experiment* 4
Nancy, schooner, recaptured by 418
Strafford, ship, recaptured by 431
Salvage claimed from American vessels at Curacao 98
Seamen impressed by 36, 37, 43, 102, 105, 110, 222, 223, 261
Ships-of-war—
Acasta recaptured schooner *Endeavor* 394
Busy captured ship *Gadsden* 399
Cleopatra impressed a man from *Moses Gill* 110
Fishguard, recaptured *Minerva* 415
Hornet impressed a man from *Enterprise* 102, 105
Invincible recaptured ship *Richmond* 426
Nereid captured brig *Sukey* 432
Phaeton recaptured brig. *Nymph* 420
Seine impressed U. S. citizen from *Two Brothers* 43
Tanner, ship, captured by 433
Vine, French privateer, captured by *Tamar* 50
Vessels of, commit depredations on American vessels at Gibraltar 264
Greaton, John W., master's mate, *President* 330
Green, Master, snow *Ranger* 425
Green (Greene), Allen J., midshipman, *Chesapeake* 137, 330
Green, Ellis L., midshipman, *United States* 330
Green, Henry, Master, ship *Dublin Packet* 392
Green, Jeffery D., master's mate, *Connecticut* 331, 452
Green, Philomen, corporal, U. S. M. C., *Ganges* 184
Green, Richard, boatswain, *Enterprise* and *President* 331
Green, Samuel (or Samuel S.,) acting sailmaker, *Connecticut* and *Essex* 136, 331
Green, Thomas, boatswain, *Constellation* and *Richmond* 331
Greene, Benjamin, part owner of ship *Minerva* 415
Greene, Benja. D., mate, ship *Rising States* 427
Greene, Daniel, Master, ship *Neptune* 419
Greene, David, part owner of ship *Minerva* 415
Greenleaf, Jonathan, midshipman, *Warren* 331
Greenleaf, Robert, Lt., U. S. M. C. 142, 179, 359
Greenow, Samuel, carpenter, *Norfolk* 331
Gregory, William, midshipman 137, 331
Grendin, British schooner, recaptured by *Adams* 59
Grenel, Sloss Hobart, midshipman, *New York* and *President* 137, 331
Greyhound, brig, Master Plummer 401
Greyhound, brig, Master Rider 401
Greyhound, schooner 401
Greyhound, ship 401
Griffin, Cyrus, Judge of Virginia District 114
Griffin, Larkin, acting surgeon's mate, *Maryland* 331
Griffin, Nathaniel, Master, schooner *Endeavor* 394
Griffis, John, Commander, brig *Ariel* 381
Griffith, Benjamin, private, U. S. M. C., *Ganges* 184
Griffith, Isaac M., Master, brig *Little George* 410
Griffith, William, midshipman, *Insurgente* 331
Grimston, William, private, U. S. M. C., *United States* 66
Griswold, Edward D., Lt., *Montezuma*, and *Trumbull* 331
Griswold, George, part owner of brig *Aurora* 382
Grog allowance. *See* Rum.
Groom, William, Master, schooner *Eleanor* (Elinor) 392, 445
Grooms, George, *Boston*, injured 259
Groscham, John, Cape Francois 294
Gross, Simon, acting lieutenant, *Constellation* 331
Groves, Master, brig *Industrious Mary* 406
Grubb, George Gray, midshipman, *United States* and *Chesapeake* 65, 331
Gruneroy, S., part owner of brig *Harmonie* 447

Page

Guadaloupean captured by Enterprize ... 143, 146, 311, 373
Guadeloupe:
Prisoners, exchange of ... 4, 9, 56
Prizes sent to ... 69, 70
Guardian, snow, John Stevens, Master ... 401
Guatimozin, ship, Master Samuel Bumstead ... 402
Guerin, Peter, Capt., French privateer *Bellona* ... 272
Gunners retained under P. E. A ... 136
Guns:
Constitution ... 280
Instructions for proving ... 302
Manufactured at Cecil Furnace, statement of accounts ... 296, 297
Proved at Cecil Furnace, table of ... 298
Guns and shot loaned to Constitution, repayment of, asked ... 307
Gurley, Royal, midshipman, *Essex* ... 331
Guthree, Lieutenant, boarded schooner *Orange* ... 283
Guynne, (Guyenne), Thomas, midshipman ... 331
Hackley, George S., midshipman, *Essex* ... 137, 331
Hadlock, Nathaniel, landsman, *United States* ... 63
Haff, John, part owner of schooner *Eglantine* ... 392
Haggard, Master, ship *Louisa* ... 410
Haight, James, midshipman, *Congress* and *Boston* ... 331
Hailey, Abraham, master's mate, *Ganges* and *Connecticut* ... 331
Halcyon, ship, Master William Wise ... 402
Hale, Hezekiah, sergeant, U. S. M. C., *Ganges* ... 184
Haley, Abraham, master's mate. *See* Hailey, Abraham.
Halifax, British cruiser ... 264
Hall, Charles, sailing master, *Portsmouth* ... 331
Hall, Edward D., Lt., U. S. M. C ... 155, 360
Hall, John, boatswain, *Eagle* ... 331
Hall, John, Capt., U. S. M. C ... 360
Hall, Richard, private, U. S. M. C., *President* ... 128
Hall, Samuel, Master, brig *Mary* ... 413
Hall, Stephen, Master, ship *Sally* ... 429
Hall, Zachariah, carpenter, *Trumbull* ... 331
Halliburton, George, Commander, brig *Belsey* ... 384
Hallowell, George A., sailing master, *George Washington* ... 331
Halsey, Master, ship *Two Friends* ... 435
Halsey, George W., midshipman, *Trumbull* ... 331
Hamburgh Packet, merchant ship. *See Delaware*, U. S. S.
Hamburgh Packet, ship ... 402
Hamilton, Master, schooner **Nimrod** ... 419
Hamilton, John, corporal, U. S. M. C., *Ganges* ... 184
Hamilton, Richard, sailmaker, *President* ... 331
Hamilton, Robert W., Lt., *George Washington* and *Constitution* ... 135, 292, 331
Hammond, Henry, navy agent, Cape Francois:
Capture of **Hibernia** protested before ... 42, 43
Correspondence with Secretary of Navy ... 156
Hospital stores for *Congress* ... 50
Record of service ... 374
Reference to ... 375
Supplies for *Scammel* ... 124
Hammond, William, master of pirate *Three Friends* ... 283, 284
Hancock, John, boatswain, *Constitution* ... 331
Hancock, ship, Master Crocker ... 402
Hand, Captain, sloop *Hilliard* ... 226, 229
Handley, John, seaman, *United States* ... 63
Handy, Sewell, midshipman, *General Greene* and *Enterprize* ... 137, 331
Hanes, John, boatswain. *See* Haynes, John.
Hannah, brig ... 402
Hannah, brig, Master Boggs ... 402
Hannah, brig, Master Leach, captured by schooner *Monkey* ... 402
Hannah, schooner, captured by privateer *Flibustier* ... 402
Hannah, schooner, James Mitchel, Master:
Merrill, George, Midshipman, put in command ... 445
Recaptured by *Connecticut* ... 445

Page

Hannah, ship 402
Hannah, ship, Master Charles Derby 402
Hannah, ship, Master Hosmer 402
Hannah, ship, Master Small 402
Hannah, sloop, Master Pearcy 402
Hannum, James, midshipman, *Congress* and *George Washington* 331
Hanson, Thomas, seaman, *United States* 62
Harden, Joseph, seaman, *United States* 61
Hardenburgh, Thomas R., midshipman, *Norfolk* and *Essex* 137, 332
Harding, David, Master, ship *Portland* 424
Harding, Gamaliel, master's mate, *Congress* 332
Harding, Thomas, Master, sloop *Cleopatra* 389
Hardison, John, seaman, *United States* 65
Hardman, Thomas, private, U. S. M. C., *United States* 66
Hardwell, Master, schooner *Juno* 409
Hardy, Charles, Master, brig *Nymph* 420
Harion, John McL., Master, schooner *Bellisarius* 383
Harkins, Michael, landsman, *United States* 64
Harmonie, brig, Thomas Dill, Master, boarded by *Connecticut* 447
Harmony, brig, captured by privateer *Fly* 402
Harmony, brig, Master William Marshall 402
Harmony, schooner 402
Harmony, ship 402
Harmony, ship, Master James Snell:
Captured by French corvette *L'Surges* 402
Recaptured by crew and passengers 402
Harper, Nicholas, steward, *United States* 61
Harper, Richard, seaman, *United States* 62
Harpler, ship 403
Harriden, Nathaniel, sailing master, *Constitution* 136, 292, 332
Harriet, brig 403
Harriot, ship, Master Cloutman 403
Harriot, ship, Master Martin 403
Harris, Benjamin G., surgeon's mate, *Philadelphia* 332
Harris, John, Master, brig *Mary* 413
Harris, John (or James), midshipman, *President* 332
Harris, John, part owner of ship *Juno* 409
Harris, Robert, surgeon, *General Greene*, *Enterprize* and *George Washington* 52, 136, 332
Harris, Thomas, Master, ship *Juno* 409
Harrison, Master, ship *Ocean* 420
Harrison, Alexander C., midshipman, *Patapsco* and *Essex* 137, 332
Harrison, George, navy agent, Philadelphia, Pa.:
Charming Betsey, case of 280
Correspondence with Secretary of Navy 21, 29, 31, 44, 152, 153, 165, 243, 248, 249, 251, 287, 304
Fitting out *Eagle* 22
Ganges to be sold 251
Money for United States ships 13, 24, 156, 166, 203, 212
Patapsco to be stripped and sold 164, 165
Provisions for *Ganges* and *Connecticut* 24
Record of service 374
References to 148, 216
Stores for *Constellation* 309
Harrison, Richard, midshipman, *Insurgente* 332
Harrison, Robert, Lt., *Constellation* 332
Harrold, John, captain's clerk, *United States* 61
Harry, ship, Master Ehrenstrom 403
Harry, ship, Master Webb 403
Hart, Mr. 267
Hart, John, surgeon's mate, *Retaliation* 332
Hart, Simeon, midshipman, *Delaware* 332
Hartigan, William, midshipman, *Norfolk* and *George Washington* 332
Hartley, John, midshipman, *Patapsco* and *Chesapeake* 137, 332
Harvard College Library, data obtained from 376, 385

Page

Harvard University, Baker Library, records published by courtesy of--- 376
Harvey, Captain, H. B. M. S. *Southampton*---- 94
Harvey, Edward, seaman, *United States*---- 64
Harvey, William, seaman, *United States*---- 62, 64
Harwood, Richard, Lt., U. S. M. C---- 360
Haskell, William, mate, brig *Neptune*---- 419
Haskill, John, Master, brig *Sally*---- 428
Haslet, Master, ship *Robust*---- 427
Haslett, William, owner of sloop *Eliza*---- 393
Hastie, George, Master, ship *Hope*---- 405
Hastings, Commander, schooner *Alexander*---- 377
Haswell, John Montresor, midshipman, *Boston*---- 137, 259, 332
Haswell, Robert, Lt., *Boston*---- 332
Haverford College, Haverford, Pa., records published by courtesy of---- 306
Hawke, schooner, Jonathan H. Lovett, Master---- 403
Hawkins, Joseph, sailmaker, *Congress*---- 332
Hawkins, Solomon, master of ship *Minerva*---- 235
Haylander, J., part owner of brig *Hannah*---- 402
Haylander, Jacob, Master, ship *Connecticut*---- 389
Hayne, Commander, ship *Amelia*---- 378
Haynes, John, boatswain, *Connecticut*---- 332
Hays, Captain, schooner *Two Brothers*, ill treatment by Captain Milne of H. B. M. S. *Seine*---- 43
Hays (Hayes), John, gunner, *Chesapeake*---- 332
Hayward (Heyward), John, sergeant, U. S. M. C., *Congress*---- 180
Haywood, Samuel, Capt., galleys *Pinckney* and *South Carolina:*
Correspondence with Secretary of Navy---- 196
Discharged under P. E. A---- 196
Record of service---- 363
References to---- 370, 371
See Pinckney and *South Carolina.*
Hazard, brig, Master Rogers---- 403
Hazard, ship, Master Gardner---- 403
Hazard, ship, Master Sissom---- 403
Hazard, ship, Master Swift---- 403
Hazard, Alfred, midshipman, *Patapsco* and *Philadelphia*---- 137, 332
Hazard, John A., purser U. S. S. *General Greene*---- 332
Hazard, Josiah, sailing master, *Patapsco* and *Philadelphia*---- 136, 332
Hazard, Stanton, midshipman, *Baltimore*---- 332
Head, Joseph, seaman, *United States*---- 61
Healy, Edward, Master, brig *George*---- 400
Heart, Simeon, midshipman. *See* Hart, Simeon.
Heath, Daniel C., midshipman, *United States*---- 61, 137, 332
Heatley, Thomas, Lt., galley, *Governor Williams*---- 363
Heaton, Tuttle, private, U. S. M. C., *United States*---- 65
Hedd, Joseph, part owner of ship *Mary*---- 413
Hedge, Edward, Master, schooner *Samuel*---- 430
Heerman, Louis, (Lewis), surgeon's mate---- 332
Hefferman, James, landsman, *United States*---- 63
Heim, Jacob, landsman, *United States*---- 63
Heith, Daniel C., midshipman. *See* Heath, Daniel C.
Hekey, Peter, carpenter, *Experiment*---- 332
Helen, schooner---- 403
Henderson, Benjamin, mate, brig *Minotaur*---- 416
Henderson, William, midshipman, *Portsmouth*---- 332
Henley, John D., midshipman, *Chesapeake*---- 137, 332
Henley, Robert, midshipman, *Constellation* and *Enterprize*---- 137, 333
Henley, William Dandridge, midshipman---- 333
Hennessey, Joseph B., midshipman, *Ganges* and *United States*---- 333
Hennicie, John, impressed by H. B. M. S. *Minotaur*---- 37
Henop, Lewis W., midshipman, *Insurgente*---- 333
Henop, Philip, midshipman, *Chesapeake*---- 137, 333
Henrietta, French privateer, captured by schooner *Flying Fish*---- 398, 439
Henry, ship, Master Allen, captured by French privateer---- 403
Henry, ship, Stephen Webb, Master---- 403
Henry, sloop, Master Casach, captured by *St. Roselia*---- 403

Page
Henry, Barnard, midshipman, *Connecticut* and *Essex* ... 137, 333
Henry, Isaac, surgeon, *Constellation* and *Insurgente* ... 333
Henry, Samuel B. D., midshipman, *Constellation* ... 333
Henry, William, acting midshipman, U. S. S. *General Greene* ... 333
Hepburn, Barry, Mr., acknowledgment to ... v
Herald, ship, Masters Skerry, and Nathaniel Silsbee ... 404
Herald, U. S. S., Capt. James Sever and Lt. Comdg. Charles C. Russell:
Arrived at Basseterre ... 221
Connecticut spoken by ... 455, 457
Data concerning ... 368
Disposal of under P. E. A ... 126, 142, 146, 191, 219, 220, 276, 307
Formerly merchant ship ... 368
La Mutine captured by *Herald* and *Augusta* ... 311, 372
La Mutine condemned ... 209
Orders and instructions for ... 153
References to ... 200, 263, 315, 317, 322–325, 327, 330, 334, 339, 346, 348–353, 355, 358, 456
Sailed from Basseterre ... 222
See Russell, Charles C., Lt.
Sent to West Indies to call in other vessels ... 145, 153, 156, 193
To prepare for a cruise ... 111
Herbert, Joshua, midshipman, *Constellation* and *Insurgente* ... 333
Hercules, ship, in convoy of *Ganges* ... 147
Hercules, ship, Master Breath ... 404
Hercules, ship, Master Dawson ... 404
Hercules, ship, Master Pierce ... 404
Hercules, sloop, Master Reynolds ... 404
Hercules Courtenay, ship, captured by a Spanish gunboat and French privateer ... 264, 265
Hercules Courtenay, ship, James Simpson, Master ... 404
Hereux. *See L'Heureux.*
Hermione, H. B. M. S.:
American seamen impressed aboard ... 261
Mutineer from, executed ... 119
Reference to mutiny on board ... 179
Hero, ship, Master Robinson ... 404
Heureux. *See L'Heureux.*
Heureux Rencontre. *See L'Heureuse Rencontre.*
Hewett, Master, brig *Liberty* ... 409
Hewitt, Thomas, Master, ship *Port Mary* ... 424
Hewitt, Thomas, midshipman, *United States* ... 333
Hewton, Master, brig *Ida* ... 406
Heyward, Samuel, Capt. *See* Haywood, Samuel.
Hibernia, ship, Master Fanning, captured by French privateer *La Jeune Creole* ... 42, 43, 67
Hibernia, ship, Master Toppan, in action with French privateer ... 404
Hichborn (or Hickbourne), Isaac Barré, Lt. *See* Hitchborn, Isaac Barré.
Hickey, Peter, carpenter. *See* Hekey, Peter.
Hickman, Thomas, marine, *Ganges*, died ... 124, 184
Higbe, Master, ship *Fair American* ... 395
Higgens, Elisha, brig *George* ... 400
Higgins, David, Master, brig *Union* ... 435
Higginson, Stephen, ship owner ... 380, 402, 428
Higginson, Stephen, & Co., navy agents, Boston, Mass.:
Bill of Thomas Dillaway for work on *Eliza Ann* ... 167
Brown, Samuel, to succeed ... 167
Correspondence with Secretary of Navy ... 29, 30, 39, 78, 111, 125, 142, 150
Disposition of French prisoners ... 125, 185
Le Berceau, account against ... 198
Money for *Merrimack* ... 106
Prize agents for *L'Active* ... 289
Public property to be delivered to Samuel Brown ... 171
Record of service ... 374
References to ... 161, 192, 208, 267
Shipment of supplies for Batavia should cease ... 31
Supplies for United States vessels at Batavia ... 93

Page

Highlander, schooner ... 40, 404
Higinbotham, James Sempill, midshipman, *Patapsco* and *Essex* ... 137, 333
Hill, Francis, master and owner of brig *Trio* ... 434
Hill, William, sailmaker, *Delaware* and *Ganges* ... 333
Hill, William, seaman, *United States* ... 62
Hillar, Benjamin, Master Comdt., U. S. R. C. *Pickering*:
Libelant in case of prize *L'Active* ... 209
Prize money paid Captain Truxtun ... 214
Record of service ... 333
References to ... 311, 369
See. Pickering, U. S. R. C.
Hillen & Williams, Cape Francois ... 294
Hilliard, Captain. *See* Hillar, Benjamin.
Hilliard, sloop, carrying French prisoners to New York ... 226, 229
Hilton, Bill ... 124
Hilton, Hale, owner of schooner *Polly* ... 424
Hilton, William, landsman, *United States* ... 63
Hilton, Wm., Lt., ship *Providence*, impressed by H. B. M. S. *Minotaur* ... 37
Hind, brig, Daniel Roper, Jr., Master ... 404
Hinton, Abijah John, midshipman, *Chesapeake* ... 137, 333
Hiram, brig, Master Appleton ... 404
Hiram, ship, Master Whitney ... 404
Historical Society of Massachusetts, records published by courtesy of ... 147, 167, 190, 198, 201, 202, 208, 211, 214, 238, 268, 280, 281, 376, 413
Historical Society of New Haven Colony, data obtained from ... 396
Historical Society of Newport. *See* Newport Historical Society.
Historical Society of New York. *See* New York Historical Society.
Historical Society of Pennsylvania, records published by courtesy of ... 1–5, 8–13, 18, 19, 34–36, 57, 58, 69–75, 86–93, 95, 96, 102, 104, 105, 123, 126, 187–190, 195–197, 202, 203, 213, 214, 221, 223, 224, 230, 231
Historical Society of Rhode Island. See Rhode Island Historical Society.
Hitchborn, Isaac Barré, Lt., *John Adams* ... 333
Hitchcock, Jonathan P., midshipman, *Essex* ... 333
Hobson, Master, ship *Concord* ... 389
Hodge, Master, ship *Kingston* ... 409
Hodge, George, boatswain, *Ganges* and *Philadelphia* ... 136, 333
Hodge, George, seaman, *United States* ... 65
Hodgson, John B., Master, ship *Woodrup Sims* ... 438
Hodson, John, Master, ship *Adolph* ... 376
Hoff, William Bainbridge, Capt. U. S. N., copy of sketch made by ... Frontispiece
Hogan, Thomas, master of ship *Louisa* ... 410
Hoist, Thomas, Lt., U. S. M. C ... 360
Holbrook, Joseph, Master, ship *Sally* ... 429
Holden, Jonathan, ordinary seaman, *Connecticut*, died ... 448
Holden, Thomas, Master, brig *George Thomas* ... 448
Holden, Thomas, mate, ship *Resource* ... 426
Holker, schooner, Master Medlin ... 404
Holland, ship, Master Tew, in action with privateer ... 404
Holland, John, Master, ship *Rufus* ... 428
Holland, Michael, quarter gunner, *United States* ... 62
Hollingsworth, William, purser, *Montezuma* and *Adams* ... 333
Hollins, J., owner of schooner *Felicity* ... 397
Hollins, John, ship owner ... 378, 405, 407, 412, 413
Holmes, Master, schooner *John* ... 408
Holt, William C., seaman, *United States* ... 64
Homan, William, owner of schooner *Maria* ... 412
Homans, Thomas, midshipman, *Congress* ... 333
Hooe, Seymour, midshipman, *Congress* ... 137, 333
Hook, William acting gunner, *Enterprize* ... 333
Hooker, Michael, Master, barque *Neptune* ... 419
Hooper, Master, schooner *Dauphin* ... 390
Hooper, Master, ship *Dolphin* ... 392
Hooper, Asa, Master, ship *Hope* ... 405
Hooper, Joseph, purser, *Merrimack* ... 333

Page
Hooper, Samuel, ship owner 422, 432
Hooper, Thomas W., Lt., U. S. M. C., *Connecticut* 155, 180, 360
Hope, bark 405
Hope, brig 405
Hope, brig, Master Bates 405
Hope, brig, Master Clark 405
Hope, brig, Master Hudson 405
Hope, brig, recaptured by *Adams* 108
Hope, French privateer, captured *Weymouth* 437
Hope, prize. *See L'Espoir.*
Hope, schooner, Master Fullerton 405
Hope, ship 405
Hope, ship, Master Bill, captured by *Renommee* 405
Hope, ship, Master Callahan 405
Hope, ship, Master Dennison 405
Hope, ship, Master Hastie, captured by French privateers 405
Hope, ship, Master Hooper, in action with privateer 405
Hope, John, landsman, *United States* 63
Hopkins, Master, brig *Joseph* 409
Hopkins, Benjamin, Master, brig *Rebecca* 425
Hopkins, John, Richmond, Va., in correspondence with Secretary of Navy 120, 121
Hopkins, Thomas, Master, ship *Sarah* 430
Horgan, Timothy, seaman, *United States* 61
Hornet, H. B. M. S., Captain Nash:
Arrived at St. Kitts 21
Demand made on *President* for deserter from *Hornet* 94
Impressed a man from boat of *Enterprize* 102, 105
Pat, schooner, prize to, boarded by *Philadelphia* 27
Hoskins, Emanuel, landsman, *United States* 64
Hoskins, Robert, landsman, *United States* 64
Hosmer, Master, ship *Hannah* 402
Hospital fund, monthly deductions for 13
Hotchkiss, Ebenezer, master and part owner of brig *Sally* 428
Hotchkiss, Solomon, sailing master, *Baltimore* 333
Houlbrook, ship 405
House, Francis, Master, brig *Rattlet* 425
Houser, Thomas, seaman, *United States* 62
Houston, Benjamin, Master, brig *Paragon* 421
Hovey, part owner of ship *Portland* 424
Hovey, Amos, ship owner 395, 427
How, Jan[s], Cape Francois 294
Howard, Calib, & Co., Providence, R. I. 149
Howard, George, owner of schooner *Orange* 283
Howard, Jeremiah, seaman, *United States* 64
Howard, John, Capt. *See* Howell, John.
Howard, John, Lt., U. S. M. C. 184, 360
Howard, Joseph, part owner of ship *Thorn* 434
Howe, George, Master, schooner *Oneco* 420
Howe, James, carpenter, *Boston* 333, 348
Howe, Thomas C., Master, schooner *Isabella* 407
Howe, Thomas C., Master, schooner *Spartan* 431
Howell, John, Capt., galley *St. Marys* 363
Howell, John, surgeon, *Constellation* 52, 334
Howland, Master, brig *Betsey* 384
Howland, Joseph, navy agent, Norwich, Conn 374, 441, 442
Howland, Joseph, ship owner 405, 428, 435
Howland and Allyn, navy agents, New London, Conn.:
Agents for prizes sent into New London 6
Correspondence with Secretary of Navy 76, 79, 124
Money for *Trumbull* 169
Provisions for *Connecticut* 92
Record of service 374
Hoyt, Master, brig *Fanny* 396
Hoyt, James, master's mate, *Constitution* 334

Page

Hoyt, William, landsman, *United States* 65
Hrabvinski, Richard, acting midshipman, *Pinckney* 334
Hubbard, Nehemiah, navy agent, Middletown, Conn 374, 440
Hubbart, Samuel, Master, ship *Sansom* 430
Hubbel, Ezekiel, Master, ship *Citizen* 388
Hubbell, Master, ship *Enterprize* 394
Hubbert, commander, schooner *Charlotte* 387
Hudson, Master, schooner *Dispatch* 391
Hudson, Frederick N., midshipman, *Constitution* 334
Hudson, H., Master, brig *Hope* 405
Hudson, Henry, landsman, *United States* 63
Hudson, Henry, master of ship *Hercules Courtenay* 264
Hudson, Robert, carpenter, *Insurgente* 334
Huger, Jacob M., Lt., U. S. M. C 360
Hughes, Master, ship *Aurora* 382
Hughes, Daniel, surgeon, *Ganges* 334
Hughes, George, purser 334
Hughes, Thomas W., sailing master, *Delaware* and *Philadelphia* 334
Hull, Isaac, Lt.:
Correspondence with Secretary of Navy 285, 292
Ordered to command *Constitution* 285
Record of service 334
Retained under P. E. A 135
Humphreys, David, United States minister at Madrid 34
Humphreys, Joshua, naval constructor:
Correspondence with Secretary of Navy 37, 263
Of great help to Captain Murray 216
Record of service 334
Repairs to *Constellation* 234, 243
Repairs to *Patapsco* 13
Humphreys, Samuel, timber inspector 182, 288
Hunt, Master, brig *Liberty* 409
Hunt, Master, brig *Union* 435
Hunt, James, P., midshipman, *United States* and *Norfolk* 334
Hunt, Nathaniel, gunner, *Richmond* 334
Hunt, Theodore, midshipman, *New York* 137, 334
Hunt, Thomas, midshipman, *Constitution* and *Boston* 334
Hunter, brig 406
Hunter, schooner, *Master Smith* 406
Hunter, ship, William Whitlock, Master 406
Hunter, James, deputy marshal 115
Hunter, William, navy agent, Savannah, Ga.:
Correspondence with Secretary of Navy 310
Record of service 374
Huntington, Henry E., Library and Art Gallery, records published by courtesy of 7, 27, 139, 221, 222, 224, 234–236, 238, 241, 258
Huntington, Joshua, Norwich, Conn.:
Correspondence with Secretary of Navy 118
Prisoners, care of 118
Huntington, Septimus, midshipman, *Trumbull* 334
Huntress, Robert, gunner, *Herald* 334
Hurd, part owner of brig *Diana* 391
Hurlbert, master of sloop *Catherine* 104
Hurley, James, drummer, U. S. M. C., *United States* 65
Huron, ship 406
Hurst, Master, brig *William* 438
Huston, Ninian, ordinary seaman, *United States* 64
Hutchins, Master, ship *Massachusetts* 414
Hutchins, William V., Lt., *Herald* 334
Hutchinson, James, ordinary seaman, *United States* 64
Hutchman, D. H., Commander, schooner *Ann* 380
Hybert, Nicholas, seaman, *United States* 62
Ida, brig, Master Hewton 406
Illustrations, list of v
Imports, revenues from, during war with France 313
Impressed seamen. *See* seamen, impressed.

Page
Independence, ship, James Coddington, Master 406
Independent, ship 406
India, ship, Master Ashmead, in action with privateer 406
Indian Chief, ship, Master Service 406
Industrious Mary, brig, Master Groves 406
Industry, captured by *General Greene* 312, 373
Industry, schooner, Master Roundey 406
Industry, ship, Gamaliel Bradford, Master, in action with privateers 406
Industry, ship, John Rudd, Master 306
Industry, ship, Master Swett 406
Industry, ship, Master Vickery 406
Ingersol & Lewis. *See* Lewis & Ingersol.
Ingersoll, Jared 37, 280
Ingersoll, Josiah, Master, schooner *Eagle* 392
Inglis, George H., Master, ship *Maria* 412
Inglis, George H., part owner of *Carolina* 386
Ingraham, Joseph, Lt., *Pickering* 334
Ingraham, N. G., part owner of brig *Aurora* 382
Ingraham, Samuel, boy, *United States* 64
Ingraham, William, midshipman, *United States* and *Warren* 61, 334
Innes, Robert, midshipman, *Maryland* and *Enterprize* 137, 279, 334
Insurgente, U. S. S., Captains John Rodgers, Alexander Murray and Patrick Fletcher:
Apprehensions felt for her safety 54, 110
Claims for wages of lost seamen 291
Connecticut spoken by 450, 451, 454, 455
Cost of purchase and repairs of 460
Cruising for protection of India trade 3
Data concerning 368
Diligente captured by *Insurgente* and *Constellation* 311, 372
Lost at sea 314
No apprehension for her safety 53
Not heard from 85
References to 214, 316, 317, 319–322, 324, 325, 327–337, 339–342, 345–347, 349–351, 353, 355–358, 360, 361
See L'Insurgente.
Integrity, brig, Master McLaurin 406
Intercourse with enemy or rebels forbidden 464
Intrepid, brig, Peleg West, Master 407
Invincible, H. B. M. S.:
In company with *Connecticut* 452, 453
Recaptured ship *Richmond* 426
References to 453, 454, 458
Iris, schooner 407
Isabella, schooner, Master Lang 407
Israel, Commander, ship *Ardent* 381
Israel, Joseph, midshipman, *Maryland* 137, 279, 334
Italic Conquere, Conquese and Conquest. *See Italie Conquise.*
Italie Conquise, French privateer:
Captured by *Connecticut* 311, 452
Distribution of prize money 103
Sold 42
Spoken by *Connecticut* 454, 455
Ives, William, Master, ship *Olive Branch* 420
Izard, Ralph Jr., midshipman, *John Adams* and *Boston* 137, 334
Jackson, Abraham, owner of schooner *Maria* 412
Jackson, Daniel, Maj 307
Jackson, Ebenezer, navy agent, Savannah, Ga 374
Jackson, Henry, Master, ship *Thomas Russell* 434
Jackson, Henry, navy agent, Boston, Mass.:
Guns loaned to *Constitution* by Massachusetts 307
Record of service 374
Jackson, Thomas, master of *Three Friends* 283
Jackson, William, private, U. S. M. C., *United States* 66
Jacob, ship, Joseph Brown, Master 407
Jacobs, Master, ship *Planter* 423

Page

Jacobs, Bela, carpenter, U. S. S. *General Greene* 334
Jacobs, Wilson, Lt., *George Washington* 334
Jacobs, Wilson Jr., midshipman, *George Washington* 334
Jakways, John, Master, schooner *Nymph* 420
Jaloux. *See Le Jalouse.*
James, schooner 407
James, James, Lt., U. S. M. C 360
Jameson, Samuel, Master, ship *Venus* 436
J. and Fanny, brig 407
Jane, prize sloop. *See Lucy.*
Jane, schooner, Master Phillips 407
Jane, schooner, Master Sorensen, captured by privateer *Alliance* 407
Jane, schooner, recaptured by *Delaware* 110
Jane, ship 407
Jane, sloop, boarded by *Connecticut* 447
Jane Maria, brig 407
Jane Peter, barque, Jans Marcussen Ronne, Master, boarded by *Connecticut* 450
Janes, John, mate, ship *John* 408
Jappie, Paul, Master, ship *Molly* 416
Jaques, Gershom P., surgeon's mate, *Ganges* 334
Jarvis, Ellen A., Miss, acknowledgment to v
Jarvis, James Canon, midshipman, *Constellation* 334
Jarvis Philip, Lt. *Constitution* 335
Jarvis, Samuel, Master, schooner *Don* 446
Jason, brig 407
Jason, prize to *John Adams* 182
Jason. *See La Jason.*
Jason, ship, Master Parley 407
Javin, Ephraim, seaman, *United States* 64
Jay, ship 407
Jay, Moses, carpenter, *Adams* 335
Jefferies, Master, ship *Neptune* 419
Jefferson, Thomas, President, U. S. A.:
  Correspondence with—
    Garcia, Joaquin 100, 101
    Navy, Secretary of 144, 252, 253
    United States Senate 33
  Reference to 128
  Reported elected President 94
Jemmison, James, quarter gunner, *United States* 63
Jenckes, Amos T., part owner of ship *Rising States* 427
Jencks, William C., Lt. *See* Jenks, William C.
Jenkes, Scott, Master, ship *Rising States* 427
Jenkins, Master, ship *William* 438
Jenks, William C., Lt., *Enterprize* and *Boston* 135, 335
Jenne, Commander, schooner *Carmelite* 386
Jennings, Daniel, purser, *Patapsco* 335
Jennings, Horner, midshipman, *Baltimore* 335
Jennings, John, purser, *Maryland* 335
Jennings, Zephaniah, surgeon's mate, *Constitution* 335
Jenny, Ebenezer, Master, brig *John Brickwood* 408
Jenny, ship, Master Bowers 407
Jerald (Jerrald or Jerauld), Samuel G., midshipman, *Boston* 335
Jeremiah, schooner 407
Jewett, Charles, Lt., *Trumbull* 335
Jewett, David, Master Comdt., U. S. S. *Trumbull*:
  Charges made against 72, 79
  Correspondence with—
    Barry, John, Capt 116
    Navy, Secretary of 154, 169, 240, 241
    Truxtun, Thomas, Capt 18
  Discharged under P. E. A 240, 241, 243
  Record of service 335
  References to 11, 26, 88, 311, 371
  See Trumbull, U. S. S.

Page
Jewett, George, midshipman, *Trumbull* 335
Jhan, James, mate, ship *Resource* 426
Jim, Negro belonging to Luther Baldwin 202
Jocelin (Jocelyn), Amaziah, navy agent, Wilmington, N. C., and captain of galley *Governor Williams:*
Correspondence with Secretary of Navy 246, 269, 270, 282
Record of service 363, 374
Reference to 368
Wilmington galley to be delivered to Captain Taylor 282
Johannet, or Johonnot. *See* Lemmon & Johonnot.
John, ketch 407
John, schooner, Master Blackler, captured by privateer *Syrene* 407
John, schooner, Master Holmes 408
John, schooner, Master Saunders 408
John, ship, Master Mezick 408
John, ship, Master Putnam, captured 408
John, ship, Master Ropes 408
John, ship, Master Tucker 408
John Adams, ship, Peleg Tallman, Master 408
John Adams, U. S. S., Captain George Cross and Lt. Comdg. William Smith:
Arrived at Washington 265
Command of, to be given to Lt. William Smith 97
Convoy duty 11
Crew to be paid off and repairs made 58
Data concerning 368
Decade—
Captured by 59, 311, 373
Sale of 170
Five able seamen needed 308
In squadron of Captain Truxtun 70
La Jason captured by 311, 372
Olive recaptured by 59
Placed in ordinary 145, 146
Prize money from *Jason* and *Decade* 182
Prize of, sent to Charleston 143
Recommended for retention 80
References to 1, 86, 183, 228, 263, 318, 320, 324–330, 333, 334, 338, 339, 341, 342, 349, 350, 354, 355, 360
Repairing at Charleston under Lt. William Smith 97, 98
Retained under P. E. A 134, 313
See Cross, George, Capt., and Smith, William, Lt. Comdg.
To be placed in ordinary 190, 191, 232
John and Edward, English privateer:
Captured ship *Cygnet* 390
Recaptured brig *Polly* 423
John Brickwood, brig, Ebenezer Jenny, Master 408
John Jay, ship, Master Dexter, beat off French privateer 408
John Jay, ship, Master Morland 408
Johnson, Master, schooner *Dolphin* 391
Johnson, Master, ship *Magnet* 411
Johnson, Master, ship *Smallwood* 430
Johnson, Caleb, Commander, ship *Anna* 380
Johnson, David, seaman, *United States* 63
Johnson, Derick, master's mate, *Richmond* 335
Johnson, John, Lt., U. S. M. C 128, 133, 360
Johnson, John, Master and part owner of schooner *Betsey* 384
Johnson, John, Master, schooner *General Green* 399
Johnson, Joshua, sailing master, *Eagle* 335
Johnson, Nicholas, navy agent, Newburyport, Mass 374
Johnson, Peter, seaman, *United States* 62
Johnson, Samuel, gunner, *Connecticut* 335
Johnson, Samuel, landsman, *United States* 64
Johnson, Stanly (Shanly), private, U. S. M. C., *Congress*, died 180
Johnson, Thomas, boatswain, *Constitution* 335

Page

Johnson, Thomas, purser. *See* Johnston, Thomas.
Johnson, William, acting gunner, *Constellation* ... 335
Johnson, William, ordinary seaman, *United States* ... 63
Johnson, William, private, U. S. M. C., *President* ... 128
Johnston, Christopher, part owner of schooner *St. Tammany* ... 428
Johnston, George, Master, ship *Ariadne* ... 381
Johnston, Thomas, boatswain. *See* Johnson, Thomas.
Johnston, Thomas, purser, *New York* ... 136, 335
Jolly Robin, schooner, recaptured by *Baltimore* ... 59
Jon (or Tow), Mallaki, private, U. S. M. C., *United States* ... 66
Jonathan Robins ... 159
Jones, Master, brig *David Stewart* ... 390
Jones, Master, brig *Mary* ... 413
Jones, Master, brig *Rainbow* ... 425
Jones, Master, ship *Fame* ... 396
Jones, Master, ship *Washington* ... 437
Jones, Charles W., midshipman, *Chesapeake* and *Maryland* ... 335
Jones, Edward, impressed by H. B. M. S. *Minotaur* ... 37
Jones, Jacob, Lt., *Delaware, Ganges* and *Constitution* ... 135, 335
Jones, John, acting boatswain, *President* ... 335
Jones, John, seaman, *United States* ... 63
Jones, John C., owner of ship *Harriot* ... 403
Jones, John Coffin, owner of ship *Washington* ... 437
Jones, John H., Lt., *Delaware* and *Scammel:*
Correspondence with Secretary of Navy ... 249, 250
Delivering bread to Captain Sever ... 124
Record of service ... 335
References to ... 200, 370
See Scammel, U. S. R. C.
Jones, Luke, boatswain, U. S. R. C. *Eagle* ... 362
Jones, Richard, private, U. S. M. C., *United States* ... 65
Jones, Thomas, midshipman, *Insurgente* and *Constellation* ... 335
Jones, Thomas, sailmaker, *Montezuma* and *Patapsco* ... 335
Jones, Thomas K., owner of ship *Merchant* ... 415
Jones, William, midshipman, *Constellation* ... 335
Jones, William, part owner of brig *Paragon* ... 421
Jones, William, Philadelphia, Pa.:
Correspondence with Secretary of Navy ... 193
References to ... 153, 156
Jones, William, quarter master, *United States* ... 61
Joseph, brig, Master Hopkins ... 409
Joseph, brig, Master Knowles ... 409
Josephus, ship, Master Lovelace, captured ... 409
Josiah Collins, ship ... 409
Jourdon, Nailer, seaman, *Ganges* ... 3
Joy, Melzar, part owner and master of ship *Nancy* ... 418
Joy, Moses, carpenter. *See* Jay, Moses.
Jukel, John, owner of schooner *Swift* ... 432
Juno, brig ... 409
Juno, schooner, Master Hardwell ... 409
Juno, ship, Thomas Harris, Master ... 409
Kalkman, C. F., supercargo of ship *Ardent* ... 381
Kean, Laurence, midshipman. *See* Keen, Lawrence.
Kean, William, midshipman, *Philadelphia* ... 335
Kearney, Archibald K., midshipman, *Chesapeake, President* and *Enterprize* ... 106, 137, 335
Kearney, Richard, Master, schooner *Mars* ... 412
Keefe, Captain, brig *George Washington* ... 231
Keen, Lawrence, midshipman, *United States* ... 65, 336
Keene, Newton, Lt., U. S. M. C. ... 197, 198, 360
Keith, Lord, expected in Bay of Algiers ... 45
Keith, William, sailing master, *Delaware* ... 336
Kelbin, James, private, U. S. M. C., *Ganges* ... 184
Kelley, Ted, part owner of ship *General Lincoln* ... 400
Kelly, James, landsman, *United States* ... 64
Kelly, Jedediah, supercargo, ship *General Lincoln* ... 400

Page
Kelly, Philip, boy *United States* 62
Kemble, Peter, ship owner 420, 429, 436
Kemble & Governeur, New York 151
Kemp, John, Master, ship *Factor* 395
Kenison, Thomas, carpenter, *Warren* 336
Kennedy, Andrew, mate, ship *Elizabeth* 394
Kennedy, Michael, ordinary seaman, *United States* 62
Kennedy and Company, acknowledgement to v
Kenney, Daniel, Master, schooner *Triton* 435
Kent, Elijah, private, U. S. M. C., *United States* 66
Kent, Thomas, seaman, *Philadelphia*, drowned 11
Kenyon, Henry, Lt., *Retaliation*, *Ganges*, *Norfolk*, and *New York* 336
Kenyon, ship, Master Anderson 409
Kerney, Samuel, master's mate, *Enterprize* 336
Kershaw, Commander, schooner *Ann* 380
Kessenger, George, private, U. S. M. C., *United States* 65
Ketland, Thomas, owner of brig *Mercury* 415
Ketland, Thomas and John, owners of ship *Orono* 421
Key, James, purser, *Ganges* and *Philadelphia* 336
Kibble, Isaac, part owner of ship *Alliance* 378
Kiddall, John, midshipman, *Eagle* 336
Kilby, Turpin, Master, brig *Molly* 416
Kilham, Abraham, ship owner 399, 427
Kimble, Thomas, boy, *United States* 64
King, Master, ship *Kingston* 409
King, Master, ship *Northern Liberties* 419
King, Abraham, owner of schooner *Eagle* 392
King, John, midshipman, *President* 123, 336
King, Miles, Lt., *Insurgente* and *Constellation* 336
King, Nathaniel, mate, ship *William* 438
King, Rufus, United States minister to London, in correspondence with Secretary of State 98, 99
King, Thomas, boatswain, *Portsmouth* 336
King, Wm., Commander, schooner *Charlotte* 387
King, William, master's mate, *Congress* 336
Kingston, ship, Master Hodge 409
Kingston, Simon, Master, ship *Terrific* 433
Kinnicutte, John Collis, midshipman, *George Washington* 336
Kinsinger, George, sergeant, U. S. M. C., *Ganges* 184
Kinsman, Nathaniel, Master, brig *Cicero* 388
Kinsman, Simeon, Commander, brig *Byfield* 385
Kirkbride, Master, ship *Swanwick* 432
Kirkpatrick, William, U. S. consul, Malaga:
Correspondence with—
O'Brien, Richard 45
Secretary of State 33, 34
Knap, Master, brig *Edwin* 392
Knap, Joseph J., Master, bark *Olive Branch* 420
Knapp, Benjamin, midshipman, *Warren* 336
Knapp, Benjamin Felt, Lt., *Warren* 336
Knapp, Giles, acting midshipman, *Warren* 336
Knight, William, sailing master, *Ganges*, *Eagle*, *Augusta* and *George Washington* 136, 336
Knotts, John, private, U. S. M. C., *United States* 65
Knowles, Master, brig *Joseph* 409
Knox, Barnabas, Master, ship *Merchant* 415
Knox, Dudley W., Capt., U. S. N., Ret., foreword iv
Knox, Henry Jackson, Lt., *Constitution*, *Constellation* and *Chesapeake* 336
Knox, James, seaman, *United States* 63
L'Abeille, French privateer, captured *Dublin Packet* 392
La Belle Poule, French privateer:
Helped capture brig *Amelia* 378
Picture of Facing page 180
La Bergere, French corvette, captured *Betsey* 384
La Bonne Amitie, captured by *Experiment* 211, 372

Page

La Brillante Jeunesse, captured by *Baltimore* ... 311, 372
La Buege, corvette of Cayenne, captured *Three Brothers* ... 40
La Cockade, French frigate, captured ship *Rufus* ... 428
Lacolombez, L., allowed passage to France in *Boston* ... 274
Lacoste, Stephen, Cape Francois ... 294
La Croyable, French privateer:
  Captured by *Delaware* ... 311, 372
  See Retaliation.
L'Active, French privateer:
  Captured by *Pickering* ... 289, 311, 372
  Condemned ... 209
La Cullie. *See La Tullie.*
La Cygne, French privateer, captured by *Enterprize* ... 59, 311, 312, 373
La Decade, captured by *John Adams* ... 311, 373
La Diane, captured by *Experiment* ... 312, 373
L'Adolphe, French privateer:
  Assisted in capture of *Amelia* ... 378
  Assisted in capture of *Ardent* ... 381
Lafferty, Michael, landsman, *United States* ... 64
La Fortune, captured by *Boston* ... 311, 372
La Fortune, captured by *Ganges* ... 311, 373
La Fortune, French privateer, assisted in capture of *Ardent* ... 381
La Fougueuse, French privateer:
  Captured by *Eagle* ... 311
  Captured by *Eagle* and *Adams* ... 372
La Fripponne, captured by *Portsmouth* ... 311, 372
La Gloire, French privateer, in action with *Cornwallis* and several merchant ships ... 388, 401, 404, 422, 431
La Guadaloupean. *See Guadaloupean.*
La Guerre, captured by an unknown ship ... 373
L'Aigle, French privateer, captured by *Enterprize* ... 59, 311, 312, 373
Laing, Thomas, Lt., U. S. S. *General Greene* ... 336
La Jason, captured by *John Adams* ... 311, 372
La Jeanne, captured by *Augusta* ... 311, 373
La Jeune Creole, French privateer:
  Arrived at Norfolk ... 67
  Captured by *Chesapeake* ... 42, 43, 312, 373
  Condemned in Virginia Court ... 175
  Hibernia captured by ... 42, 43, 67
  Ludlow captured by ... 67
La Legere, captured by *Experiment* ... 372
La Levrette, French privateer, captured by *Philadelphia* ... 8, 71, 312, 373
L'Alliance, French privateer, captured schooner *Endeavor* ... 394
La Magicienne. *See Retaliation*, U. S. S.
Lamb, William, private, U. S. M. C., *United States* ... 65
La Minerve, French privateer, captured ship *Minerva* ... 415
La Mouche, French privateer:
  Amazon, ship, captured by ... 378
  Ann, ship, captured by ... 380
  Commerce, ship, captured by ... 389
L'Amour de la Patrie, French armed vessel, captured by *United States* ... 311, 372
L'Amour de la Patrie, French privateer:
  Captured by *Enterprize* ... 16, 311, 373
  Condemned in Maryland District Court ... 163
  Sent to Baltimore ... 70, 71
La Mutine:
  Captured by *Herald* ... 372
  Captured by *Herald* and *Augusta* ... 311
  Condemned ... 209
Lancaster, ship, Master Willson, beat off French privateers ... 409
Lanchester & Richardson, Cape Francois ... 294
Lander, Master, schooner *Fanny* ... 396
Lander, Benjamin, Master, bark *Eliza* ... 393
Lander, Jonathan, mate, brig *Polly* ... 423
Lane, Mr., proving guns prepared by ... 302
Lane, Enoch S., Lt., U. S. M. C. ... 360

Page
Lane, Lock, master's mate, *Chesapeake* ---- 336
Lang, Master, schooner *Isabella* ---- 407
Langdon, Woodbury, navy agent, Portsmouth, N. H.:
Correspondence with Abishai Thomas ---- 270
Record of service ---- 374
Successor to Jacob Sheaffe ---- 212, 213, 375
Langford, Charles, Master, ship *Felicity* ---- 397
La Paulina. *See Le Pauline.*
Lapham, Asa, Lt., *Experiment* ---- 336, 348
Lapham, Benjamin, mate, brig *Hind* ---- 404
La Qui Joinnolla. *See La Quinolla.*
La Quinolla:
Captured by *Baltimore* ---- 311, 373
Condemned in Virginia Court ---- 175
La Ravanche, French privateer, captured *Cleopatra* ---- 388
La Rebateuse, captured by *Granges* ---- 311, 372
Laremborne, A. M., owner of brig *Tartar* ---- 433
La Renommee, French privateer:
Captured by *Adams* ---- 311, 373, 426
Captured schooner *Success* ---- 432
La Republicain. *See Le Republicain.*
Lark, schooner ---- 409
Larmont (Larmand), William, gunner, *Patapsco* ---- 336
La Seine. *See La Cygne.*
La Surges, French corvette, captured ship *Harmony* ---- 402
Latimer, John, Lt., *Eagle* and *Scammel* ---- 336
Latimer, Roe, midshipman, *Richmond* and *Baltimore* ---- 336
Laton, John, boatswain. See Leighton, John.
La Tourterelle, captured by *Eagle* ---- 373
La Tullie, French privateer:
Captured by *Trumbull* ---- 6, 311, 373
Libelled in Connecticut Court ---- 182, 183
La Unite, French privateer, captured by *Connecticut* ---- 59, 311, 373
Laurel, schooner:
Captured by privateer and renamed *D'Esperance* ---- 409
Recaptured, as *D'Esperance*, by U. S. S. *Ganges* ---- 409
Lauriana, sloop, Master Sadler ---- 409
La Vengeance, French frigate:
Action with *Constellation* ---- 461
References to ---- iv, 73, 339
La Victoire, French privateer:
Captured by *Augusta* ---- 311, 373
Captured schooner *Endeavor* ---- 394
Lavinia, brig ---- 409
La Volontaire, French frigate, one of captors of *Retaliation* ---- 370
La Voltigeuse, captured by *Pickering* ---- 289, 311, 372
Law, Benjamin, sailing master, *Trumbull* ---- 336
Law, John, master's mate, *Patapsco* ---- 336
Law, Richard, Commander, brig *Ann* ---- 380
Law, Richard, Master Comdt., U. S. S. *Richmond*:
Correspondence with Secretary of Navy ---- 133, 134, 169, 174
Discharged under P. E. A ---- 174
Record of service ---- 336
References to ---- 133, 370
See Richmond, U. S. S.
Lawrence, Alexander, mate, ship *Henry* ---- 403
Lawrence, Alma R., Mrs., acknowledgment to ---- iv
Lawrence, James, midshipman, *Ganges*, *New York* and *Adams* ---- 108, 137, 336
Lawrence, Walter, midshipman, *George Washington* ---- 337
Laws, (Law,) Alexander, midshipman, *Ganges* ---- 337
Lawson, George ---- 11
Lawson, Richard H. L., Lt., *Richmond*, *Chesapeake* and *Enterprize* ---- 135, 337
Leach, Master, brig *Hannah* ---- 402
Leach, Andrew, part owner of ship *Packet* ---- 421
Leamy, John, owner of ship *Harry* ---- 403
Leamy, John, Philadelphia ---- 45

Page

Leamy, John, prize agent of *United States* 103
Lear, Tobias, U. S. Commercial Agent, St. Domingo:
Correspondence with—
American merchants 293, 294
State, Secretary of 299–301
Le Barron, Francis, surgeon's mate, *Merrimack* 337
Le Berceau, French frigate:
Account against 198
Arrived at Boston 27
Captured by *Boston* 60, 311, 373
Cash taken from 253, 254, 259, 267
Court of inquiry on conduct of Captain Little 254–256
Decreed forfeited and ordered sold 210
Delivered up to France 258, 312
Exchanged salutes with *Constitution* 258
Food supply for crew of 238
French prisoners to be delivered to 185, 229
Instructions for delivery to French officers 150, 266
References to iv, 358
Repairs to lightning rod of 268
Rigging for 201, 202, 208
To be purchased for United States 39
To be put in condition for return to French 171
To be restored to French Republic 122, 150
To use material prepared for *Merrimack* 246
Le Bosquet, John, Master, ship *Ariadne* 381
Le Citoyen, captured by *Enterprize* 311, 312, 373
L'Eclair, French dispatch boat, brought news of signing of treaty 74
Le Confiance, French privateer, captured *Alknomak* 378
Le Coulie (or Cullie or Tulie), French privateer. *See La Tullie.*
Le Democrat, French privateer, assisted in capture of *Ardent* 381
Ledet, Master, ship *General Wayne* 400
Le Diable Passe Partout, one of captors of brig *Polly* 423
Ledlie, James F., supercargo of schooner *Triton* 435
Ledlie, John, sergeant, U. S. M. C., *United States* 65
Lee, Mr., Norfolk, Va 119
Lee, Charles. *See* Attorney General of the United States.
Lee, David, master's mate, *President* 337
Lee, George, mate, brig *Rover* 427
Lee, George Gardner, Lt., *Essex* 47, 135, 337
Lee, John, mate, ship *Rising States* 427
Lee, John, midshipman, *Congress* 337
Lee, John, seaman, *United States* 64
Lee, Joseph, seaman, *United States* 62
Lee, Joseph, surgeon, *George Washington* 337
Lee, Silas, part owner of ship *Atalanta* 382
Le Eagle. *See L'Aigle*, French privateer.
Leech, Master, ship *Governor Sumner* 401
Leech, Nathan, part owner of brig *Friendship* 399
Leech, Nathan, Jr., Master, brig *Friendship* 399
Leekie, Dennis, boatswain, *Baltimore* 337
Le Flambeau, French privateer:
Captured by *Enterprize* 59, 143, 311, 312, 373
Given up to captors for distribution 312
Zebra, brig, captured by 99, 312
Le Gambeau, captured by *Adams* 311, 372
Le Genereux, privateer, captured by ship *Mary Ann* 414, 439
Legg, John, midshipman, *Chesapeake* 337
Le Gourde Le Pelican, captured by *Boston* and *Norfolk* 311, 372
Le Guerre, prize 312
L'Egypte Conquise:
Captured brig *Ariel* 381
Captured by *Pickering* 372
Le Hazard. *See L'Hazard*, French privateer.
Le Heureux. *See L'Heureux*, French privateer.

Page
Leighton, John, boatswain, *Merrimack* 337
Le Jalouse, captured by *Delaware* and *United States* 311
Le Jeune Vengeur, assisted in capture of *Ardent* 381
Lelar, Master, ship *Columbia* 389
Le Mars, French privateer, assisted in capture of *Ardent* 381
Lemmon & Johonnot, auctioneers, Baltimore, Md.:
Correspondence with Secretary of Navy 205, 215, 242, 279
Experiment to be sold 278, 279
Military stores from *Eagle* 242
Portsmouth to be sold 204, 205
Lennell, John Gould, master's mate. *See* Linnell, John Gould.
Lenox, Robert, part owner of ship *Sansom* 430
Leonard, James T., midshipman, *Governor Jay*, *Constellation*, and *President* 123, 137, 337
Leonard, John W., Capt., U. S. R. C. *Governor Jay* 362, 367
Leonard, Lorannus, midshipman, *Constitution* 337
Leonard, Peter, seaman, *United States* 62
Lent, Adolph C., surgeon's mate, *Governor Jay* and *Adams* 337
Le Pauline:
Captured by *Enterprize* 59, 311, 373
Condemned in Maryland District Court 163
Le Pelley, master, ship *Flora* 397
Le Pelley, Nicholas, Capt., ship *Flora* 34
Le Piege, French privateer, captured by *Connecticut* 59, 311, 373
Leremboune, A. M., part owner of schooner *Elizabeth* 393
Le Republicain, French privateer, captured schooner *Betsey* 384
Les Amis captured by *Montezuma* 311, 372
Les Deux Amis captured by *Experiment* 312, 373
Les Deux Anges, French privateer:
Captured by *Boston* 311, 372
Condemned 209
May have to be restored under P. E. A 275
L'Esperance, French privateer:
Captured by *Baltimore* 28, 311, 372
Condemned in Virginia Court 174
L'Esperance, French privateer, captured by *Ganges* 311, 372
L'Esperance, French privateer, captured ship *Victoria* 436
L'Espoir, captured by *Boston* and *Augusta* 311, 373
Letombe, Mr., Philadelphia, Pa.:
Correspondence with Secretary of Navy 103, 125
French prisoners to be delivered to 54, 103, 125, 131
Has not applied for French prisoners at Charleston, S. C 182
Levely, George, midshipman, *Insurgente* 337
Leveret, French privateer. *See La Levrette.*
Levy, Nathan, navy agent, Cape Francois:
Record of service 374
Statement vindicating his conduct 163
Lewden & Duhamel, Cape Francois 294
Lewis, Master, schooner *Eliza Myers* 393
Lewis, Mr., former consul, bearing the treaty 145
Lewis, Evan, seaman, *United States* 61
Lewis, Jesse N. (or V.), midshipman, *Ganges* 337
Lewis, John L., Lt., U. S. M. C.:
Correspondence with Lt. Col. Comdt. Burrows 127, 128, 133
Record of service 360
Reference to 197
Removed from *President* 189
Trouble with Lt. Isaac Chauncey and Chaplain Thomson 188
Lewis, prize. *See Louis.*
Lewis, ship. *See Louis.*
Lewis, Robert, purser, *Ganges* 337
Lewis, William, midshipman, *Ganges* and *New York* 94, 337
Lewis & Ingersol, council for Capt. Alexander Murray 221, 226
Lexington, ship, William J. Smith, Master 409
L'Hazard, French privateer, captured *Aurora* 382
L'Heureuse Rencontre, captured by *Adams* 311, 372

L'Heureux, French privateer: Page
Captured by *Boston* 311, 372
Captured ship *Woodrop Sims* 438
Case undecided 209, 210
Libby, Jacob, carpenter, *Constitution* 337
Liberty, brig, Master Hewett 409
Liberty, schooner 409
Liberty, schooner, recaptured by brig *Samuel* 429, 439
Liberty, ship, Master Coran 409
Library of Congress:
Data obtained from 15, 16, 28, 40, 48–50, 53, 54, 66–68, 85, 99–101, 110, 117, 124, 130, 141, 178, 179, 376, 395, 399
To be furnished copies of these books iv
Lieutenants retained under P. E. A 135
Light-foot, brig 409
Lilly, brig, John Myrick, Master 410
Lilly, Reuben, Lt., U. S. M. C 360
Lima, Antonio, ordinary seaman, *United States* 65
L'Importun, French privateer, captured brig *George* 400
Lincoln, Abel, Jr., midshipman, *Boston* 337
Lincoln, Nathaniel, master, schooner *Nancy* 418
Lincon, Amos, master's mate, *Chesapeake* 337
Lindsay, master, ship *Fanny* 396
Lindsay, mate of ship *London Packet* 410
Lindsay, Clement, midshipman, *Chesapeake* 337
Lindsay, Joseph, Commander, *American Hero* 379
Lindsay, Robert, ordinary seaman, *United States* 65
Lindsay, William, seaman, *United States* 62
Ling, Samuel, midshipman, *Baltimore* 337
Linnell, John Gould, master's mate, *Connecticut* 337, 452
L'Insurgente, French frigate:
Captured by *Constellation* 311, 372
Condemned in Virginia Court 174
Given up to captors for distribution 312
One of captors of *Retaliation* 370
Reference to 338
See Insurgente, U. S. S.
Lion, brig 410
Lion, schooner, James T. Magruder, Master 410
L'Italie Conquise:
Captured by *Connecticut* 311, 372
Condemned in Maryland District Court 163
Little, Edward P., acting midshipman, *Boston* 337
Little, George, Capt., U. S. S. *Boston:*
Cash captured by, in *Le Berceau* 253, 254, 259, 267
Correspondence with—
Brown, Samuel, navy agent, Boston 259
Navy, Secretary of 109, 216, 218, 233, 234, 255, 256, 259, 266, 293
Court of inquiry on conduct of 254–256
Discharged under P. E. A 293
Extracts from log of *Boston*. *See Boston.*
Has sailing orders 111
Le Berceau, prize, restoration of 122, 150, 258, 266, 312
Libelant in case of—
Heureux and cargo 209, 210
Le Berceau 210
Les Deux Anges 209
Record of service 337
Recruiting crew for *Boston* 267
References to 60, 120, 142, 150, 256, 311, 364
See Boston, U. S. S.
Share of prize money accruing to United States from *Le Berceau* paid to French 267
To be relieved by Captain McNeill 266
Will not command *Boston* on Mediterranean cruize 246

Page
Little, George, Jr., captain's clerk and schoolmaster, *Boston* 337
Little, John, seaman, *United States* 62
Little, Lemuel, sailing master, *Congress* 273, 337
Little, Thomas, acting boatswain, *Eagle* 338
Little Fanny, schooner, Peter Fosdick, Master, captured 410
Littlefield, Master, ship *Moro Castle*: 417
Little George, brig, Isaac M. Griffith, Master 410
Little John, schooner 410
Little John, schooner, recaptured by *Camilla* 386, 439
Little Sarah, brig, Master Russell 410
Lively, brig, Michael Alcorn, Master, captured 410
Livingston, John, Jr., midshipman, *Adams* and *New York* 338
Livingston, Robert R., Minister to France:
Correspondence with Secretary of Navy 274, 276
Will take passage to France in *Boston* 272, 276
Livingston, William Mallet, midshipman, *Adams* and *New York* 137, 338
Llewellin, Samuel, Lt., U. S. M. C.:
Correspondence with Lt. Col. Comdt. William Burrows 51, 180, 181
Record of service 360
Witness in trial of Dr. Marshall 260
Lloyd, James, Jr., ship owner 408, 410
L'Ocean, captured by *Delaware* 311, 372
Lockwood, John G., owner of brig *George* 400
Logan, Master, ship *Fair American* 395
London Packet, ship, Master Anderson, beat off privateer 410
Long, Abraham, boatswain, *Constellation* 338
Long, Joseph, landsman, *United States* 65
Longfield, Samuel, seaman, *United States* 62
Longley, John, midshipman, *Constitution* 338
Longworth, Samuel, seaman, *United States* 64
L'Onze Vendemiaire, captured by *Adams* 311, 372
Lopez, Jacob R., acting midshipman, U. S. S. *General Greene* 338
Lord, Archibald Brown, midshipman, *John Adams* and *Boston* 137, 338
Lord, Elias, Master, ship *General Lincoln* 400
Lord, Robert, Commander, brig *Ann* 380
Loring, Master, ship *Venture* 436
Loring, Curtis, Parkman & Hurd, owners of brig *Diana* 391
Loucas, commander of schooner spoken by *Boston* 211
Louis, schooner:
Captured by *Richmond*, *Eagle* and *Virginia* 372
Prize accounts of 213, 214
Louis, ship, James Deale, Master, captured 410
Louisa, brig, Master Davis 410
Louisa, ship, John Champlin, Master 410
Louisa, ship, Master Haggard, beat off two privateers 410
Louisa, ship, Master Lovett, beat off privateer 410
Louisa Bridger, schooner, Master Coburn, spoken by *Connecticut* 449, 458
Louise, prize 311
Louiza (Louisa), brig, Master Masset 411
Love, John, Lt., *Ganges* 338
Lovelace, Master, ship *Josephus* 409
Lovell, George, private, U. S. M. C., *United States* 65
Lovell, Thomas, seaman, *United States* 61
Lovett, Master, ship *Louisa* 410
Lovett, Benjamin, Jr., ship owner 398, 427
Lovett, Benjamin, 3rd., mate, brig *Rover* 427
Lovett, Charles, seaman, *United States* 63
Lovett, James, Master, ship *Flora* 397
Lovett, Jonathan H., Master, schooner *Hawke* 403
Lovinia, ship, boarded and passenger taken from 411
Low, captain of French privateer 443
Low, Rufus, acting sailing master, *Essex* 252, 253, 338
Lowe, Johans, Master, schooner *Felicity* 397
Lowell, John, seaman, *United States* 62
Lowrey, James, private, U. S. M. C., *United States* 66
Loyd, Richard, carpenter, U. S. R. C., *Eagle* 362

	Page
L'Surges. *See La Surges*, French corvette.	
Lucia, ship, Thomas Meek, Master, beat off privateer	411
Lucky Owner's Delight, schooner	411
Lucretia, ship	411
Lucy, ship, Robert Gray, Master	411
Lucy, sloop, recaptured by *Experiment*	99
Lucy, sloop, recaptured by *Philadelphia* and *Experiment*	49, 50
Lucy, snow, Enoch Rust, Jr., Master	411
Ludlow, British ship, captured by *Le Jeune Creole*	67
Ludlow, Abraham, Lt., *Scammel*	338
Ludlow, Charles, midshipman, *United States*	61, 137, 248, 338
Ludlow, Daniel, navy agent, New York:	
Adams to be repaired	247, 248
Appointed navy agent	172
Correspondence with—	
Navy, Secretary of	172, 214, 215, 217, 229, 243, 248, 284, 285
Thomas, Abishai	282
French prisoners to be sent on for *Le Berceau*	229
Money for care of French prisoners	194
Money for *Adams*	233
Money for *New York*	217
Record of service	374
References to	225, 241, 375
To receive stores from U. S. ships	168, 169
To succeed J. & E. Watson as agent	167
Luna, barque	411
Lunenburg, Henry F., acknowledgment to	iv
L'Unity, French privateer. *See La Unite.*	
Lurft, brig	411
Luther, Christopher, Master, ship *Elizabeth*	393
Luther, Christopher, Master, ship *Elizabeth Jones*	394
Lydia, brig, Master Boden	411
Lydia, brig, Master Culver	411
Lydia, ship, Joshua Delano, Jr., Master	411
Lynch, Edward, ordinary seaman, *United States*	62
Lynch, John P., purser, *Adams*	338
Lynck, Jon^{n}, U. S. M. C., *President*	128
Lyon, Dennis, impressed form ship *Providence* by H. B. M. S. *Minotaur*	37
Lyons, John, landsman, *United States*	65
Lys, Charles, claimant in case of *La Tullie*	183
McAllister, master of ship *George Barcaly*	400
McAlpine, James, surgeon's mate, *Eagle*	339
Macarthy, Justin, mate, ship *Mount Vernon*	417
Macay, James, midshipman, *John Adams*	137, 338
McBride, Peter, landsman, *United States*	64
McBurr, Redmond, Lt., *Boston*	339
McCabe, Alexander, ordinary seaman, *United States*	62
McCaig, James, landsman, *United States*	64
McCall, Mr., supercargo, ship *New Jersey*	419
McCall, Archibald, midshipman, *Philadelphia* and *Enterprize*	137, 339
McCall, James, Master, ship *Diana*	391
McCartey, Master, ship *Sally*	429
McCartney, James, mate, brig *St. John*	431
McCarty, Michell, seaman, *Boston*, died	7
McCauley, Hugh, boy, *United States*	64
McClane, William, cook, *United States*	61
McClasky, Daniel, boy, *United States*	64
McCleary, William, Lt., U. S. M. C., *United States*	65, 76, 360
McClellan, Samuel, owner of schooner *Flying Fish*	397
McClennan, Redman, Lt. *See* McBurr, Redmond.	
McClennen, William, rigging for *Le Berceau*	201, 202
McCloud, William, landsman, *United States*	65
McClure, James, seaman, *United States*	62
McColgan, James, landsman, *United States*	64
McCollom, Master, ship *George*	400

Page

McComb (McCombe), Andrew, Lt., U. S. S. *Connecticut* 339, 445
Macombe, Nehemiah, sailing master, *Boston* 338
McConico, Archibald, seaman, *United States* 62
McConnell, Robert, midshipman, *Norfolk* and *Ganges* 339
McCormick, Daniel, Jr., surgeon's mate, *President* and *Enterprize* 136, 339
McCrackin, John, boatswain's mate, *United States* 63
McCray, Mr. *See* McRea, William.
McCreery, William, part owner of snow *Eliza* 393
MacCrindle, Loretta I., Miss, acknowledgment to iv
McCullough, William R., Master, schooner *Frances* 398
McCumber, Nehemiah, sailing master. *See* Macombe, Nehemiah.
McCutchen, Samuel, Lt., *Philadelphia* 8, 196, 339
McDermit, Master, snow *Maryland* 414
McDonald, Martin, seaman, *United States* 62
McDonald, Patrick, carpenter, *Constellation* 339
MacDonnell, Catherine M., Miss, acknowledgment to iv
Macdonough, James, midshipman, *Constellation* 338
Macdonough, Thomas, midshipman, *Ganges* and *Constellation* 137, 338
McElroy, Archibald, Lt., *Ganges* and *Augusta:*
Correspondence with Secretary of Navy 16, 165
Record of service 339
References to 311, 364, 455
Relieved of command by Lieutenant Peterkin 77
McElwaine, Benjamin, private, U. S. M. C., *United States* 66
McFaddin, John, private, U. S. M. C., *United States* 66
McFadon, John, part owner of schooner *Exchange* 395
McFarlan, Alex., chaplain 138
McFarlan (McFarline), John, master's mate, *Constellation* 339
McFaul, Samuel, Master, ship *Fair American* 395
McGill, Alexander, landsman, *United States* 64
McGill, James, boy, *United States* 61
McGregor, David, midshipman, *Portsmouth* 340
McHatton, William, midshipman, *Insurgente* and *Baltimore* 339
McHenry, James, ex-Secretary of War 221
McIntosh, Hampden, midshipman 340
McIntosh, William, midshipman, *Chesapeake* 137, 340
Mack, John P., midshipman, *Constitution* 338
Mackay, Andrew, quarter master, *United States* 61
Mackay, John, Master, ship *Galen* 399
McKee, Commander, brig *Caroline Wilmans* 386
McKee, Griffith John, Collector for District of Wilmington, N. C. 272
McKeever, Master, ship *Rebecca* 426
McKegg, William, seaman, *United States* 65
McKenzie, Allen, Lt., *Norfolk* and *Ganges* 340
McKenzie, James, Master, brig *Two Betseys* 435
Mackenzie, James, & A. Glennie, London, England, in correspondence with Secretary of the Navy 286
McKenzie, Kenneth, midshipman, *Maryland* 340
McKenzie, Thomas, Acting Lt., *Baltimore* 28, 340
McKerrall, William, Capt., galley *Governor Davie* 363, 367
Mackett, William, Commander, ship *Brutus* 385
McKibby, Francis, seaman, *United States* 63
Mackie, John P., midshipman. *See* Mack, John.
McKnight, James, Capt., U. S. M. C., *Philadelphia* 14, 360
McKnight, Robert, midshipman, *Constellation* and *Insurgente* 340
McKusco, U. S. M. C. 123
McLachlin, Commander, ship *Canton* 386
McLane, Lewis, (Louis,) midshipman, *Philadelphia* 137, 340
McLaughlin, James, landsman, *United States* 64
McLaughlin, William, landsman, *United States* 64
McLaurin, Master, brig *Integrity* 406
McLeroy, Captain. *See* McElroy, Archibald.
McLleod, Master, brig *George* 400
McMillan, Archibald, mate, brig *Washington* 437
Macmillan Company, acknowledgment to v
McNair, John, boatswain. *See* McNier, John.

Page

McNair, Samuel, Carpenter, *Experiment* ... 340
McNeal, Captain. *See* McNeill, Daniel.
McNeal, Neil, Master, ship *Two Friends* ... 435
McNeill, Daniel, Capt., U. S. ships *Portsmouth* and *Boston:*
Correspondence with Secretary of Navy ... 27, 168, 204, 210, 266, 272–274, 275, 286, 291
Entitled to same emoluments as captains of largest frigates ... 131
Equipping *Boston* for cruise to France ... 285
Has been directed to join the Mediterranean Squadron ... 286
Instructions for preparing for cruise to France ... 272–274
Member of court to investigate conduct of Captain Little ... 254, 255
Portsmouth to be sold ... 204, 205
Record of service ... 340
References to ... 128, 311, 364, 370
See Portsmouth, U. S. S.
To relieve Captain Little in command of *Boston* ... 266
McNeill, Daniel, Jr., midshipman, *Portsmouth* and *Essex* ... 137, 340
McNeill, William, acting sailing master, *Boston* ... 340
McNier, John, boatswain, *Richmond* ... 340
MacQuire, Master, ship *Neptune* ... 419
McRea, John, Lt., *Norfolk, Constellation, Insurgente, Chesapeake* and *Congress* ... 135, 250, 340
McRea, William, Actg. Lt., U. S. M. C., *United States* ... 360, 459
McShannock, John, seaman, *United States* ... 62
McVickar, John, part owner of ship, *Mary* ... 414
McWilliams, Alexander, surgeon's mate, *United States*, and *Enterprize* ... 65, 136, 340
Madding, Andrew, boatswain's mate, *United States* ... 61
Maddox, Joshua, master's mate, *Enterprize* ... 338
Madison, James. *See* State, Secretary of.
Magdaleine, schooner. *See Magdeline.*
Magdalen, prize ... 312
Magdeline, schooner, recaptured by *Eagle* ... 59, 311, 373
Magicienne (ex-Retaliation), captured by *Merrimack* ... 311, 339, 372
Magnanime, H. B. M. S., exchanged shots with *Constellation* ... 113
Magnet, ship, Master Johnson ... 411
Magrath, Humphrey, midshipman, *South Carolina, John Adams*, and *Enterprize* ... 137, 143, 338
Magruder, James T., Master, schooner *Lion* ... 410
Magruder, William Burrell:
Master of sloop *Hercules* ... 404
Owner of merchant ships ... 401, 410, 420, 423, 437
Mahony, Thomas, landsman, *United States* ... 63
Main, Commander, ship *Argus* ... 381
Maine, John, Lt., U. S. M. C. ... 360
Majesty, ship ... 411
Malaga, Spain, quarantine against United States vessels ... 33, 34
Malcolm, Wm., Master, ship *Carolina* ... 386
Maley, William, Lt. Comdg., U. S. S. *Experiment* ... 210, 211, 338, 366
Mallery, schooner, Master *Toun* ... 411
Mallory, John, Master, brig *Fair Columbian* ... 395
Malone, Henry, private, U. S. M. C., *United States* ... 65
Malowney, Captain. *See* Mullowny, John.
Maloy, William, ordinary seaman, *United States* ... 65
Manchester, ship, John Cox, Master ... 411
Manchester, John, master's mate, *George Washington* ... 338
Manenner, Master. *See* Marrenner, Master.
Mankin, Isaiah, owner of schooner *President* ... 424
Mann, George, midshipman, *Boston* ... 137, 338
Mansfield, James, Master, brig *Alert* ... 377
Mansfield, James, Master, brig *Rosanna* ... 427
Mantz, Ezra, midshipman, *Eagle* ... 254, 338
Manuel. *See Emmanuel.*

Page

Marbury, William, navy agent, Georgetown and Washington:
Agency discontinued 269
Correspondence with Secretary of Navy 32, 33, 269
Military stores 242, 249
Record of service 375
Marcellin, George Anthony, midshipman, *Adams* and *New York* 137, 338
Marchant, William, master's mate, *Scammel*, and *Essex* 338
Marean, John, part owner of *Charming Betsey* 387
Margorum, David B., midshipman, *Norfolk* 338
Maria, brig, captured and recaptured 412
Maria, brig, Master Cunningham 411
Maria, brig, Master Morrison 412
Maria, schooner, Master Cole, captured 412
Maria, schooner, Master Stone, captured 412
Maria, ship, Master Inglis, beat off privateer 412
Maria, ship, Master Thompson, beat off privateers 412
Maria, sloop, boarded by *Philadelphia* 104
Maria taken from owner by British at Curacao 98
Maria & Eliza, ship, Master Downe 412
Maria Matilda, schooner, Master Shirtliff 412
Marianne, schooner, captured by ship *Spy* 431
Marine Corps:
Data from archives of 51, 76, 123, 127, 128, 133, 141, 142, 150, 151, 155, 156, 172, 173, 175, 179–181, 184, 197, 198, 207, 256, 262, 263.
Estimate for maintenance 81
Letter copied from Recruiters' Bulletin 155
Officers in service during Quasi-War with France 359–361
Quarrels between officers of, and sea lieutenants, causes of 187–189
Regimental staff allowed by law 150
Rent paid for house used by 29
Sentinel to guard State, War and Navy Departments 222
Strength of, under P. E. A 269
Mariner, Commander. *See* Marrenner, Commander
Mariner, John, second mate, U. S. R. C. *General Greene* 362
Mariners' Museum, Newport News, Va., acknowledgment to v
Marines, United States:
Adams, deaths aboard 155
Augusta 133
Barracks for, at Washington, D. C 141
Boston 142, 262, 263
Connecticut 155, 180
Constitution, guard for 294, 303
Detachment under Lt. Robert Greenleaf to come to Washington in *General Greene* 179
Duties aboard ship not sufficiently understood 197, 198
Employed in cleaning ships 256
Employment of, as seamen, not authorized 264
Essex 180
Experiment 133
Fatigue party to remove military stores from frigates 241
Ganges 184, 207
George Washington 207
Herald 142
Management of, by Commandant, criticised by Captain Truxtun 195, 197
Merrimack 142
Portsmouth 133
Treated well by Captain Murray 175
Trumbull 155, 180
United States 65, 66
Marion, ship, William D. Seton, Master 412
Maritime History of Massachusetts, Morison's, data obtained from 388, 422, 431
Marner, Richard, Lt., *Adams* 339
Marrener, P. W., Capt., New York, in correspondence with Secretary of Navy 215

Page

Marrenner, Commander, ship *Apollo* 381
Marrenner, Master, brig *Resistance* 426
Marrs, French privateer:
  Captured by *Constellation* 96, 97, 108, 113, 373
  Receipt for release of 97
Mars, brig 412
Mars, French privateer:
  Beaten off by ship *Samuel Smith* 430
  Captured schooner *Eagle* 392
Mars, schooner, Richard Kearney, Master 412
Mars, ship 412
Mars, ship, Comdr. Richard George, beat off a privateer 412
Mars, U. S. galley:
  References to 363
  See Charleston, U. S. galley.
Marsh, Matthew S., part owner of ship *Jacob* 407
Marshal, schooner, Thomas Smith, Master, boarded by *Connecticut* 457
Marshall, James, boy, *United States* 64
Marshall, John. *See* State, Secretary of.
Marshall, John, (or **Samuel**,) gunner, *Herald* and *Congress* 136, 339
Marshall, Samuel R., surgeon, *United States*, *Richmond* and *Congress*:
  Charges against 178, 179
  Correspondence with—
    Navy, Secretary of 194, 233
    Sever, James, Capt 101
  Court martial to be held upon 233
  Discharged under P. E. A 194
  Honorably acquitted of all charges 261
  Receipt for hospital stores 50
  Record of service 339
  Retained under P. E. A 136
  Statement to members of Court Martial 259–261
  Travel allowance 263
Marshall, Thomas, surgeon's mate, *Essex* 136, 339
Marshall, William, clerk of Virginia District Court:
  Brilliant, brig, judged a prize by court 114
  Correspondence with Secretary of Navy 174, 175
Marshall, William, Master, brig *Harmony* 402
Marsouin, captured by *Delaware* 311, 372
Marsters, Andrew, mate, ship *Fanny* 396
Marston, George, Master, ship *Ariadne* 381
Martha, ship 412
Martha, ship, Nicholas Thorndike, Master 412
Martha, sloop, boarded by *Connecticut* 456
Martha and Mary, brig, recaptured by *Connecticut* 59
Martin, schooner, Nath. Williams, Master 413
Martin, ship, Nathaniel Cobling, Master, captured 413
Martin, ship, Philip Parcell, Master 413
Martin, Master, brig *Ranger* 425
Martin, David, landsman, *United States* 63
Martin, Jacob, private, U. S. M. C., *United States* 66
Martin, James, landsman, *United States* 63
Martin, James, seaman, *United States* 61
Martin, John, purser, *George Washington* and *President*:
  Correspondence with Captain Truxtun 202, 203
  Record of service 339
  References to 197, 230
Martin, Joseph, boatswain 136, 339
Martin, Joseph S., part owner of ship *Enterprize* 394
Martin, Joseph S., Jr., part owner of ship *Tyre* 435
Martin, Simeon, Jr., midshipman, U. S. S. *General Greene* 339
Martin, Simon, owner of brig *Hope* 405
Martin, William, Master, ship *Harriot* 403
Martin, William, seaman, *United States* 62
Mary, brig 413

Page
Mary, brig, Master Gemmill 413
Mary, brig, Master Hall, captured 413
Mary, brig, Master Harris 413
Mary, brig, Master Jones 413
Mary, brig, Master Young 413
Mary, schooner 413
Mary, ship 413
Mary, ship 414
Mary, ship, Capt. Borrowdale, condemned after ratification of treaty 34
Mary, ship, Master Bradford, beat off privateer 413
Mary, ship, Master Dobson 413
Mary, ship, Master Moore 414
Mary, ship, Master Moulton 413
Mary, ship, Master Webber 413
Mary, snow 414
Mary Ann, brig 414
Mary Ann, schooner, Jonathan Waite, Master 414
Mary Ann, ship, captured privateer *Le Genereux* 414, 439
Mary Ann, ship, Knowles Adams, Master:
Captured by French privateers 414
Recaptured by French frigate *Romaine* 414
Mary Ann, ship, Roland Reynolds, Master 414
Mary Ann-Eliza, brig 414
Mary & Martha, brig, boarded by *Philadelphia* 40
Maryland, ship 414
Maryland, sloop, John Cunningham, Master 414
Maryland, snow, Master McDermit 414
Maryland, U. S. S., Capt. John Rodgers:
Aerial captured by 373
Data concerning 368
Disposal of under P. E. A 126, 146, 290, 307
Officers, disposition of 279
Passengers to France 141, 147, 148
References to 320, 322, 324, 325, 328–331, 334, 335, 340, 342, 345, 347, 349, 352, 353, 355–360, 390
Repairs may go on but recruiting must cease 30
See Rodgers, John, Capt.
To go to France with Treaty 127, 141, 148
To prepare for a 4-months' cruise 105
Maryland District Court, prizes condemned by 163
Maryland Historical Society, acknowledgment to v
Mason, John, seaman, *United States* 61
Mason, Thomas, Master, brig *Sally* 429
Mason, Westwood Thomas, midshipman, *Constellation* and *Philadelphia* 206, 339
Massachusetts, repayment of guns loaned to *Constitution* 307
Massachusetts, ship 414
Massachusetts, ship, Master Hutchins 414
Massachusetts District Court, prizes condemned by 209, 210, 274, 275
Massachusetts Historical Society. *See* Historical Society of Massachusetts.
Masset, Master, brig *Louiza* 411
Masters Commandant, none retained under P. E. A 164, 174, 177
Masury, Samuel, gunner, *Essex* 136, 339
Mather, Thomas, master's mate, *Patapsco* 339
Mathews, Master, brig *Tartar* 433
Matilda, sloop 415
Matson, Captain, H. B. M. S. *Cyane* 44, 68
Matthews, captain of British ship *Ludlow* 67
Matthews, Israel, seaman, *United States* 62
Matthias, Henry, private, U. S. M. C., *United States* 66
Mauresey, Patrick, landsman, *United States* 63
Maury, James, owner of ship *Mississippi* 416
Maximilian, schooner 415
Maxwell, Joseph J., midshipman, *John Adams*, *Constellation* and *Enterprize* 137, 339

Page

May, Edward, ordinary seaman, *United States* 61
May, John, gunner, *Norfolk* and *Eagle* 339
May, John, Lt., U. S. S. *Connecticut*:
Member of council on *Connecticut* 445
Prize master of *Italie Conquise* 452
Record of service 339
Vessels boarded by 443, 444, 448
May, John, & Son, Boston, Mass., account against *Le Berceau* 198
Mayer, Tracy & Co., Cape Francois 294
Mayo, Bristo, seaman, *United States* 62
Meade, Edward, Lt., *United States* 61, 340, 459
Meade, George, Jr., Cape Francois 294
Meade, George, Jr., part owner of ship *Cleopatra* 389
Mears, Andrew, private, U. S. M. C., *United States* 66
Mechanic, ship, Joseph Pollard, Master 415
Medal for Capt. Thomas Truxtun 152, 153
Medlin, Master, brig *Susannah* 432
Medlin, Master, schooner *Holker* 404
Meek, Commander, ship *America* 378
Meek, Thomas, Master, ship *Lucia* 411
Mehitable, prize money, disposition of 151, 213, 214
Meiring (Meering), John, midshipman, *Baltimore* and *Eagle* 340
Melpomene, ship 415
Member of Congress to carry treaty to France 141
Memminger, George, Capt., U. S. M. C 360
Mercer, John Fenton, midshipman, *Baltimore* 28, 340
Mercer, Robert, Lt., *Ganges* 340
Merchandise, that may be taken on board ship, prescribed 465
Merchant, ship, Barnabas Knox, Master 415
Merchantmen, armed. *See* Vessels, U. S. merchant.
Merchants at Cape Francois, correspondence with Tobias Lear 293, 294
Mercury, brig 415
Mercury, brig, James Yeardsley, Master 415
Mercury, schooner, Elnathan Atwater, spoken by *Connecticut* 450
Mercury, ship 415
Mercury, ship, Moses Pearson, Master 415
Mercury & N. E. Palladium (Newport, R. I.), data taken from 15, 16, 53, 54, 67, 117
Mermaid, ship, John Tilton, Master 415
Merrill, George, midshipman, *Connecticut* and *Essex* 137, 340, 445
Merrill, Stephen, purser, *Ganges* 340
Merrimack, U. S. S., Capt. Moses Brown:
At Basseterre Roads, St. Kitts 4, 69, 87
Brilliant, prize to 5, 87, 92, 114, 115, 175, 311, 373
Buonaparte captured by 311, 372
Ceres recaptured by 59
Claim for Swedish goods taken in schooner *Buonaparte* 78
Convoy duty 59, 73, 88
Cruising ground 87
Data concerning 368
Disposal of under P. E. A 125, 126, 142, 146, 167, 171, 176, 193, 307
Godfry, English schooner, recaptured by 59
Magicienne (ex-*Retaliation*) captured by 311, 370, 372
Material prepared for, to be charged to *Le Berceau* 246
Officers from, to be put on prize *Brilliant* 5
Orders and instructions for 69, 87
Phénix captured by 59, 311, 373
References to 41, 71, 72, 99, 220, 223, 319, 320, 322, 323, 327, 328, 333, 337, 345, 348, 349, 351–353, 357, 358, 361
See Brown, Moses, Capt.
To be joined by *Experiment* 10
To prepare for another cruise 106
Merry, Jonathan, owner of merchant vessels 411, 418, 423
Merry, Thomas H., Lt., U. S. R. C. *Scammel* 340
Messenger, schooner, captured and recaptured 415

Page
Messing on Constellation, orders for ... 36
Metcalf, Paul Rey, surgeon's mate, U. S. S. *General Greene* ... 340
Meyers, Moses, prize agent for *Merrimack* ... 114, 115
Mezick, Baptist, Master, ship *John* ... 408
Middleton, James R., Lt., U. S. M. C ... 360
Midshipmen of Constellation, advice to, by Captain Murray ... 35
Midshipmen retained under P. E. A ... 136–138
Mifflin, Samuel, part owner of ship *Cleopatra* ... 388
Miles, Charles, midshipman, *Delaware*, *United States* and *Essex* ... 65, 137, 340
Miles Standish, schooner ... 415
Milford, brig, Littleton Waters, Master ... 415
Miller, Mr ... 238
Miller, Jacob, sailmaker, *United States*, *Constellation* and *Philadelphia* ... 62, 136, 340
Miller, Robert, midshipman, *Congress* ... 340
Miller, Robert, part owner of ship *Francis and Mary* ... 398
Miller, William, midshipman, *Maryland* ... 137, 279, 340
Miller, William W., midshipman, *Insurgente* ... 341
Miller & Graham, owners of *Chance* ... 387
Millett, Joseph H., mate, ship *Cincinnatus* ... 388
Mills, Master, schooner *Chatham* ... 388
Mills, Charles, Jr., midshipman. *See* Miles, Charles.
Mills, James, Commander, ship *Catherine* ... 386
Mills, James, private, U. S. M. C., *United States* ... 66
Milne, Captain, H. B. M. S. *Seine* ... 43
Milne, James, midshipman, *Constitution* ... 341
Milton, Thomas, acting purser, *Eagle* ... 341
Milton, Thomas S., midshipman, *Norfolk* ... 341
Miner, Master, ship *Prudence* ... 424
Minerva, ship, Master Barber:
Captured by privateer *La Minerve* ... 415
Recaptured by H. B. M. S. *Fishguard* ... 415
Minerva, ship, Master Folger ... 416
Minerva, ship, Master Hawkins, spoken by *Boston* ... 235
Minerva, ship, Master Page ... 416
Minerva, ship, Master Wyvil, beat off privateer ... 416
Minerva, ship, Masters Barr and Tilton ... 416
Minerva, sloop ... 416
Minister of the Navy for French Colonies in correspondence with Captain Pitot ... 461
Minister to France to take passage in Boston ... 285, 291
Minotaur, brig, Stephen Webb, Master ... 416
Minotaur, H. B. M. S., men impressed by, from ship *Providence* ... 37
Mississippi, schooner ... 416
Mississippi, ship, picture of ... Facing page 416
Mississippi, ship, William Callahan, Master ... 416
Mitchel, James, Master, schooner *Hannah* ... 445
Mitchell, Mr., supercargo, schooner *Experiment* ... 395
Mitchell, George, midshipman, *United States* ... 61, 137, 341
Mitchell, Henry, private, U. S. M. C., *United States* ... 66
Mitchell, James, Commander, schooner *Ann* ... 380
Mix, James P., sergeant, U. S. M. C., *Trumbull*, in correspondence with Lt. Col. Burrows ... 150, 151
Moffatt, Samuel R. C., Commander, snow *Charlotte* ... 387
Moffet, Master. *See* Masset, Master.
Mohawk, ship, Robert Steel, beat off privateer ... 416
Mohoney, Jeremiah, private, U. S. M. C., *Ganges* ... 184
Molly, brig, Master Arden, in engagement with privateers ... 377, 416
Molly, brig, Turpin Kilby, Master ... 416
Molly, ship ... 416
Molly, ship, Master Jappie ... 416
Molly, ship, Master Swain, beat off privateer ... 416
Molly, ship, picture of ... Facing page 180
Moncrief, schooner, Ezra Pearce, Master ... 416
Moncrieff, James, master of schooner *Resolution* ... 426

Page

Monkey, schooner, captured brig *Hannah* 402
Monroe, James, Governor of Virginia:
Correspondence with—
Adams, John, President, U. S. A 119
Newton, Thomas 116, 117
Montague, Robert, British Admiral, concerning pirate *Three Friends* 283, 284
Montezuma, ship, Master Van Beuren 417
Montezuma, U. S. S., Capt. Alexander Murray, and Lt. Comdg. John Mullowny:
Data concerning 369
Les Amis captured by 311, 372
References to 316, 317, 320–322, 327–329, 331, 333, 335, 341, 342, 347, 349, 353, 356, 360, 361
Montgomery & Newbold, Philadelphia, in correspondence with Secretary of Navy 146, 147
Moody, Thomas, impressed by H. B. M. S. *Seine* from *Two Brothers* 43
Moody, William, sailmaker, *Trumbull* 341
Moore, Abraham V, master's mate, *Constellation* 341
Moore, Charles, midshipman, *Philadelphia* 8, 49, 137, 341
Moore, Daniel S., Master, ship *Mary* 414
Moore, George, ordinary seaman, *United States* 63
Moore, Henry, ordinary seaman, *United States* 65
Moore, Horatio, Commander, ship *Catherine* 387
Moore, James, gunner, *Constitution* 281, 341
Moore, John, Master, ship *Jacob* 407
Moore, Jonathan, Master, ship *Newport* 419
Moore, Philip, clerk of District Court of Maryland:
Correspondence with Secretary of Navy 163
Prizes condemned in Maryland District Court 163
Moore, Robert, Cape Francois 294
Moore, Skinkin, midshipman 341
Morely, Roderick, sergeant, U. S. M. C., *Boston*, account of services 60
Morgan, captain of sloop *Lucy* 49
Morgan, James (or John), gunner, *Constellation* and *President* 136, 341
Morgan, John, seaman, *United States* 61
Morgan, Justin, Master, ship *Henry* 403
Morgan and Price, owners of ship *Fox* 398
Morland, Master, ship *Hannah* 402
Morland, William, Master, ship *John Jay* 408
Morning Star, brig, supplies from *Boston* 147
Moro Castle, ship, Master Littlefield, beat off privateer 417
Morrell, James, sailmaker, *President* 341
Morrell, William, midshipman, *Ganges* 341
Morris, Charles, purser, *Baltimore* and *Congress* 101, 124, 341
Morris, Charles, Jr., midshipman, *Norfolk*, *Constellation* and *Congress* 137, 341
Morris, Ebenazer, private, U. S. M. C., *Ganges* 184
Morris, James, carpenter, *United States* 61, 341
Morris, John, private, U. S. M. C., *United States* 66
Morris, Noadiah, chaplain, *Constitution* 138, 341
Morris, Richard V., Capt., U. S. ships *Adams* and *New York:*
Correspondence with—
Navy, Secretary of 216, 217, 235
Truxtun, Thomas, Capt 18, 19
Has not yet arrived at St. Kitts 12
Naval Regulations received from, by Captain Murray 309
Record of service 341
References to 11, 14, 17, 19, 58, 88, 99, 133, 217, 311, 338, 364, 369
Retained under P. E. A 135
See New York, U. S. S.
Morris, William W., New York:
Correspondence with Secretary of Navy 67
Prize money, apportionment of 67
Morrison, Edmund, ordinary seaman, *United States* 63
Morrison, Henry, midshipman, *John Adams* 341
Morrison, John, landsman, *United States* 65
Morrison, John, Master and owner of brig *Maria* 412

Page

Morse and Eddy, owners of ship *Galen* 399
Mortimer, Samuel, landsman, *United States* 63
Morton, John, U. S. Consul, Havana, in correspondence with Secretary of Navy 244, 245
Mory, Joseph, carpenter, *George Washington* 341
Moses, Philip, midshipman, *Ganges* 341
Moses Gill, brig, boarded by H. B. M. S. *Cleopatra* 110
Mossick, (Mosseck) Solomon, landsman, *Connecticut* 441
Motte, Jacob S. (or L.). *See* Motte, William S.
Motte, William S., midshipman, *John Adams* 341
Moulton, Billy, mate, ship *Mary* 413
Moulton, John, Master, brig *Rambler* 425
Moulton, John, Master, ship *Mary* 413
Moulton, Tarbox, part owner of ship *Mary* 413
Mountflorence, J. C., Major, in correspondence with Secretary of State 231, 232
Mount Vernon, schooner 417
Mount Vernon, ship, Elias Hasket Derby, Jr., beat off privateers 417
Mount Vernon, ship, Solomon Rutter, beat off privateer 417
Mugford, William, Master, ship *Ulysses* 435
Mullin, John, seaman, *United States* 61
Mullowny, John, Lt., U. S. ships *United States*, *Montezuma* and *Ganges*:
Charged with landing passengers and baggage without notice to collector 253, 257
Correspondence with—
Barry, John, Capt 459
Navy, Secretary of 3, 4, 24, 25, 30, 91, 203, 253, 261, 262
Duties prescribed for, by Captain Barry 459
Exonerated from suspicion entertained by Collector of Customs 261, 262
Extracts from journal of. *See Ganges*, U. S. S.
Record of service 341
References to 7, 93, 94, 144, 367, 369
See Ganges, U. S. S.
Mumford, Mr., supercargo in ship *Mary Ann* 414
Mumford, William, purser, *Essex* 46, 341
Munday, William, mate, brig *Fame* 395
Munroe, James. *See* Monroe, James, Governor of Virginia.
Munsell, Master, ship *Susanna* 432
Munson, Peter, carpenter, *Retaliation* 341
Munster, Peter, seaman, *United States* 62
Murdaugh, James (or John), surgeon's mate, *Constellation* 341
Murder, punishment for crime of 465
Murdoch, James, (or James W.,) Lt., *Ganges* 342
Murdock, ship, Thomas W. Stevens, Master 417
Murdock, John, master's mate, *Trumbull* 342
Murdock, Joseph, midshipman, *Ganges*, *New York*, *Adams* and *George Washington* 137, 342
Murdock, William, mate, ship *Criterion* 390
Murgatroyd, Daniel, part owner of ship *Manchester* 411
Murphy, John, Master, brig *Washington* 437
Murphy, Thomas, private, U. S. M. C., *Ganges* 184
Murray, Alexander, Capt., U. S. ships *Montezuma*, *Insurgente* and *Constellation:*
Advice to midshipmen 35
Asks court to investigate grounding of *Constellation* 189
Charming Betsey, prize, case of 234, 280, 287
Correspondence with—
Agents of Consuls of French Republic 107, 108, 110
Captain General of Marines, Havana 132
Gantt, Thomas, navy agent, St. Kitts 239
Gay, John, United States agent, St. Pierre 238, 239
Governor of Puerto Rico 118
Navy, Secretary of 26, 30, 52, 56, 72, 77, 112–114, 119, 127, 148, 149, 152, 156, 158, 170, 186, 189, 205–207, 216, 221, 227, 228, 234, 268, 269, 280, 289, 295, 298–305, 308, 309

Murray, Alexander, Capt., U. S. ships *Montezuma*, *Insurgente Constellation*—Continued.
Correspondence with— Page
Sergente, Prosper, Capt., French privateer *Marrs* 96, 97
Tilghman, R. L., midshipman 97
Warren, Robert, Lt 106, 107
Watson, James P., Lt 52, 117
Entertained at Guadeloupe by General Geneat 113
General orders to officers of *Constellation* 36
Instructions for proving guns 302
Instructions pending ratification of treaty 56
Marines treated well by 175
Record of service 342
References to 22, 160, 225, 226, 243, 304, 311, 335, 351, 365, 368, 369
Retained under P. E. A 135
Revolutionary war service 268
See Constellation, U. S. S.
Setting out to prove guns 304
To wait at New York for further orders 30, 31
Wants information as to his status under P. E. A 268, 269
Murray, Alexander, Mrs 52
Murray, Daniel, midshipman, *Insurgente*, *President* and *Essex* 137, 342
Murray, John, part owner of ship *Warren* 436
Murray, John, and John R., owners of brig *Nancy* 417
Murray, William, midshipman 342
Murray, William Vans, United States minister to the Netherlands 232
Murray and Mumford, owners of ship *Mary Ann* 414
Muse, John, purser, *Norfolk* and *Maryland* 342
Mushaway (Mushainey), John, boatswain, *Congress* 342
Muster rolls to be kept and forwarded 466
Mutine. *See La Mutine.*
Mutiny, or attempted mutiny, punishment for 464
Myers, Jeremiah, landsman, *United States* 65
Myers, Moses, Norfolk, Va., in correspondence with Secretary of Navy 92
Mynick, Conrad, private, U. S. M. C., *United States* 66
Myrick, John, Master, brig *Lilly* 410
Nadir, ship 417
Nancy, brig, Master Barker, beat off French launches 417
Nancy, brig, Master Reed 417
Nancy, brig, Master Taylor, captured 417
Nancy, brig, Master Williams, captured 417
Nancy, schooner, Master Baur 418
Nancy, schooner, Master Dorgan 418
Nancy, schooner, Master Lincoln 418
Nancy, schooner, Master Ward:
Captured by privateer *Rencontre* 418
Recaptured by British privateer 418
Nancy, ship 418
Nancy, ship, Master Allen 113, 418
Nancy, ship, Master Deas 418
Nancy, ship, Master Joy, beat off privateer 418
Nancy, ship, Master Percival 418
Nancy, ship, Master Town 418
Nancy, snow, William Creighton, Master 418
Narine, Newell, private, U. S. M. C., *United States* 66
Nash, Captain, H. B. M. S. *Hornet* 94, 105
Nash, George, landsman, *United States* 63
Nat, schooner. *See Pat.*
Nautilus, schooner, Robert Dixon, Master, captured 418
Naval Academy, records published by courtesy of 3, 38, 41, 43–45, 47, 48, 57, 112, 124, 129, 131, 133, 139, 144, 147, 149, 156, 157, 162–164, 166, 175, 183, 196, 204, 205, 218, 220, 224–226, 230, 235, 236, 240, 440–458.
Naval Affairs, Chairman, Committee on. *See* Parker, Josiah.
Naval Affairs, Committee on. *See* Congress of the U. S.
Naval Chronicle, extracts from 134–138, 311–314
Naval forces. *See* Navy, U. S., and Vessels, U. S., ships of war.

Page

Naval Historical Foundation, records published by courtesy of 461
Naval History Society Collection, New York Historical Society, records selected from 116, 152
Navy, Secretary of, Benjamin Stoddert and Robert Smith:
Correspondence with—
Babcock, Gideon, acting purser, *General Greene* 173
Baker, Thomas, Capt 186
Baldwin, Simeon, clerk of District Court of Connecticut 6, 182, 183
Barron, Samuel, Capt 183
Barry, John, Capt 14, 15, 23, 55, 56, 154, 212, 235, 240, 251, 302–304, 306
Boss, Ed., Lt 292
Brown, Moses, Capt 106, 176
Brown, Samuel, navy agent, Boston 171, 185, 193, 208, 209, 220, 246, 247, 253, 254, 266, 267, 276, 277, 294, 307
Bunbury, M. Simmones, Lt 22, 58, 78, 203, 204, 241, 242, 254
Burr, Aaron, Vice President, U. S. A 222
Burrows, Wm. W., U. S. M. C 141, 167, 191, 222, 226, 241, 269, 303
Byrne, Gerald, Lt 187
Calvert, Thomas, Lt 7
Campbell, Archibald, navy agent, Baltimore 30, 130
Campbell, Hugh G., Capt 74, 139, 173, 174, 235, 292
Cartwright, Paul, captain of a galley 301
Collins, Isaac, Lt 292
Comptroller of the Treasury 258
Congress, Committee on Naval Affairs 80–84
Cordis, John B., Lt 211
Cowper, William, Master Comdt 177
Crafts, William, navy agent, Charleston 182, 228, 229
Cross, George, Capt 58, 97, 98, 183, 245, 246
Dale, Richard, Capt 142
Dallas, Alexander J 234
Decatur, Stephen, Capt 166, 178, 292
Derby, Richard, Capt 10, 24, 25, 30, 37, 91, 92, 168, 183, 225
Dorsey, Joshua & Co 249
Downes, Shubael, sailing master, *Experiment* 278
Drayton, John, Governor of South Carolina 287
Edwards, Pierpoint 140
Ellery, Edmund T., clerk of District Court of R. I 185
Eustis, William, Hon 460
Fields, Robert, Boston, Mass 289
Fitzsimons, Thomas, Philadelphia, Pa 3, 120, 128
Flagg, William, Lt 195, 196
Forbes, James, Newburyport, Mass 275
Foster, Dwight, Brookfield, Mass 281
Gantt, Thomas T., navy agent, St. Kitts 153
Geddes, Henry, Capt 13, 14, 164, 183–186
Gentleman in Baltimore 85
Gibbs, Caleb, clerk and storekeeper, Boston 277
Gibbs and Channing, navy agents, Newport, R. I 31
Goodale, Nathan, clerk of District Court of Massachusetts 209, 210, 274, 275
Gough, John, pilot 232
Hamilton, Robert W., Lt 292
Hammond, Henry, navy agent, Cape Francois 156
Harriden, Nathaniel, sailing master 292
Harrison, George, navy agent, Philadelphia, Pa 21, 29, 31, 44, 152, 153, 165, 243, 248, 249, 251, 287, 304
Haywood, Samuel, Lt 196
Higginson, Stephen, & Co., navy agents, Boston, Mass 29, 30, 39, 78, 111, 125, 142, 150
Hopkins, John, Richmond, Va 120, 121
Howland and Allyn, navy agents, New London, Conn 76, 79, 124
Hull, Isaac, Lt 285, 292
Humphreys, Joshua, naval constructor 37, 263

Navy, Secretary of, Benjamin Stoddert and Robert Smith—Continued.
Correspondence with— Page
Hunter, William, navy agent, Savannah, Ga 310
Huntington, Joshua, Norwich, Conn 118
Jefferson, Thomas, President, U. S. A 144, 252, 253
Jewett, David, Master Comdt 154, 169, 240, 241
Jocelin, Amaziah, navy agent, Wilmington, N. C 246, 269, 270, 282
Jones, John H., Lt 249, 250
Jones, William, Philadelphia, Pa 193
Lacolombez, L 247
Law, Richard, Master Comdt 133, 134, 169, 174
Lemmon & Johonnot, auctioneers 205, 215, 242, 279
Letombe, Mr., Philadelphia, Pa 103, 125
Little, George, Capt 109, 216, 218, 233, 234, 255, 256, 259, 266, 293
Livingston, Robert R., minister to France 274, 276
Ludlow, Daniel, navy agent, New York 172, 214, 215, 217, 229, 243, 248, 284, 285
McCutchen, Samuel, Lt 196
McElroy, Archibald, Lt. Comdg 16, 165
Mackenzie & Glennie, London, England 286
McNeill, Daniel, Capt 27, 168, 204, 210, 266, 272–275, 286, 291
McRae, John, Lt 250
Magrath, Humphrey, midshipman 143
Maley, William, Lt 210, 211
Marbury, William, navy agent, Georgetown and Washington 32, 33, 269
Marrener, P. W., Capt 215
Marshall, Samuel R., surgeon 194, 233
Marshall, William, Clerk of District Court of Virginia 174, 175
Montgomery & Newbold, Philadelphia, Pa 146, 147
Moore, Philip, clerk of District Court of Maryland 163
Morris, Richard V., Capt 216, 217, 235
Morris, William W., New York 67
Mullowny, John, Lt 3, 4, 24, 25, 30, 91, 203, 253, 261, 262
Murray, Alexander, Capt 26, 30, 52, 56, 72, 77, 112–114, 119, 127, 148, 149, 152, 156, 158, 170, 186, 189, 205–207, 216, 221, 227, 228, 234, 268, 269, 280, 289, 295, 298, 299, 301–305, 308, 309.
Myers, Moses, Norfolk, Va 92
Nevison, John 28
Nicholls, George, captain of a galley 276
Nicholson, Samuel, Capt 251, 252, 254, 255
O'Driscoll, Cornelius, Lt 196
Paddock, Benjamin 110
Parker, Josiah, Naval Affairs Committee 122, 126
Peck, William, marshal of Rhode Island 131
Pennock, William, navy agent, Norfolk, Va 17, 130, 149, 157, 166, 200, 250, 278, 302
Perry, Christopher R., Capt 177
Peterkin, William, Lt 77
Pichon, Lewis, French Charge d'Affaires 229
Platt, Jonas, Chairman, Committee on Revisal 103, 129
Pollard, John, Philadelphia, Pa 272, 273
Preble, Edward, Capt 15, 46, 47
Putnam, Aaron, Boston, Mass 121
Reynst, Jacobus, T. Batavia 7
Ridgely, Nicholas, Dover, Del 53
Robinson, Thomas, Capt 108, 233, 247, 248, 289
Rodgers, John, Capt 105, 127, 141, 147, 148, 279, 290, 292
Rosseter, Robert C., midshipman 207
Russell, Charles C., Lt 153, 219, 220
Salter, Richard, Esqr 120
Sever, James, Capt 38, 192, 235, 255
Shaw, John, Lt 28, 32
Sheaffe, Jacob, Portsmouth, N. H 212, 213

Navy, Secretary of, Benjamin Stoddert and Robert Smith—Continued.
Correspondence with— Page
Simmonds, Wm., accountant of War Department 29
Sloan, Mr., Philadelphia, Pa 6
Smith, John, Lt 116
Smith, William, Lt 190, 191, 235
Smith, William, & Co., navy agents, Charleston, S. C 288, 305, 306
Somers, Richard, Lt 271
Speake, Josias M., Lt 187
Spotswood, J. A., Master Comdt 149, 199, 200, 224, 225
State, Secretary of 54
Stewart, Charles, Lt 122
Stricker, John, navy agent, Baltimore, Md 290, 291, 303, 308
Swartwout, John, New York 194
Talbot, Cyrus, Master Comdt 164, 239, 240, 281
Talbot, Silas, Capt 154, 219, 256, 264, 271, 286
Tingey, Thomas, Capt 232, 293, 304, 306
Truxtun, Thomas, Capt 4, 5, 11, 12, 20, 34, 35, 55, 69, 70, 86–90, 123, 126, 129, 140, 157, 195, 223, 224, 310
Tryon, Moses, Capt 42, 247
Turner, Thomas, accountant of the Navy 131, 150, 262, 263, 280
Waln, Jesse and Robert 309, 310
Watson, James & Ebenezer, navy agents, New York 17, 20, 31, 39, 40, 93, 94, 133
Webb, Charles, surgeon 236–238
Winchester, Judge, Baltimore, Md 103
Dearborn, Henry, Secretary of War—
Acting 168, 169, 171–174, 176–178, 183–187
No longer acting 270
References to 1, 244, 473
Smith, Robert—
Not yet arrived to take up duties 270
Took over duties of 271
Smith, Samuel, signs for Acting Secretary of Navy 168, 169, 171–174, 176–178, 185–187, 190–196, 200, 204–221, 223–229, 232–234, 239–243, 245–253
Navy, United States:
Cost of 313
Disposition of vessels under act of March 3, 1801 313
Estimate of annual expense during peace 80
Navy Agents during Quasi-War with France 374, 375
Navy Department:
Estimates for pay of clerks 129
Marine guard ordered for 222
Navy Yards:
Charlestown (Boston), Mass., site for 81, 121
Estimate for docks and buildings 82
Gosport, Va., site for 120, 121
New York, ground for 39, 40, 81
Norfolk, ground for 81
Philadelphia, ground for 37, 81
Portsmouth, N. H., ground for 81
Washington, ground for 81
Naylor, Samuel, Lt., *Ganges* 342
Naylor, Samuel, Master, ship *Cleopatra* 388
Nazro, James, midshipman, *Constitution* 342
Neale, Joseph, Lt., U. S. M. C 360
Neill, Robert C., midshipman, *United States* 342
Neilson, Henry, seaman, *United States* 62
Neilson, Richard, seaman, *United States* 65
Neilson, William, Jr., midshipman, *United States* 342
Nelson, Master, brig *Intrepid* 407
Nelson, John D., midshipman, *Richmond* 342
Neptune, barque, Master Hooker 419
Neptune, brig, Master Flint, captured 419
Neptune, schooner 419

Page

Neptune, ship, Master Greene ... 419
Neptune, ship, Master Jefferies ... 419
Neptune, ship, Master Mac Quire ... 419
Nereid, H. B. M. S., captured brig *Sukey* ... 432
Neutrality, brig, John Cunningham, Master ... 419
Neutrality, ship, Master Baker ... 419
Neutrality, ship, Master Smith ... 419
Nevin, Edward, seaman, *United States* ... 62
Nevison, John; in correspondence with Secretary of Navy ... 28
New, Philip, gunner, *Portsmouth* ... 342
Newbold, William, part owner of ship *Delaware* ... 390
Newbold & Montgomery. *See* Montgomery & Newbold.
Newell, Master, ship *Minerva* ... 415
Newell, Samuel York, carpenter. *See* Nowell, Samuel York.
New Hampshire Gazette (Portsmouth, N. H.), data taken from ... 85
New Haven Colony Historical Society. *See* Historical Society of New Haven Colony.
New Jersey, recaptured by *Federal George* ... 439
New Jersey, ship, recaptured sloop *Federal George* ... 419
New London, Conn., prisoners confined at, to be liberated ... 76
Newman, John, midshipman, *Warren* ... 342
Newman, Montgomery, midshipman, *John Adams* and *Constellation* ... 342
Newman, Morris, sailing master ... 342
Newman, Timothy, Master Comdt., U. S. S. *Warren:*
- Accounts of *Warren* have not been adjusted ... 270
- Record of service ... 342
- References to ... 281, 371
- Voyage to Vera Cruz justified ... 244, 245

Newman, William, midshipman, *Constitution* and *Boston* ... 137, 286, 342
Newport, ship, Jonathan Moore, Master ... 419
Newport, John, boy, *United States* ... 62
Newport Historical Society, records published by courtesy of ... 264, 265
Newton, Thomas, Norfolk, Va.; in correspondence with Governor of Virginia ... 116, 117
New York, N. Y.:
- French prisoners at ... 54, 125
- French prisoners to be taken to ... 226
- Ludlow, Daniel, appointed navy agent ... 172
- Navy Yard, site for ... 39, 40, 81
- Vessels to be sold at ... 172

New York, U. S. S., Captains Thomas Robinson and Richard V. Morris:
- At Basseterre Roads, St. Kitts ... 17, 58, 59, 69, 88, 131, 146
- Cruising ground ... 88, 90
- Data concerning ... 369
- Fever on board ... 88
- Has not yet arrived at St. Kitts ... 12
- Men received from *Ganges* ... 139
- Orders and instructions for ... 18, 19
- Recommended for retention ... 80
- References to ... 19, 23, 94, 200, 265, 315–317, 321, 323, 325, 327, 328, 330, 331, 334–338, 341, 342, 344, 347, 352–355, 357, 358, 361
- Retained under P. E. A ... 134, 313
- *See* Morris, Richard V., Capt.
- Six able seamen needed ... 308
- Spoken by *Philadelphia* ... 14, 99
- Spoken by *President* ... 78
- To be brought from New York to Washington ... 216, 217
- To be laid up in ordinary at Washington ... 191, 217, 232
- To return to New York ... 154

New York Historical Society, records published by courtesy of ... 116, 152
New York Public Library, data published by courtesy of ... 459
Neyle, Charles, midshipman ... 342
Nicholas, John, impressed from ship *Providence* by H. B. M. S. *Minotaur* ... 37
Nicholls, George, Capt., galley *South Carolina* ... 276, 363, 371
Nichols, Master, ship *Thetis* ... 433

Page
Nichols, Ichabod, part owner of ship *Active* 376
Nichols, James, Master, ship *Rose* 427
Nichols, Lloyd, midshipman, *Maryland* 279, 342
Nichols (Nicholls), Robert Hamilton, Lt., U. S. M. C 361
Nichols, William, carpenter's mate, *United States* 61
Nichols (Nicholls), William F., midshipman, *President* 137, 342
Nicholson, Commodore, spoken of as friend of Captain Nicholson 162
Nicholson, Catel, seaman, *United States* 62
Nicholson, James, midshipman, *Constellation* and *Philadelphia* 137, 342
Nicholson, John (or John B.), midshipman, *Constellation*, *George Washington* and *President* 137, 342
Nicholson, John B., surgeon, *Experiment* 342
Nicholson, Joseph H., Centerville, Md.:
Correspondence with Capt. Samuel Nicholson 54
Requests Captain Nicholson be retained in service 158–162
Nicholson Samuel, Capt., U. S. S. *Constitution* and Superintendent of Boston Navy Yard:
Appointed superintendent of Charlestown Navy Yard 251
Can give information about guns loaned to *Constitution* 307
Correspondence with—
Navy, Secretary of 251, 252, 254, 255
Nicholson, Joseph H 54
President of Court to investigate conduct of Captain Little 254, 255
Recommended for retention in service by J. H. Nicholson 158–162
Record of service 342
References to 280, 335, 348, 352, 365
Request for service in *Constitution* not granted 54
Retained under P. E. A 135
To superintend building of 74-gun ship 252
Nicholson, Samuel, Jr., midshipman, *Constitution* 342
Nielson, John D., midshipman. *See* Nelson, John D.
Niger, capture of, referred to 159
Niles, Peter, seaman, *United States* 65
Nimble, schooner, Andrew Dorgan, Master 419
Nimrod, schooner, Master Hamilton 419
Nixon, Henry, supercargo, ship *Perseverance* 422
Nixon, John, part owner of *Ariel* 381
Noble, Abijah Wile, purser. *See* Noble, H. Weld.
Noble, H. Weld, purser, *Portsmouth* 343
Noble, Henry W., purser. *See* Noble, H. Weld.
Noble, James, Commander, brig *Aurora* 382
Norfolk, U. S. S., Capt. Thomas Williams, Master-Comdt. William Bainbridge, and Lt.-Comdg. Thomas Calvert:
Armed sloop captured by 372
Beat off attack by French privateer 411
Data concerning 369
Le Gourde du Pelican captured by *Boston* and *Norfolk* 311, 372
References to 316, 321, 323–326, 328–332, 334, 336, 338–343, 345, 346, 349, 351, 353–359, 447
See Calvert, Thomas, Lt.
Norfolk, Va.:
Company organized for purchase of lots from Benjamin Stoddert 230
Ground has been bought for navy yard 81
Norman, Hans, seaman, *United States* 62
Norris, Captain, unloading guns and shot for *Connecticut* 441
North, George, midshipman, *Retaliation*, *Richmond* and *Portsmouth* 343
Northern Liberties, ship, William D. Seaton, Master, beat off privateer 419
Northern Liberty, ship 420
Norton, Captain, passenger in prize L'Amour de la Patrie 71
Norwood, John G., midshipman, *Boston* 343
Nowell, Samuel York, acting carpenter, *Essex* 343
Nurse, Michael, seaman, *United States* 63
Nutson, Master, schooner *Eagle* 392

Page

Nutter, Anthony, Master, brig *William and Thomas* 438
Nutter, Jacob, gunner, *Portsmouth* 343
Nye, Isaac, master's mate, *Constellation* 343
Nymph, brig, Charles Hardy, Master:
Captured by privateer *Gironde* 420
Recaptured by H. B. M. S. *Phaeton* 420
Nymph, English privateer, Captain Pryor, brought to by *Connecticut* 447
Nymph, French privateer, picture of Frontispiece
Nymph, schooner, John Jakways, Master 420
Nymph, sloop, Master Baur 420
Oakley, brig, William Gordon, Master 420
Oaks, Samuel, carpenter, *Constitution* 343
O'Bannon, Presley N., Lt., U. S. M. C. 361
Obear, Josiah, Commander, ship *Betsey* 384
Ober, Issachar, 1st mate, *Aurora* 383
O'Brien, Master, ship *Tanner* 433
O'Brien, ship 420
O'Brien, Edward, midshipman, *Chesapeake* 137, 343
O'Brien, Richard, U. S. Consul General, Algiers:
Correspondence with William Kirkpatrick 45
Reference to 34
O'Bryan, Master, schooner *Fox* 398
O'Callahan, Nicholas, purser, *Patapsco* 343
Ocean. *See L'Ocean.*
Ocean, ship, captured 420
Ocean, ship, John Reynolds, Master 420
O'Conner, John, Commander, brig *Ceres* 387
Odiorne (Odiornd), Samuel, second mate, U. S. R. C. *Scammel* 362
O'Driscoll, Cornelius, Lt., *Pinckney* 196, 343
Officers, United States galleys, register of 363
Officers, U. S. Marine Corps, register of 359–361
Officers, U. S. Navy:
Boston 286
Disposition of, during peace 83
Maryland 279
Register of, during Quasi-War with France 315–358
Retained under P. E. A. 135–138, 140, 158, 164, 168, 169, 173, 174, 176, 178, 183, 192, 200, 203, 212, 218, 219, 242, 250, 251, 279
To show themselves good examples of virtue, etc 462
United States 61–66
Officers, U. S. Revenue Cutter Service 362
Officers and men:
Separated from vessel by wreck, etc., still under command of Commanding Officer 471
Treatment of 467
Officers Commanding any U. S. vessels at Curacao, orders to, from Captain Truxtun 74
Ogleby, Master, ship *Perseverance* 422
Oglevie (Ogilvie), Peter S., midshipman, *Chesapeake* and *Philadelphia* 137, 343
O'Hara, Henry, owner of schooner *Resolution* 426
Oldden, James, owner of ship *Clothier* 389
Olive, brig, recaptured by *John Adams* 59
Olive, cartel ship, arrived in France 231
Olive, ship, Henry Tyson, Master 420
Olive Branch, bark, Joseph J. Knap, Master 420
Olive Branch, ship, William Ives, Master 420
Oliver, Andrew, Jr., acting midshipman, *Warren* 343
Oliver, Jacob, Master, ship *Sally* 429
Oliver, John S., third mate, U. S. R. C. *General Greene* 362
Oliver, R., part owner of ship *Francis and Mary* 398
Oliver, Thomas, owner of schooner *Nimble* 419
Oliver Ellsworth, ship 420
Olivier, David, Cape Francois 294
Olney, Daniel, Master, ship *John Jay* 408
O'Neale, Daniel, impressed from ship *Providence* by H. B. M. S. *Minotaur* 37

Page

Oneco, schooner, George Howe, Master 420
O'Neill, John, boatswain's yeoman, *United States* 61
Opie, Leroy, midshipman, *Congress* 343
Orange, brig 420
Orange, schooner, Master Daniel Shellie, boarded by pirate *Three Friends* 283, 284
Oriental, ship 421
Orion, ship, Master Cunningham 421
Orlando, brig, Master Cassell 421
Orne, Joseph, Master, brig *Essex* 394
Orne, Josiah, part owner of brig *Exchange* 394
Orne, William, part owner of brig *Hind* 404
Orono, ship, Master Paine 421
Orono, ship, Master Stites 421
Orr, Hector, surgeon, *Essex* 343
Ort, John Van:
Deserter from the *President* 59
See Van Nord, John.
Osborne, William S., Lt., U. S. M. C 361
Osgood, Daniel, acting surgeon's mate, *Warren* 343
Osgood, Nathaniel, mate, ship *Ulysses* 435
Osiris, ship, Master Redman, captured 421
Osmore, armed vessel 421
Osseper, ship 421
Otbankson, Joseph, armourer, *United States* 61
Otis, Joseph, seaman, *United States* 62
Otsego, ship 421
Oxnard, Thomas, Master, ship *Franklin* 399
Pacific, ship, Perkins Salter, Master, plundered and burned 421
Packard, Nathaniel, Jr., master and owner of schooner *Flying Fish* 397
Packard, Robert S., mate, schooner *Flying Fish* 397
Packet, ship 421
Packet, ship, John Trott, Master 421
Packhouse, Master, ship *Favorite* 397
Packwood, Jacob B., Master, ship *Washington* 437
Paddock, Benjamin, informed his son was aboard *Insurgente* when she sailed 110
Paddy, brig 421
Page, Master, ship *Minerva* 416
Page, Benjamin, Master, ship *Ann and Hope* 380
Page, Benjamin, midshipman, *George Washington* 137, 343
Page, Henry, midshipman, *Congress* 138, 343
Page, Jere Lee, mate, ship *Martha* 412
Page, Octavius Augustus, midshipman, *Chesapeake* and *President* 137, 343
Page, Robert N., midshipman, *Ganges* 343
Page, William, midshipman 343
Pagie, French privateer. *See Le Piege.*
Paine, Commander, schooner *Alert* 377
Paine, Master, ship *Astrea* 382
Paine, Master, ship *Orono* 421
Paine, William, Master, schooner *Eglantine* 392
Pallas, brig 421
Pallas, ship, William Ward, Master 421
Palmer, John, midshipman, *Norfolk* 343
Palmer, Robert, Lt., *General Greene* and *Adams* 343
Palmyra, ship 421
Panting, Stephen 283
Papillon, French privateer, captured brig *Fanny* 396
Paragon, brig, Master Houston 421
Paragon, schooner, Master Grant, captured 421
Parcell, John, carpenter, *President* 343
Parcell, Philip, Master, ship *Martin* 413
Paris, General:
Correspondence with Capt. Thomas Truxtun 9
Exchange of prisoners 4, 9

Page

Park, John, ordinary seaman, *United States* 64
Park, John, surgeon, *Warren* 343
Parker, Colburn, private, U. S. M. C., *Congress* 180
Parker, David, sloop *Eliza* 393
Parker, George, Master, schooner *Eliza and Katy* 393
Parker, George, midshipman, *Chesapeake* 138, 343
Parker, Isaac, owner of ship *Independence* 406
Parker, John, purser, *Pickering* 344
Parker, John, surgeon's mate, *Ganges* 344
Parker, Josiah, Chairman, Committee on Naval Affairs, in correspondence with Secretary of Navy 122, 126
Parker, Samuel, Lt, *Adams* 344
Parkman, part owner of brig *Diana* 391
Parkman, Samuel, part owner of ship *Herald* 404
Parley, Master, ship *Jason* 407
Parnell, James, mate, ship *Prudent* 424
Parry, Martin, part owner of ship *Pallas* 421
Parsell (or Parsem), John, carpenter. *See* Parcell, John.
Parsons, Commander, ship *Amazon* 378
Parsons, Master, ship *Philadelphia* 422
Parsons, Eben, owner of merchant ships 385, 386, 392, 401, 425, 430
Parsons, Gorham, owner of schooner *Mary Ann* 414
Parsons, Nehemiah, owner of ship *Governor Sumner* 401
Parsons, Richard, gunner, *Scammel* 344
Parsons, William, ship owner 380, 413
Parsons, William, surgeon's mate, *Boston* 344
Pascault, Louis, owner of schooner *Paulina* 422
Pat (or Nat), schooner, formerly *Sea Flower*, boarded by *Philadelphia* 27
Patapsco, U. S. S., Capt. Henry Geddes:
- Arrived at St. Kitts from Curacao 87
- Arrived in the Delaware 3
- Convoy duty 11
- Data concerning 369
- Disposal of under P. E. A 29, 31, 126, 146, 164, 165, 167, 248, 307
- *Dorade* captured by 59, 312, 373
- May repair at Philadelphia 21
- Not to be sold until further orders 44
- Originally named *Chesapeake* 369
- References to 183, 223, 225, 317, 319, 321, 322, 326, 327, 329, 330, 332, 333, 335, 336, 339, 343, 344, 347, 360, 437
- *See* Geddes, Henry, Capt.
- Specie transported by 185

Paterson, William, Master, ship *Sally* 429
Patrick & Holland, owners of ship *Rufus* 428
Patricken, Master, ship *Francis and William* 398
Patriot, French privateer:
- *Dove* and *Lucy* captured by 49, 99
- *Sir John Wentworth* captured by 55

Patriot, schooner 421
Patterson, Daniel Todd, midshipman, *Delaware* 138, 344
Patterson, William, master and owner of schooner *George* 11, 98, 400, 445
Patton, Francis, midshipman, *Philadelphia* 137, 344
Patton, John, midshipman 344
Patty, brig 421
Paulina, schooner, Elisha Turner, Master 422
Pauline, French privateer. *See Le Pauline.*
Paul Sieman, ship, picture of Facing page 320
Pay:
- Allowed all who are retired under P. E. A 135
- Allowed officers, not on active duty, under P. E. A 135
- Burrows, Wm. W., Lt. Col. Comdt., U. S. M. C., for extra duty performed 150

Pay Roll of United States 61–66
Payne, James, Capt., galley *Charleston* (*Mars*) and U. S. R. C. *South Carolina* 363, 365, 371

Page
Peabody, Joseph, owner of merchant ships ... 388, 419, 428, 434
Peace Establishment Act:
Disposition of ships under ... 140
Officers retained under ... 135–138, 140, 158, 168, 169, 173, 174, 176, 178, 183
Providing for a naval peace establishment ... 134–138
Peace with France restored ... 148
Peacock, brig, Master Crafts ... 422
Pearce, Ezra, Master, schooner *Moncrief* ... 416
Pearce, Jonathan, part owner of ship *Friendship* ... 399
Pearce, Nathaniel, Master, ship *Resource* ... 426
Pearce, William, acting midshipman, *Constitution* ... 344
Pearcy, I., Master, sloop *Hannah* ... 402
Pearson, Benjamin, acting master, *Pinckney* ... 344
Pearson, Jeremiah, midshipman, *Warren* ... 344
Pearson, Moses, Master, ship *Mercury* ... 415
Pearson, Nathaniel, second mate, U. S. R. C. *Eagle* ... 362
Peck, William, marshal of Rhode Island:
Correspondence with Secretary of Navy ... 131
French prisoners, disposition of ... 125
Pedrick, Knott, Master, schooner *Polly* ... 424
Pedrick, Richard, part owner of ship *Fox* ... 398
Pedrick, Richard, Jr., master and part owner of ship *Fox* ... 398
Pegasus, ship, Master Conkling ... 422
Peggy, brig, beat off privateer ... 422
Peggy, English privateer schooner, Master Christen, boarded by *Connecticut* ... 448, 458
Peggy, French schooner:
Captured by *Trumbull* ... 311, 372
Care of prisoners taken in ... 124
Condemned in Connecticut court ... 182
Reference to ... 222
To be released under Treaty ... 140
Peggy, schooner, recaptured by *Philadelphia* ... 47, 50
Pell, Francis, master's mate, *President* ... 344
Pemberton, John, midshipman, *New York* ... 344
Pendleton, Oliver, Capt., galley *Charleston* (*Mars*) ... 363, 365
Penelope, brig, recaptured by *Connecticut* ... 448
Penelope, ship ... 422
Pennington, John, landsman, *United States* ... 64
Pennington, Robert, midshipman, *Patapsco* ... 344
Pennington, Thomas (F. or T.), midshipman, *Patapsco* and *New York* ... 344
Penniston, Richard, Master, ship *Fox* ... 398
Pennock, William, navy agent, Norfolk, Va.:
Augusta to be stripped and sold ... 165, 166
Correspondence with Secretary of Navy ... 17, 130, 149, 157, 166, 200, 250, 278, 302
Experiment to be sold ... 278
Money for ships ... 16, 17, 27, 122, 199, 200
Powder, sale of ... 250
Purchase of lots at Norfolk ... 230
Record of service ... 375
References to ... 28, 92, 115–117
To receive stores from *Portsmouth* ... 168
Pennsylvania, ship ... 422
Pennsylvania Historical Society. *See* Historical Society of Pennsylvania.
Penrose, master builder, wanted for survey of *Constellation* ... 243
Penrose, James, midshipman, *Philadelphia* ... 344
Penrose, William, Lt., *Patapsco* ... 344
Pensions for disability, merit, long and faithful service ... 472, 473
Peoples, captain of brig *Sir John Wentworth* ... 55
Percival, Master, ship *Nancy* ... 418
Percival, John, master's mate, *Delaware* ... 344
Peregrine, brig, Master Foster ... 422
Peres, Henry, acting midshipman, *United States* ... 65, 344
Perkins, Foster, midshipman, *Portsmouth* ... 344
Perkins, George, sailmaker, *Congress* and *Essex* ... 344

Page

Perkins, John Hancock, surgeon's mate, *Essex* ... 344
Perkins, Thomas, owner of merchant ships ... 388, 402, 403, 419, 434
Perry, Christopher R., Capt., U. S. S. *General Greene:*
Correspondence with Secretary of Navy ... 177
Discharged under P. E. A ... 177
Record of service ... 344
References to ... 244, 311, 312, 367
Perry, Oliver H., midshipman, U. S. S. *General Greene* ... 137, 344
Perseverance, brig ... 422
Perseverance, ship ... 404
Perseverance, ship, Master Ogleby ... 422
Perseverance, ship, Master Wheatland ... 422
Perseverance, ship, Master Williamson, in action with privateer *La Gloire* ... 388, 401, 404, 422, 431
Petapsco, ship ... 422
Petapsico, U. S. S. *See Patapsco.*
Peterkin, William, Lt., *Augusta* ... 77, 344
Peterkin, William, Master, ship *Francis and Mary* ... 398
Peterson, Jacob, Master, brig *Eliza* ... 393
Pettis, David, sailmaker, *George Washington* ... 344
Pettis, James, midshipman, *Constitution* ... 344, 345
Pew, Richard G., master's mate, *Congress* ... 344
Peyton, Edward J., purser, *Delaware* ... 345
Phaeton, H. B. M. S., recaptured *Nymph* ... 420
Pheasant in company with *Connecticut* ... 457
Phelin, William, seaman, *United States* ... 61
Phelps, Henry, ordinary seaman, *United States* ... 63
Phenix. *See Phoenix.*
Phenix, snow, Isaac Smith, Master ... 422
Philadelphia, Pa., ground has been bought for navy yard ... 81
Philadelphia, ship, Theodore Bliss, Master ... 422
Philadelphia, U. S. S., Captains Stephen Decatur and Samuel Barron:
Also called *City of Philadelphia.*
Ann and Susan recaptured by ... 50, 51
At Basseterre Roads ... 21, 131, 146
Betsey, schooner, recaptured by ... 59
Chou Chou captured by *Philadelphia* and *Connecticut* ... 59
Crew to be paid off and ship refitted ... 166
Cruising ground ... 90
Data concerning ... 369
Diligente recaptured by ... 59
Dove, brig, recaptured by *Philadelphia* and *Experiment* ... 49, 50
Experiment in company with ... 43, 54
Extracts from log of ... 8, 11, 14, 17, 19, 21, 23, 27, 29, 38, 40, 41, 43, 44, 47, 49–55, 68, 75, 79, 85, 86, 99, 104, 105
Fox, schooner, boarded by ... 55
La Levrette captured by ... 8, 312, 373
Lucy, sloop, recaptured by *Philadelphia* and *Experiment* ... 49, 50
Maria, sloop, boarded by ... 104
Martha & Mary boarded by ... 40
Peggy recaptured by ... 47, 50
Prize of, arrive at St. Kitts ... 21
Recommended for retention ... 80
References to ... 38, 47, 86, 94, 129, 295, 315, 317–323, 325–327, 329, 330, 332–336, 339–348, 350, 353–360
Retained under P. E. A ... 134, 313
See Decatur, Stephen, Capt.
Sir John Wentworth, brig, recaptured by ... 55
Stores for ... 10
Taking in provisions and stores at Basseterre Roads ... 23
Three Brothers, Danish ship, boarded by ... 40
To be one of Mediterranean Squadron ... 172, 178
To prepare for cruise ... 167
To return to Philadelphia ... 154
Under orders of Captain Truxton ... 70
Vessels spoken by ... 14, 40, 50, 68, 99, 104

Page

Philanthropist, brig, John Prince, Master, 422
Philip, schooner, David Gemmell, Master 422
Phill, Stephen, Master, ship *Recovery* 426
Phillips, Master, ship *Five Brothers* 397
Phillips, Benjamin H., U. S. Consul, Curacao:
Correspondence with—
State, Secretary of 84, 222, 223
Truxtun, Thomas, Capt 73
References to 88, 102, 105
Phillips, Isaac, Capt., U. S. S. *Baltimore* 324, 332, 345, 364
Phillips, James, Master, schooner *Jane* 407
Phillips, Samuel, Lt., *George Washington* and *Connecticut* 345
Phillips, Stephen, Master, ship *Discovery* 391
Phipps, David, Lt., *Essex* and *Constellation* 47, 309, 345
Phoenix (Phenix), French privateer, captured by *Merrimack* 59, 311, 373
Pichon, Lewis, French Charge d'Affaires:
Correspondence with Secretary of Navy 229
Prisoners to be delivered to *Le Berceau* 229
Prisoners to be sent from Charleston to St. Domingo 287, 288
Restoration of money taken from *Le Berceau* 253, 267
To receive *Le Berceau* on behalf of France 150
Will send black prisoners direct from Boston 185
Pickering, brig 423
Pickering, Timothy, Secretary of State, data taken from papers of 413
Pickering, Timothy, Jr., midshipman, *Philadelphia* 345
Pickering, U. S. R. C., Capt. Jonathan Chapman, Lt. Comdg. Edward Preble, and Master Comdt. Benjamin Hillar:
Arrived at Basseterre, St. Kitts, with prize 449
Atalanta captured by 311, 372
Claims for wages not allowed after departure of vessel 281
Data concerning 369
Dimensions of 366, 367, 369, 370
Feared to have suffered in gale 54
Fly captured by 311, 373
L'Active captured by 311, 372
L'Active condemned 209
La Voltigeuse captured by 311, 372
L'Egypte Conquise captured by 372
Lost at sea 314
May be lost 120
Portland, ship, recaptured by 424
Prizes taken by 289, 311, 372, 373, 424
References to 321–323, 333, 334, 343–345, 348, 349, 351, 356, 362, 423
See Hillar, Benjamin, Master Comdt.
Spoken by *Connecticut* 451, 458
Pickett, Master, ship *William* 438
Pickman, Benjamin, Jr., part owner of ship *Martha* 412
Piele, William, midshipman, *Insurgente* 345
Pierce, commander, ship *Andromache* 380
Pierce, Master, ship *Semiramis* 430
Pierce, George, midshipman, *Pickering* 345
Pierce, James, Master, ship *Hercules* 404
Pierce, Jerathmed, part owner of *Betsey* 384
Pierce, Stephen S., midshipman, *Norfolk* and *Insurgente* 345
Pigou, ship, captured 423
Pilgrim, ship 423
Pilsbury, Master, brig *Rebecca* 425
Pinckney, Charles C., Major General, orders for employment of galleys 459, 460
Pinckney, United States galley, Captains George Cross, and Samuel Haywood:
Data concerning 370
References to 316, 324, 334, 344, 346, 350, 363
See Haywood, Samuel, Capt.

Page

Pinckney, William, boatswain's mate, *United States* ... 64
Pitman, John, master's mate, *President* ... 345
Pitot, F. M., Capt., French frigate *Vengeance*, report of engagement with *Constellation* ... 461
Pitt, Richard, Master, ship *Rebecca* ... 426
Pitts, James, midshipman. *See* Pettis, James.
Pity, James, *Constitution* ... 344, 345
Planter, brig ... 423
Planter, ship, Master Watts, beat off privateer ... 423
Plato, schooner ... 423
Platt, Jonas, Chairman, Congressional Committee on Revisal, in correspondence with Secretary of Navy ... 103, 129
Platt, Thomas, boatswain, *Merrimack* ... 345
Plummer, Samuel, sailing master, *Scammel* ... 345
Plummer, William S., Master, brig *Greyhound* ... 401
Point Petre, Guadeloupe, French corvette reported at ... 57
Polaskie, brig, Joseph B. Smith, Master, beat off privateer ... 423
Polk, Daniel, midshipman, *Delaware* and *Boston* ... 137, 345
Polk, Gillis W. M. R., surgeon's mate, *Maryland* ... 345
Polk, John, midshipman, *Ganges* and *Insurgente* ... 345
Pollard, John, Philadelphia, Pa., in correspondence with Secretary of Navy ... 272, 273
Pollard, Joseph, Master, ship *Mechanic* ... 415
Polleon, one of captors of brig *Polly* ... 423
Polly, brig ... 423
Polly, brig, Master Bunce, captured ... 423
Polly, brig, Master Smith, captured and recaptured ... 423
Polly, brig, Master Trask ... 423
Polly, brig, Masters Bruce and Cooper ... 423
Polly, schooner, Master Atkins ... 423
Polly, schooner, Master Burgess, beat off barges ... 423
Polly, schooner, Master Clapp, boarded by *Connecticut* ... 456
Polly, schooner, Master Elwell, spoken by *Boston* ... 234
Polly, schooner, Master Pedrick, captured ... 424
Polly, schooner, Master Smith ... 424
Polly, schooner, Master Williams, burned by *Connecticut* ... 451
Polly, schooner, Master Wincent boarded by *Connecticut* ... 456
Polly, ship, Master Burn, boarded by *Connecticut* ... 442
Polly, ship, Master Wellman, beat off privateer ... 424
Polly & Betsey, brig, Master Williams ... 424
Ponsonby, Thomas, seaman, *United States* ... 62
Poole, Samuel, midshipman, *Constitution* ... 345
Porcupine, brig ... 424
Porter, David, Lt., *Constellation*, *Experiment*, and *Enterprize* ... 100, 135, 312, 345
Porter, James, Lt., U. S. M. C. ... 361
Porter, John, landsman, *United States* ... 64
Portland, ship, David Harding, Master:
  Captured by French privateer ... 424
  Recaptured by *Pickering* ... 289, 424
Portland, ship, Masters Taylor and Chafee ... 424
Port Mary, ship, Thomas Hewitt, Master, captured ... 424
Portsmouth, N. H., ground has been bought for navy yard ... 81
Portsmouth, U. S. S., Capt. Daniel McNeill:
  Data concerning ... 370
  Disposal of under P. E. A ... 126, 146, 167, 168, 204, 205, 210, 215, 307
  Le Frippon captured by ... 311, 372
  Marines to be brought to headquarters ... 133
  Must be prepared for a cruise ... 27
  References to ... 131, 242, 315, 317, 319, 320, 326, 328, 329, 331, 332, 336, 340, 342–347, 349, 352–354, 356–360
  See McNeill, Daniel, Capt.
  To protect our trade against British privateers ... 128
Portugal, brig of, recaptured by armed ship *Camilla* ... 439
Potomak, schooner, Master Thompson ... 424
Potter, Henry, acting midshipman, *Warren* ... 345
Potter, Robert, master at arms, *United States* ... 63

Page
Potter, Seymour, Lt., *Adams* 345
Potts, James (or James B.), boatswain, *Boston* 345
Poulson's American Daily Advertiser (Phila.), data taken from 16, 50, 99, 100, 110
Powder, unfit for service, to be sold 250
Powers, John, impressed from *Providence* by H. B. M. S. *Minotaur* 37
Preble, Ebenezer, owner of merchant ships 377, 386, 404
Preble, Edward, Capt., U. S. ships *Constitution*, *Pickering*, and *Essex*:
Congratulated on safe return from East Indies 15
Correspondence with Secretary of Navy 15, 46, 47
Provisions left at Batavia by 7, 309
Record of service 345
References to 6, 252, 334, 355, 366, 369
Retained under P. E. A 135
Returned from Batavia 25
See Essex, U. S. S.
Selections printed from Preble papers in Library of Congress 395, 399
Preble, Enoch, Commander, ship *Caroline* 386
Preeble, Captain. *See* Preble, Edward, Captain.
Prentiss (Prentice), John, Jr., midshipman, *Portsmouth* 345
Prescott, Samuel, midshipman, *Constitution* 345
President, schooner, John Bradish, Master 424
President, U. S. S., Captains Thomas Truxtun and James Barron and Commodore Richard Dale:
At Basseterre Roads, St. Kitts 57, 73, 74, 92, 104, 105
At Hampton Roads 126, 127
Chesapeake in company with 106, 107, 111, 112, 118, 121
Crew to be discharged 145
Dale, Richard, Capt., may command 129, 140, 142
Data concerning 370
Extracts from log 4, 17, 21, 23, 26, 38, 39, 41, 44–46, 49, 50, 53, 58, 59. 77, 79, 85, 92, 94, 106, 107, 109, 111, 112, 118, 121, 125
Fired upon by guns at Basseterre, Guadeloupe 89
Fully manned 145, 146
Left Basseterre Roads 23
Marines for 197, 198
Movements and operations of 1–3, 57, 86–90
On Guadeloupe Station 1, 36
Placed in ordinary 157
Prize money 102
Purser for 197
Recommended for retention 80
References to 34, 38, 102, 123, 151, 187–189, 195–197, 202, 316–318, 320–332, 335–337, 339, 341–351, 353–361
Relieved as flagship at St. Kitts by *United States* 95
Repairing at St. Kitts 94
Reports from 1–3, 86–90
Retained under P. E. A 134, 313
Rum allowance cut 223
Ruth, recaptured by 86
See Truxtun, Thomas, Capt.
Southampton, H. B. M. S., in company with 46
To be one of squadron commanded by Truxtun 172
To prepare for cruise 167
Vessels spoken by 41, 45, 78
Will do convoy duty 129
President of the United States. *See* John Adams and Thomas Jefferson.
Presley, Joseph, seaman, *United States* 64
Preveaux, John, midshipman. *See* Provaux, John.
Prevost, B. B., midshipman, *Adams* 345
Price, George, Capt., U. S. R. C. *General Greene* 345, 367
Price, James, seaman, *United States* 62
Price, Thomas D., surgeon's mate, *United States* 61, 204, 345
Priest, Darius, landsman, *United States* 64
Prince, Henry, Commander, ship *Astrea* 382
Prince, J 202

Page

Prince, John, Master, brig *Philanthropist* ---- 422
Prince, John, Master, ship *Martha* ---- 412
Prince, Joseph P., midshipman, *Congress* and *Constellation* ---- 346
Princess Royal, packet ---- 424
Printing historical and naval documents, acts authorizing ---- iv
Prisoners:
American—
Arrived at Basseterre, St. Kitts ---- 59, 89
Exchange of ---- 4, 9, 56, 143
Pay of captives to continue ---- 471
Rush, John, Lt., expenses of ---- 262
Taken on board *Connecticut* from *Italie Conquise* ---- 452
English, arrived at Basseterre, St. Kitts ---- 59
French—
Care of ---- 118, 124, 194
Disposition of those at Boston ---- 185
Disposition of those in Rhode Island ---- 131
Eliza Ann, cartel, fitted out for ---- 167
Exchange of ---- 4, 9, 56
Held at Boston and New York ---- 54
Held at Wilmington, N. C., to be discharged ---- 246
Landed at St. Kitts ---- 448, 452
Letombe, Mr., has not applied to William Crafts for ---- 182
Plundering of, by Captain Jewett, charged ---- 72, 79
Removal of, from Frederick to New York ---- 226
Sent to Guadeloupe ---- 21, 88, 89
Taken in *Vengeance*, complaints of ---- 76
To be delivered to *Le Berceau* ---- 227
To be delivered to Mr. Letombe ---- 125
To be removed from St. Kitts ---- 15
To be sent from Charleston to St. Domingo ---- 287, 288
To be sent to France from New York ---- 103
Publication of these documents, acts authorizing ---- iv
Public Printer authorized to furnish copies to Library of Congress ---- iv
Public property, punishment prescribed for waste, burning, embezzlement or theft of ---- 466
Public Record Office, London (Privy Council Register) selections published from ---- 376
Puerto Rico, Governor of, in correspondence with Captain Murray ---- 118
Pugh, Robert C., midshipman, *Delaware* ---- 346
Punishment for cowardice, disobedience, and desertion in time of battle ---- 462, 463
Purket, John, sailing master, *Herald* ---- 346
Pursers retained under P. E. A ---- 136
Pursers to be allowed 10 percent on slops ---- 280
Purviance. *See* DeButts & Purviance.
Purvis, Andrew, gunner, *Augusta* ---- 346
Purvis, William, sailmaker, *Richmond* ---- 346
Putnam, Aaron, Charlestown, Mass., in correspondence with Secretary of Navy ---- 121
Putnam, Jeremiah, Master, ship *Rising States* ---- 427
Putnam, Levi, Master, ship *John* ---- 408
Putnam, William, Master, brig *Minotaur* ---- 416
Pritchard, Joseph, midshipman ---- 346
Privateers:
British. *See* Great Britain.
French. *See* France.
Spanish. *See* Spain.
Privy Council Register (Public Record Office, London) in Library of Congress, data taken from ---- 376
Prize money:
Brilliant, sale of ---- 114, 115
Decade, sale of ---- 170
Enterprize, from captures made by ---- 28
Held by Lt. John Shaw from sales of captures ---- 32
Italie Conquise, distribution of ---- 103

Prize money—Continued. Page
Jason and *Decade* captured by *John Adams* 182
Mehitable, disposition of 151
Opinion of Attorney General on distribution of 67
Rules governing, established by law 13, 471, 472
Syren, disposition of 151
Truxtun, Captain, gives directions for distribution 102
United States, John Leamy is prize agent for 103
Prizes:
Ann and Susan recaptured by *Philadelphia* 50, 51
Ann recaptured by *Eagle* 139
Brilliant captured by *Merrimack* 5, 87, 92, 114, 115
Captured by *Pickering* 289, 311, 372, 373, 424
Captured on Windward Island station 59
Condemned in District Court of—
Connecticut 182, 183
Maryland 163
Massachusetts 209, 210
Virginia 174, 175
Decade, sale of 170
D'Esperance captured by *Ganges* 409
Deux Anges captured by *Boston* 60
Diana captured by U. S. S. *Experiment* 70
Disposition of 312, 313
Dove, brig, recaptured by *Philadelphia* and *Experiment* 49, 50, 99
French armed vessels captured by United States men-of-war 311, 312, 372, 373
Guadaloupean captured by *Enterprize* 143
Hope, brig, recaptured by *Adams* 108
Insurgente and *Flambeau* given to captors 312
Italie Conquise captured by *Connecticut* 452
Jane, recaptured by *Delaware* 110
La Levrette captured by *Philadelphia* 8, 71
L'Amour de la Patrie captured by *Enterprize* 16, 70, 71
Le Berceau captured by *Boston* 27, 60
Le Berceau to be purchased by United States 39
Le Coulie captured by *Trumbull* 6
Le Flambeau captured by *Enterprize* 143
Le Jeune Creole captured by *Chesapeake* 67
Lucy, sloop recaptured by *Philadelphia* and *Experiment* 49, 50, 99
Marrs captured by *Constellation* but released 96, 97, 108, 113
Not condemned by Oct. 1, 1800, to be restored under treaty 122
Peggy recaptured by *Philadelphia* 47, 50, 140
Penalty for pillaging 463, 464
Procedure in case of capture of 463
Prude, brig, recaptured by *Constellation* 106, 108, 149
Rambler, recaptured by *Alexander* 377
Ruth, recaptured by *President* 86
Sea Flower recaptured by *Baltimore* 430
Sir John Wentworth, brig, recaptured by *Philadelphia* 55
Taken after Oct. 1, 1800, to be restored under treaty 55, 56
Taken by *Experiment* to be accounted for 210, 211
Taken by United States armed merchantmen 439
Taken by United States squadron and sent to Guadeloupe 69, 70
Two Angels may have to be restored under P. E. A 275
Vengeance and *Berceau* returned to owners 312
Vengeance captured by *Trumbull* 6
Zebra, brig, recaptured by *Experiment* 99
Proctor, Stephen, midshipman 138, 346
Proply, James, private, U. S. M. C., *Ganges* 184
Protector, galley. *See South Carolina*, galley.
Provaux, John, midshipman 346
Providence, ship, men impressed from, by H. B. M. S. *Minotaur* 37
Providence, ship, Moses Adams, Master 424
Providence, R. I., French prisoners at 125

	Page
Provisions:	
Supplied by J. & E. Watson deficient	20
U. S. ships at Batavia	6, 7, 30
Provost, B. B., midshipman. *See* Prevost, B. B.	
Prude, brig:	
Recaptured by *Constellation*	106, 108, 149, 239
Warren, Robert, Lt., prize master of	106, 107
Prudence, ship, Master Miner	424
Prudent, ship, Benjamin Brown, Master	424
Pryor, William, Capt. English privateer *Nymph*	447
Quebec, sloop	424
Quigin, David, boatswain, *Charleston*	363
Quigley, John, landsman, *United States*	63
Quinby, John G., Capt., U. S. N., (Ret.):	
Acknowledgment to	iii
Copy of manuscript of	461
Quinland, William, landsman, *United States*	64
Quinlin, Morris, private, U. S. M. C., *Congress*	180
Quinn, James, boatswain, *Baltimore*	346
Quinn, Noah, mate, brig *Rambler*	525
Quintessence, schooner, Master Read, spoken by *Connecticut*	446, 447
Rabateuse, captured by *Ganges*	311
Rachel, schooner	424
Rae, William J., boatswain, *Chesapeake*	346
Rage, French privateer, captured ship *Commerce*	389
Rainbow, brig, Master Jones	425
Rainbow, brig, Master Tyler	425
Rambler, brig, Captain Bell, recaptured by schooner *Alexander*	377
Rambler, brig, John Moulton, Master	425
Rambler, schooner, arrived at St. Kitts	95
Rambler, schooner, John Devereux, Master	425
Rambler, ship	425
Ramsay, Thomas, boatswain	346
Rand, James, purser, *Portsmouth*	346
Randall, Matthew, owner of *Little Fanny*	410
Randall, Thomas, midshipman, *George Washington* and *Essex*	346
Randolph, Edward, midshipman	346
Randolph, John F., Capt., galley, *Savannah*	363, 371
Randolph, Richard Bland, midshipman, *Insurgente*	346
Randolph & Armstead, owners of brig *Robertson*	427
Ranger, brig, Master Martin	425
Ranger, brig, Master Shaw	425
Ranger, schooner	425
Ranger, snow, Master Green	425
Ranging Polly, schooner	425
Rankin, Robert, Lt., U. S. M. C	361
Rations:	
French prisoners	194
Navy, under P. E. A	134, 135
Suggestions offered by Captain Truxtun	223, 224, 230, 231
Rattlet, brig, Francis House, Master	425
Rawlings, John, midshipman	346
Raymond, Nap., Master, ship *Citizen*	388
Raynal, Lewis F., (or **G.**,) purser, *Pinckney* and *George Washington*	346
Raynolds, James L., midshipman, *Connecticut*	346
Rea, Archibald, mate, ship *Ulysses*	435
Rea, Urial, Jr., mate, ship *Tyre*	435
Read, Commander, ship *Bedford*	383
Read, Benjamin F., midshipman, *Constellation* and *President*	138, 346
Read, John K., Jr., surgeon, *Norfolk, Chesapeake* and *President*	136, 346
Read, Thomas, Master, schooner *Quintesscence*	446
Reading, William, landsman, *United States*	63
Ready Money, brig	425
Rebecca, brig, Master Hopkins	425
Rebecca, brig, Master Smith, beat off privateer	425
Rebecca, brig, Master Spicer	425

Page

Rebecca, ship, Master Bowlan 425
Rebecca, ship, Master Corran 425
Rebecca, ship, Master McKeever 426
Rebecca, ship, Master Pitt, beat off privateer 426
Rebecca, ship, Master Russell 425
Recovery, ship, Stephen Phill, Master 426
Recruiters' Bulletin, U. S. M. C., data copied from 155
Reddick, Josiah, Lt., U. S. M. C 361
Redman, Tristram, Master, ship *Osiris* 421
Reed, Charles, midshipman, *Philadelphia* 138, 346
Reed, George Washington, midshipman, *Ganges* and *President* 138, 346
Reed, Hethcote Johnson, midshipman, *Philadelphia* 138, 346
Reed, John K., Jr., surgeon. *See* Read, John K., Jr.
Reed, Michael, lost in *Insurgente* 291
Reed, William, Master, brig *Nancy* 417
Reed, William, surgeon, *Constitution* 346
Reeves, Joseph, ordinary seaman, *United States* 64
Rehm, Benjamin, private, U. S. M. C., *United States* 66
Reilly, John, landsman, *United States* 65
Reilly, John, ordinary seaman, *United States* 64
Reindeer, schooner, Charles Connell, Master 426
Reindeer, ship, Thomas Frost, Master 426
Reith, John, mate, brig *Lydia* 411
Reith, John, mate, ship *Fanny* 396
Reliance, ship, Master Webber 426
Remsen, Henry, part owner of brig *Polaskie* 423
Rencontre, French privateer, captured schooner *Nancy* 418
Renomme. *See La Renommee.*
Renshaw, James, midshipman, *George Washington* and *Essex* 138, 346
Republicain, French privateer, one of captors of ship *Sally* 429
Republican, ship 426
Resistance, brig 215
Resistance, brig, Master Marrenner 426
Resolution, schooner, James Moncrieff, Master 426
Resolution, ship, Master Fanning 426
Resource, ship, Nathaniel Pearce, Master 426
Retaliation, brig 426
Retaliation, U. S. S., Lt. Comdg. William Bainbridge:
Captured by French and taken into navy as *La Magicienne* 370
Data concerning 370
Formerly *La Croyable* 370
References to 316, 328, 332, 336, 341, 343, 347, 351, 355, 359
See Magicienne.
Revenge, French privateer, in engagement with *Charming Betsey* 387
Revenue Cutter Service, officers in service during Quasi-War with France 362
Revere, Paul, loan of money for supplying copper 247
Revisal, Committee of. *See* Platt, Jonas.
Reynard (Reynold), captured by *Delaware* and *Eagle* 311, 372
Reynet, Mr. *See* Reynst, Jacobus T.
Reynolds, Edward, carpenter, *Richmond* 346
Reynolds, John, Master, ship *Ocean* 420
Reynolds, John, Master, sloop *Hercules* 404
Reynolds, Michael, Lt., U. S. M. C 361
Reynolds, Roland, Master, ship *Mary Ann* 414
Reynolds, Thomas, surgeon, *Richmond* 346
Reynst, Jacobus, T., Batavia:
Correspondence with Secretary of Navy 7
Money from sales of provisions left by Captain Preble 309, 310
Supplies for United States vessels at Batavia 6, 7, 25, 93
Rhode Island, French prisoners, care and disposition of 131
Rhode Island Historical Society, records published by courtesy of 37, 257, 258, 376, 380, 397, 403, 408
Rhodes, Joseph, private, U. S. M. C., *United States* 66
Rhodes, William, midshipman, U. S. S. *General Greene* 347

Page

Rhodes, Zachariah, Lt., *George Washington*, *General Greene* and *Portsmouth* 347
Ricard, James, sailmaker, *Connecticut* 347
Rice, Charles, landsman, *United States* 63
Rice, Edward, boatswain, U. S. S. *General Greene* 347
Rice, M. (Mattathias or Matthew), surgeon's mate, *President* 196, 347
Rice, Michael, cooper, *United States* 61
Rich, Commander, brig *Alert* 377
Richard, schooner 426
Richardet, Samuel, Jr., acting midshipman, *Philadelphia* 347
Richards, Commander, brig *Ann* 380
Richards, James, sailmaker.
See Richard, James.
Richardson, Israel, sailor, *Philadelphia* 75
Richardson, Jesse, owner of brig *Alert* 377
Richardson, John, seaman, *United States* 63
Richardson, Joseph, midshipman, *Montezuma*, *Philadelphia* and *Eagle* 138, 347
Richardson, Joshua, Master, ship *Folansbe* 398
Richardson, Nathaniel, part owner of ship *Fame* 395
Richardson & Lanchester, Cape Francois 294
Richmond, ship, Captain Waters 309
Richmond, ship, captured and recaptured 426
Richmond, U. S. S., Capt. Samuel Barron, Lts. Comdg. Josias M. Speake and Cyrus Talbot, and Master Comdt. Richard Law:
Data concerning 370
Disposal of under P. E. A 126, 146, 167, 169, 172, 307
Louis captured by, with assistance of *Eagle* and *Virginia* 372
On St. Domingo Station 54
Placed in ordinary 133, 134
References to 174, 263, 316–319, 321–324, 326–328, 331, 334–337, 339, 340, 342, 343, 346, 351–352, 354, 358, 361
See Law, Richard, Master Comdt.
Rick, Christopher, seaman, *United States* 62
Rickards, James, sailmaker. *See* Ricard, James.
Ricketts, George C., Spanish Town, Jamaica, case of *Three Friends* 284
Rickline, Martin, private, U. S. M. C., *United States* 66
Riddle and Bird, navy agents, New Castle, Del 375
Rider, Master, brig *Greyhound* 401
Rider, Micah, mate, brig *Rambler* 525
Ridgeley, George W., midshipman, *Ganges* and *Insurgente* 347
Ridgely, Charles Goodwin, midshipman, *Patapsco* and *President* 138, 347
Ridgely, Nicholas, Dover, Delaware, in correspondence with Secretary of Navy 53
Rigaud, General, St. Domingo:
Barges beaten off by schooner *Polly* 423
Parole of 4, 56
Prisoner aboard *Experiment* 87
Riggs, Cuthbert, sailmaker, *Constitution* 347
Riley, Commander, ship *Bellona* 383
Riley, John, ordinary seaman, *President*, drowned 39
Riley, Wm. impressed by H. B. M. S. *Minotaur* 37
Rilson, ship 426
Rinnomnee, schooner 426
Riplan, Henry, master of schooner *Ann and Susan* 51
Rising States, ship, Master Jenkes 427
Rising States, ship, Master Putnam 427
Rives, Master, ship *Sarah* 430
Roache, John (James), midshipman, *Constitution*, *Experiment* and *Scammel* 347
Roba & Betsy, ship 427
Robbins, Jonathan, mate, bark *Sally* 428
Roberts, Master, ship *George Washington* 401
Roberts, Enoch, ordinary seaman, *United States* 65
Roberts, Francis, Master, ship *Washington* 437
Roberts, Joseph, purser, *Delaware* 347
Roberts, Michael, acting midshipman, *Boston* 235, 347

Page
Roberts, Thomas, impressed by H. B. M. S. *Minotaur* 37
Robertson, brig, George Wakefield, Master, captured 427
Robertson, Thomas, midshipman, *Patapsco* 347
Robins, R. B., midshipman, *Ganges* 175, 347
Robins, Thomas, midshipman, *Retaliation* 347
Robinson, Master, ship *Eliza* 393
Robinson, Master, ship *Hero* 404
Robinson, Charles, midshipman, *Chesapeake* and *Delaware* 138, 347
Robinson, Franklin, part owner of ship *Hunter* 406
Robinson, John, seaman, *United States* 63
Robinson, Joseph, carpenter, *Baltimore* 347
Robinson, Peter, seaman, *United States* 61
Robinson, Thomas, Capt., U. S. ships *New York* and *Adams:*
Correspondence with—
Navy, Secretary of 108, 233, 247, 248, 289
Sever, James, Capt 40
Discharged under P. E. A 289
Record of service 347
References to 51, 364, 369
See Adams, U. S. S.
Robinson, Thomas, Jr., Lt., *Constellation, President* and *George Washington* 135, 347
Robinson, W., midshipman, *Constellation* 347
Robinson, William, Commander, ship *Ann* 380
Robinson, William, Master, ship *Francis and Mary* 398
Robust, ship, Master Haslet 427
Roche, John (or James), midshipman. See Roache, John.
Rodgers, John, Capt., *Constellation, Insurgente* and *Maryland:*
Correspondence with Secretary of Navy 105, 127, 141, 147, 148, 279, 290, 292
Discharged under P. E. A 292
Instructions for cruise to France and return 148
Maryland to be prepared for sale 290
Record of service 347
References to 146, 368
Retained under P. E. A 135
See Maryland, U. S. S.
Rodgers, William, gunner. *See* Rogers, William.
Rodolph-Frederick, ship, Rowland R. Crocker, Master, captured 427
Roebuck, ship, captured a French privateer 427, 439
Rogers, Master, brig *Hazard* 403
Rogers, Henry, Master, ship *Cleopatra* 389
Rogers, James, midshipman, *Portsmouth* 347
Rogers, Joseph, mate, ship *Sally* 429
Rogers, Thomas, sailing master, *Trumbull* 347
Rogers, Thomas Mumford, midshipman, *Trumbull* 348
Rogers, William, gunner, *Ganges* and *Philadelphia* 136, 348
Rollins, John, seaman, *United States* 62
Romaine, French frigate, recaptured *Mary Ann* 414
Romley, Ruben, master of brig *Dove* 49
Ronne, Jans Marcussen, Master, barque *Jane Peter* 450
Rook, John, Master, ship *Sampson* 429
Roosevelt, Franklin D., President, records published by courtesy of 109, 216, 218, 255, 256, 259, 266, 293
Roper, Daniel, Jr., Master, brig *Hind* 404
Ropes, Joseph, Master, ship *John* 408
Ropes, Timothy, Commander, brig *Betsey* 384
Rorke, Michael, landsman, *United States* 65
Rosanna, brig, James Mansfield, Master 427
Rose, brig, Master Goe 427
Rose, ship, Master Chase, captured 427
Rose, ship, Master Nichols 427
Rose, Francis, *Boston*, injured 259
Rose, James, carpenter, *Ganges* 348
Ross, David, Commander, ship *Belvidere* 383
Ross, David, Lt., *United States* 348

Page

Ross, James, drummer, U. S. M. C., *Ganges* ... 184
Ross, James, midshipman, *Delaware* ... 348
Rosseter, Master, ship *New Jersey* ... 419
Rosseter, Robert C., midshipman, *President* and *Enterprize*:
Correspondence with
Navy, Secretary of ... 207
Truxtun, Thomas, Capt ... 102
Discharged under P. E. A ... 207
Placed under arrest ... 102, 105
Record of service ... 348
Roundey, Master, schooner *Industry* ... 406
Roundy, Nehemiah, mate, ship *Martha* ... 412
Rover, brig, John Thissel, Master ... 427
Rover, schooner, George Davidson, Master ... 425
Rowand, John, midshipman, *Congress* ... 348
Rowe, James, carpenter. *See* Howe, James.
Rowe, John, midshipman, *Essex* ... 138, 348
Rowland, Thomas, surgeon, *Baltimore* ... 348
Rowlins, Matthew, seaman, *United States* ... 62
Roxbury, John, landsman, *United States* ... 64
Ruby, schooner, Abraham Crawley, Master ... 428
Ruby, ship, Master Stafford ... 428
Rudd, John, Master, ship *Industry* ... 406
Ruee, Thomas, mate, ship *America* ... 379
Rufus, ship, John Holland, Master, captured ... 428
Rugan, John, private, U. S. M. C., *United States* ... 66
Rules and Regulations for government of U. S. Navy ... 462–473
Rum allowance considered too great by Captain Truxtun ... 223, 231
Rum allowance to offenders cut, as punishment, by Captain Truxtun ... 230
Rumsey, Benjamin, boatswain, *Trumbull* ... 348
Rumsey, Oliver, carpenter, *Connecticut* and *Essex* ... 136, 348
Rundlett, Samuel, midshipman, *Warren* ... 348
Rush, John, landsman, *United States* ... 63
Rush, John, Lt., *Ganges* and *Adams*:
Expenses while a prisoner ... 262
Record of service ... 348
Retained under P. E. A ... 135
Sent as prize master on brig *Hope* ... 108
Rush, John W., carpenter, *Augusta* and *President* ... 136, 348
Rusk, William, part owner of ship *Fabius* ... 395
Russell, ship ... 428
Russell, ship, William Wood, Master, captured ... 428
Russell, Master, brig *Little Sarah* ... 410
Russell, Master, schooner *Sincerity* ... 430
Russell, Master, schooner *Thetis* ... 433
Russell, Charles C., Lt., U. S. ships *Constitution* and *Herald*:
Correspondence with Secretary of Navy ... 153, 219, 220
Libelant in case of prize *La Mutine* ... 209
Record of service ... 348
References to ... 156, 311, 368, 455
See Herald, U. S. S.
Russell, Jared, ordinary seaman, *United States* ... 65
Russell, Joseph, Master, ship *Rebecca* ... 425
Russell, Joseph, private, U. S. M. C., *United States* ... 66
Rust, Enoch, Jr., Master, snow *Lucy* ... 411
Rust, John, Master, ship *Fame* ... 395
Ruth, British ship, recaptured by *President* ... 86
Rutherford, Commander, ship *Brutus* ... 385
Rutledge, States, midshipman, *United States, Congress* and *Constellation* ... 138, 348
Rutter, Edward, part owner of schooner *Elinor* ... 445
Rutter, Solomon, Master, ship *Mount Vernon* ... 417
Rutter, Thomas and Edward, part owners of schooner *Eleanor* ... 392, 445
Sabens, Jno., part owner of *Chance* ... 387
Sadler, Master, sloop *Lauriana* ... 409
Sailing masters retained under P. E. A ... 136

Page
Sailmakers retained under P. E. A 136
St. Christopher. *See* St. Kitts.
St. Clair, Arthur, midshipman. *See* Sinclair, Arthur.
St. Domingo:
Governor of Spanish part of. *See* Garcia, Don Joaquin.
Merchants at Cape Francois ask permission to embark on U. S. ships 293, 294
Reference to insurrection in 299
Vessels on station 54
St. John, brig, William Godshall, Master 431
St. John, John, carpenter, *George Washington* and *United States* 348
St. John, John, carpenter's mate, *United States* 61
St. Kitts:
French prisoners at, to be exchanged 56
Navy agency to be abolished 153
Prize of *Philadelphia* arrived at 21
St. Mary's, U. S. galley, Lt. Thomas Fowler:
Data concerning 371
Inventory as delivered to Customs officers requested 310
Reference to 363
St. Medard, Peter, surgeon, *Constitution* 136, 348
St. Michael captured by Experiment 373
St. Roselia, Spanish packet boat, captured sloop *Henry* 403
St. Tamany, ship 428
St. Tammany, schooner, Bathurst Dangerfield, Master 428
Salem recaptured by Diana 439
Salem Gazette (Salem, Mass.), data taken from 28
Sales of vessels and stores 307
Sally, bark, Moses Endicott, Master 428
Sally, brig 428
Sally, brig, fired on by *Bermuda Packet* 383
Sally, brig, Master Davidson 428
Sally, brig, Master Haskill 428
Sally, brig, Master Hotchkiss 428
Sally, brig, Master Mason 429
Sally, brig, Master Upton 428
Sally, schooner, Master Davis 429
Sally, schooner, Master Stephenson, captured 429
Sally, ship, Master Farrel, captured 429
Sally, ship, Master Holbrook 429
Sally, ship, Master McCartey, beat off privateer 429
Sally, ship, Master Paterson 429
Sally, ship, Masters Grafton and Hall 429
Sally, ship, owned by R. B. Balte 429
Sally, sloop:
Captured by *Constitution* 311
Sandwich captured by 372
Sally Ruffin, schooner 429
Salsbury, Master, brig *Fair American* 395
Saltar, Francis, gunner, *Merrimack* 348
Salter, Perkins, Master, ship *Pacific* 421
Salter, Richard, in correspondence with Secretary of Navy 120
Salters, Francis, part owner of ship *Washington* 437
Salvage claimed by English from American vessels at Curacao 98
Sameramus, ship, Master Smith 429
Sampson, ship, John Rook, Master 429
Samuel, brig, Master Wilson, recaptured *Liberty* and a schooner 429, 439
Samuel, schooner, Edward Hedge, Master, beat off privateers 430
Samuel Smith, ship, George Stiles, Master, beat off privateer *Mars* 430
Sander, James, midshipman, *Ganges* 348
Sanders, John, rigging for *Le Berceau* 201, 202
Sanderson, Elijah and Jacob, part owners of snow *Fanny* 396
Sands, Philip B., Comdr., ship *America* 379

Sandwich: Page
Captured by *Sally*, sent out by *Constitution* 311, 372
Crew of liberated at Boston 54
Picture of capture of Facing page 180
Sanford, Joseph, Master, ship *Smallwood* 430
Sansom, ship, Master Robert O. Treadwell, beat off privateer 430
Sans Pareil, captured by *United States* and *Delaware* 311, 372
Sans Pariel, H. B. M. S 225
Sapham, Asa, Lt. *See* Lapham, Asa.
Sarah, ship, Master Hopkins 430
Sarah, ship, Master Rives 430
Saratoga, ship 430
Sarensen, Master, schooner *Scorpion* 430
Sargeante, Capt., French privateer *Marrs*. *See* Sergent, Prosper.
Sargent, Asa, surgeon, *Pickering* 348
Sargent, Daniel, owner of schooner *Endeavor* 394
Sargent, Fitz W., ship owner 382, 405
Sargent, Ignatius, part owner of ship *Winthrop and Mary* 438
Satterthwaite, Thomas W., part owner of *Ceres* 387
Saunders, Daniel, part owner of schooner *John* 408
Saunders, Henry, Master, schooner *John* 408
Saunders, John, Acting Lieut., U. S. M. C 361
Saunders, Joseph, Lt., *Congress*, *Chesapeake* and *Constitution* 348
Saunders, Thomas, part owner of bark *Sally* 428
Savage, Habijah, sailing master, *Boston* 138, 273, 348
Savage, John, part owner of ship *Farmer* 396
Savage, William, U. S. Agent, Kingston, Jamaica, case of pirate *Three Friends* 282
Savage and Dugan, owners of brig. *Lively* 410
Savannah, U. S. galley, Capt. John F. Randolph 363, 371
Sawyer, J., Collection, Portsmouth, N. H., records published from 4, 17, 21, 23, 26, 38, 39, 41, 44–46, 49, 50, 53, 58, 59, 77–79, 85, 92, 94, 95, 106, 107, 109, 111, 112, 118, 121, 125
Sawyer, Master, snow *Fox* 398
Sayer, Benjamin, sailing master, U. S. S. *General Greene* 349
Sayer, Cadwallader, acting midshipman, *Ganges* 349
Scallon, William, midshipman, *Essex* 138, 349
Scammel, U. S. R. C., Capt. John Adams and Lts. Comdg. Mark Fernald and John H. Jones:
Data concerning 366, 367, 369, 370
Disposal of, under P. E. A 126, 146, 191, 249, 250, 307
Felix captured by 311, 372
References to 200, 315–317, 319, 320, 325–327, 329, 335, 336, 338, 340, 344, 345, 347, 349, 351, 357, 362
See Jones, John H., Lt.
Suffered in a severe gale 54
Supplies from Cape Francois 124
To return to Baltimore 154, 200
Schisler, Laurence, seaman, *United States* 63
Schroeder, Henry, part owner of *Aknomack* 378
Scobie, Palmer, owner of schooner *Rambler* 425
Scorpion, schooner, Master Sarensen 430
Scott, James, owner of merchant ships 389, 418, 425, 436
Scott, John, landsman, *United States* 63
Scott, William, Master, brig. *Twins* 435
Scriggins, John, carpenter, *Portsmouth* 349
Sea Flower, prize to H. B. M. S. *Hornet*. *See* schooner *Nat*.
Sea Flower, schooner, recaptured by *Baltimore* 59, 430
Sea Horse, schooner, Alexander Bremer, Master 430
Sea Horse, ship, Master Somes 430
Sealy, William, private, U. S. M. C., *President* 128
Seaman, Master, schooner *William and Margaret* 438
Seaman, Israel, owner of merchant ships 389, 418, 436
Seaman, John, Master, ship *General Wayne* 400
Seamen, American, impressment of, by British 36, 37, 43, 110, 222, 223, 261

Page

Seamen, United States:
Impressed by British 102, 105
Lost in *Insurgente*, claims for wages of, not allowed 291
Wanted for ships in ordinary 308
Seaton, William D., owner and master of ship *Northern Liberties* 419
Seely, Amos, boatswain, *Experiment* 349
Seine, H. B. M. S., Capt. Milne:
Impressment of a seaman from *Two Brothers* 43
Two Brothers boarded by 43
Semiramis, ship, Master Pierce 430
Semmar, Lewis, seaman, *United States* 62
Senate, United States:
Correspondence with—
Adams, John, President, U. S. A 33, 132
Jefferson, Thomas, President, U. S. A 33
Ratification of treaty with France 33
Treaty with France being considered by 55, 56, 111
Serdina, smack, Capt. George Burrows, brought military articles for *Connecticut* 440
Sergent, Prosper, Capt. French privateer *Marrs*:
Marrs returned to, by Captain Murray 96, 97, 108
Receipt to Captain Murray for return of *Marrs* 97
Taking letter into Port Liberty for Captain Murray 108
Serry (Serra), Augustine (Augustus), boatswain, *George Washington* 136, 349
Servant, James, gunner, *Norfolk* 349
Service, Master, ship *Indian Chief* 406
Service, Joseph, midshipman 349
Servis (Service), David, midshipman, *Pickering* and *Boston* 349
Seton, Charles, part owner of schooner *Eglantine* 392
Seton, Henry, Lt., *Baltimore, Maryland, Eagle* and *Congress* 51, 179, 260, 349
Seton, William D., Master, ship *Marion* 412
Seton, William M., owner of ship *Diana* 391
Settler, John, ordinary seaman, *United States* 64
Seugman, L., part owner of brig *Harmonie* 447
Sever, James, Capt. U. S. ships *Herald* and *Congress*:
Bread for *Congress* baked at Cape Francois 124
Charges preferred by, against Surgeon Samuel R. Marshall 259–261
Correspondence with—
Burns, James, Lt 48, 49, 66
Marshall, S. R., surgeon, *Congress* 101, 178, 179
Morris, Charles, purser 124
Navy, Secretary of 38, 192, 235, 255
Robinson, Thomas, Capt 40
Talbot, Silas, Capt 68, 130
Data taken from papers of 40, 48–50, 66, 68, 101, 124, 130, 178, 179
Discharged under P. E. A 255
Llewellin, Samuel, Lt., U. S. M. C., treated well by 181
Marshall, Samuel R., surgeon, arrested 178
Provisions for *Congress* at Batavia 7
Record of service 349
References to 51, 208, 263, 365, 368
See Congress, U. S. S.
Severn, ship, Master Dean 430
Seward, Master, ship *Galen* 399
Seward, Thomas, Commander, ship *Camilla* 386
Shaler, Commander, brig *Aurora* 382
Shane, Lt., one of Georgia galleys 363
Shanley, Geoffrey Dillon, surgeon, *Montezuma* and *Portsmouth* 349
Shannon, John, gunner, *President* 349
Shannon, Richard C., surgeon, *Scammel* 349
Shapley, John, *Boston*, injured 259
Shark, schooner 430
Sharp, Isaac, midshipman, *Insurgente* and *Portsmouth* 349
Sharpe, Henry, sailmaker, *Chesapeake* 349
Shattuck, Benjamin, midshipman, *Constitution* 349

Page

Shattuck, John, midshipman, *Essex*, 138, 349
Shattuck, William, part owner of schooner *Sea Horse* 430
Shaw, Master, brig *Ranger* 425
Shaw, Master, ship *Franklin* 399
Shaw, Andrew, gunner, *Merrimack* 349
Shaw, John, Lt., *Montezuma*, *Enterprize*, and *George Washington*:
Correspondence with Secretary of Navy 28, 32
Extract from letter of 28
Ganges will supply kentledge 248
Record of service 349
References to 143, 311, 312, 366, 367
Retained under P. E. A 135
See Enterprize, U. S. S., and *George Washington*, U. S. S.
Shaw, John O., (or **C.**,) midshipman 349
Shaw, Pigot, Master, ship *Strafford* 431
Sheaf, James, owner of brig *Charlotte Murdock* 387
Sheafe, James, part owner of ship *Jacob* 407
Sheafe, John, owner of merchant ships 417, 419
Sheaffe, Jacob, navy agent, Portsmouth, N. H.:
Correspondence with Secretary of Navy 212, 213
Langdon, Woodbury, successor to 212, 213, 375
Record of service 375
Shee, Edward, ordinary seaman, *United States* 64
Shellie, Daniel, master of schooner *Orange* 283
Shepard, Jonathan, mate, ship *John* 408
Shepherd, Elisha, sailing master, *Connecticut* 349
Shepherdess, schooner, Thomas Buchner, Master 430
Sheppard, Thomas, part owner of schooner *Eagle* 392
Sheredine, Nathan R., Lt., U. S. M. C 66, 123, 184, 361
Shillabar, Ebenezer, Master, brig *Cruger* 390
Ships. *See Vessels.*
Shirley, Ambrose, Lt., *Constellation* 349
Shirtliff, Master, schooner *Maria Matilda* 412
Shoemaker, Master, brig *Polaskie* 423
Shore, John, midshipman, *Constitution* and *Chesapeake* 138, 349
Shubrick, Colonel, timber for 74-gun ship 228, 288
Shurtliff, Benjamin, surgeon, *Merrimack* 349
Sick, treatment of 467
Silsbee, Nathaniel, master and part owner of ship *Herald* 404
Sim, Daniel C., midshipman. *See* Simms, Daniel C.
Simmonds, Wm., accountant of War Department, in correspondence with Secretary of Navy 29
Simmons, Sylvester, master and part owner of ship *Enterprize* 394
Simms, Daniel C., midshipman, *Ganges* and *Maryland* 138, 279, 349
Simond, John, part owner of brig *Neutrality* 419
Simond, Lewis, part owner of ship *Cygnet* 390
Simons, Maurice, midshipman, *John Adams* 138, 349
Simpson, Master, brig *Tyne* 435
Simpson, James, Master, ship *Hercules Courtenay* 404
Sims, Joseph, owner of ship *Woodrup Sims* 438
Sincerity, schooner, *Master Russell* 430
Sinclair, Arthur, midshipman, *Constellation*, *Insurgente* and *Chesapeake* 67, 138, 348, 350
Siren. *See Syren.*
Sir John Wentworth, brig, Captain Peoples:
Captured by French privateer *Patriot* 55
Recaptured by *Philadelphia* 55
Sissom, Preserved, Master, ship *Hazard* 403
Sisters, schooner 430
Sisters, ship 430
Skeen, Henry, private, U. S. M. C., *United States* 66
Skerry, Master, ship *Herald* 404
Skerry, Jonathan, mate, brig *St. John* 431
Slaishbuck, Master, brig *Dorsey* 392
Slater, James, seaman, *United States* 62
Slater, Robert, owner of ship *Mohawk* 416

Page
Slater, William, gunner, *Ganges* 350
Slaves, disposition of 116, 117
Sloan, Joseph, supercargo of ship *Richmond*:
Correspondence with Secretary of Navy 6
Money received by, from Mr. Reynst, to be paid to George Harrison 309, 310
Provisions for United States vessels at Batavia 6, 7
Sloane, John, seaman, *United States* 63
Sloat, John D., midshipman, *President* 350
Slocum, Ebenezer, gunner, U. S. S. *General Greene* 350
Sloper, William, seaman, *United States* 64
Slops supplied by public, pursers to be allowed 10 percent on 280
Small, Master, ship *Hannah* 402
Smallwood, ship, Masters Johnson and Sanford 430
Smith, master of brig *Augustus* 382
Smith, master of brig *Martha & Mary* 40
Smith, master of schooner *Hunter* 406
Smith, master of ship *Fortitude* 398
Smith, master of ship *Sameramus* 429
Smith, Aaron, master's mate, *Connecticut* 350, 440
Smith, Alexander, Master, brig *Rebecca* 425
Smith, Alexander H., Commander, ship *Ardent* 381
Smith, Benjamin, mate, brig *Neptune* 419
Smith, Benjamin, midshipman, *George Washington* and *Essex* 138, 350
Smith, Edward, seaman, *United States* 63
Smith, Elisha, mate, ship *John* 408
Smith, George G., Commander, ship *Borneo* 385
Smith (Smyth), Horace, midshipman, *Baltimore* 350
Smith, Hugh, Master, brig *Polly* 423
Smith, Isaac, Master, snow *Phenix* 422
Smith, Isaac, owner of schooner *Frances* 398
Smith, Israel, seaman, *Connecticut* 440
Smith, J., Commander, ship *Charlotte* 387
Smith, J., Master, ship *Neutrality* 419
Smith, James, Lt., *Pinckney* 350
Smith, Jesse, Master, brig Fanny 396
Smith, John, boatswain, *Congress* 350
Smith, John, carpenter, *Ganges* 350
Smith, John, Lt., U. S. S. *Chesapeake* 116, 135, 350
Smith, John, midshipman, U. S. S. *General Greene* 350
Smith, John, private, U. S. M. C., *Ganges* 184
Smith, John, seaman, *United States* 61
Smith, John, Jr., owner of ship *Lexington* 409
Smith, Joseph, private, U. S. M. C., *Ganges* 184
Smith, Joseph, Jr. (or **John, Jr.**), purser 350
Smith, Joseph B., Master, brig *Polaskie* 423
Smith, Joseph B., Master, schooner, *Swift* 432
Smith, Joseph Shippen, acting sailing master, *Constellation* and *Insurgente* 350
Smith, Peter, landsman, *United States* 64
Smith, R., Master, ship *Commerce* 389
Smith, Robert, Secretary of Navy:
Detained in Baltimore by illness of children 304
Entered upon duty as Secretary of Navy 271
Has not yet arrived to take up duties of Secretary of Navy 270
See Navy, Secretary of.
Smith, Samuel, and others, owners of *Halcyon* 402
Smith, Samuel, General:
Correspondence with—
Acting Secretary of Navy 257
Murray, Alexander, Capt 205–207
Tingey, Thomas, Capt 265
References to 164, 200, 222
Secures information exonerating Lt. John Mullowny 257, 262
Signs for acting Secretary of Navy 168, 169, 171–174, 176–178, 185–187, 190–196, 200, 204–221, 223–229, 232–234, 239–243, 245–253

Page

Smith, Samuel, owner of merchant ships ... 381, 385, 408, 410, 415, 417
Smith, Samuel, seaman, *United States* ... 64
Smith, Samuel Owen, midshipman, *United States* ... 350
Smith, Sidney, midshipman, *President* ... 138, 350
Smith, Simon, midshipman, *George Washington*, and *Essex* ... 138, 350
Smith, Thomas, boatswain, *Constitution* ... 350
Smith, Thomas, Master, schooner *Marshal* ... 457
Smith, Thomas, Master, schooner *Polly* ... 424
Smith, William, landsman, *United States* ... 62
Smith, William, Lt., Comdg. *John Adams*:
Correspondence with Secretary of Navy ... 190, 191, 235
In charge of repairs to ship ... 97, 98
Record of service ... 350
Reference to ... 368
See John Adams, U. S. S.
Smith, William, midshipman ... 350
Smith, William, owner of schooner *Nancy* ... 418
Smith, William, private, U. S. M. C., *United States* ... 66
Smith, William, quarter master, *United States* ... 61
Smith, William, seaman, *United States* ... 65
Smith, William, & Co., navy agents, Charleston, S. C.:
Correspondence with Secretary of Navy ... 288, 305, 306
Galley to be delivered to, by Captain Cartwright ... 301
Prisoners, liberation of ... 288
Record of service ... 375
Smith, William C., acting surgeon's mate, *President* ... 350
Smith, William H., midshipman, *George Washington* ... 350
Smith, William J., Master, ship *Lexington* ... 409
Smith, William Mason, midshipman ... 138, 350
Smith, William P., midshipman, *Philadelphia* ... 138, 350
Smyth, Horace, midshipman. *See* Smith, Horace.
Snell, James, Master, ship *Harmony* ... 402
Snell, Thomas, part owner of ship *Mary Ann* ... 414
Snow, Master, schooner *Experiment* ... 395
Snyder, William, boy, *United States* ... 64
Sockett, Joseph, master of sloop *Maria* ... 104
Soderstrom, Swedish Consul, claim for goods taken in *Buonaparte* ... 78
Soley, Nathaniel, master's mate, *Boston* ... 350
Solis, Abraham, surgeon's mate, *Herald* ... 350
Solomon, Hyman, landsman, *United States* ... 63
Soltredel, Frederick, Master, barque *Two Sisters* ... 450
Somers, Henry, midshipman, *Pickering* ... 351
Somers, Richard, Lt., *United States* and *Boston*:
Ordered to duty on *Boston* ... 271
Picture of ... Facing page 270
Record of service ... 351
Reference to ... 61
Retained under P. E. A ... 135
Somes, Master, ship *Sea Horse* ... 430
Sophia, brig ... 349
Sophia, ship ... 431
Sorensen, Peter, Master, schooner *Jane* ... 407
Southampton, H. B. M. S ... 21, 46, 59, 78, 94
Southard, William, private, U. S. M. C., *Ganges* ... 184
South Carolina:
Governor of. *See* Drayton, John.
Timber for shipbuilding ... 32
South Carolina, ship ... 431
South Carolina, U. S. galley, Captains Samuel Haywood, and George Nicholls:
Data concerning ... 371
Dismantled ... 276
References to ... 338, 363
To be sold ... 305, 306

Page

South Carolina, U. S. R. C., Capt. James Payne:
Data concerning ... 371
References to ... 360, 363
Spain:
Privateers of:
St. Roselia captured sloop *Henry* ... 403
Two beaten off by schooner *Samuel* ... 430
Quarantine against United States vessels entering ports of ... 33, 34
Ships of war—
Hercules Courtenay captured by ... 264
Washington, ship, captured by ... 437
Spartan, schooner, Thomas C. Howe, Master, captured ... 431
Speake, Josias M., Lt., *Baltimore*, *Richmond*, *Chesapeake* and *United States*:
Correspondence with Secretary of Navy ... 187
Discharged under P. E. A ... 187
Record of service ... 351
References to ... 151, 197, 213, 214, 364, 370
Retained under P. E. A ... 136
Speckwood, Captain. *See* Spotswood, John A.
Spelling, punctuation, etc., identical with original sources ... iii
Spence, Keith, purser, *Norfolk* and *Ganges* ... 136, 351
Spence, Robert Traile, midshipman, *Warren* and *Boston* ... 138, 351
Sphinx, ship, Master Brantz, in engagement with privateer *La Gloire* ... 388, 401, 404, 422, 431
Spicer, Master, brig *Rebecca* ... 425
Spooner, Nathaniel, Master, schooner *Governor Carver* ... 401
Spotswood, George W., midshipman, *Chesapeake* and *President* ... 138, 351
Spotswood, John A., Master Comdt., *Delaware*:
Correspondence with Secretary of Navy ... 149, 199, 200, 224, 225
Record of service ... 351
References to ... 110, 200, 366
See Delaware, U. S. S.
Sprague, John, master's mate, *Constitution* ... 351
Spren, schooner ... 431
Spy, ship, Master West, captured schooner *Marianne* ... 431
Stafford, Master, ship *Ruby* ... 428
Stag, ship ... 431
Stagg, Thomas, part owner of ship *Mary Ann* ... 414
Stains, Edward, master's mate, *Retaliation* ... 351
Standley, Edward, mate, brig *Cicero* ... 388
Standwood (Stanwood,) Nathaniel, sailing master, *Merrimack* ... 351
Stanford, Thomas, purser, *Richmond* and *George Washington* ... 351
Stanley, Thomas, boatswain, *Delaware* ... 351
Stansbury, Silas, fifer, U. S. M. C., *United States* ... 65
Stanwood, Master, snow *Chatham* ... 388
Star, ship, Joseph Woodman, Master ... 431
Starke, Robert B., surgeon's mate, *Chesapeake* ... 351
Starke, Thomas, surgeon's mate, *Insurgente* ... 351
State, Secretary of, John Marshall and James Madison:
Correspondence with—
Collectors of Customs ... 37, 257, 258
Gibbs & Channing, navy agents, Newport, R. I ... 264, 265
King, Rufus, U. S. minister to London ... 98, 99
Kirkpatrick, William, U. S. consul ... 33, 34
Lear, Tobias, commercial agent ... 299–301
Morton, John, U. S. Consul, Havana ... 244, 245
Mountflorence, J. C., major ... 231, 232
Navy, Secretary of ... 54
Phillips, Benjamin Hammell ... 84, 222, 223
State Department, marine guard ordered for ... 222
State Department Archives, data obtained from ... 33, 34, 42, 43, 45, 84, 98, 99, 222, 223, 231, 232, 244, 245, 282–284, 293, 294, 299–301, 376, 380, 381, 384, 385, 387–389, 391, 392, 398, 401, 402, 405, 406, 410, 412–414, 416, 417, 424, 427–429, 432

Page

Statement of sales of public vessels and stores 307
Statute, U. S. No. II, extracts from 134, 135, 462–473
Steel, Robert, Master, ship *Mohawk* 416
Steel, Robert M., Master, ship *Winyaw* 438
Steele, Isaac, sailmaker, *Herald* and *Boston* 136, 273, 351
Steeves, Thomas, owner of ship *Circumnavigation* 388
Steinhauer, George William, midshipman, *Norfolk* and *United States* 65, 351
Stens, Robert, seaman, *United States* 62
Stephens, Master, ship *Hannah* 402
Stephens, John, midshipman. *See* Stevens, John.
Stephenson, Captain, ship *Three Sisters* 443
Stephenson, James, Master, schooner *Elizabeth* 393
Stephenson, Luther, Master, ship *Sally* 429
Sterett, Andrew, Lt., *Constellation, President* and *Enterprize*:
Correspondence with Capt. Thomas Truxtun 9, 69, 104
Recommended to Barry by Truxtun 95
Record of service 351
References to 12, 58, 70, 71, 87, 94, 102, 311, 340, 366
Retained under P. E. A 135
See Enterprize, U. S. S.
To prepare vessel for sea without delay 104
To wait at St. Kitts for Captain Barry 104, 105
Sterling, ship 431
Sterrett, Samuel and Joseph, navy agents, Baltimore, Md 375
Stevens, Master, ship *Foxwell* 398
Stevens, part owner of ship *Portland* 424
Stevens, Calvin, midshipman, *Ganges* and *Connecticut* 215, 351
Stevens, John, Master, snow *Guardian* 401
Stevens, John, midshipman, *Enterprize* 351
Stevens, Thomas W., Master, ship *Murdock* 417
Stevenson, Master, schooner *Fox* 398
Stevenson, Master, ship *Three Sisters* 434
Stevenson, Master, ship *Washington* 437
Stevenson, Hay, owner of ship *Nancy* 418
Stevenson, R., Cape Francois 294
Stevenson (Stephenson), Richard, acting gunner, *Boston* 273, 351
Stevenson, Robert, seaman, *United States* 62
Stewart, Archibald, owner of brig *George* 400
Stewart, Charles, Lt., *United States, Experiment* and *Chesapeake*:
Arrived at Curacao with a letter from Truxtun 84
Commission of, reproduced Facing page 100
Complimented for rescue of survivors of *Eliza* 100, 101
Correspondence with—
Decatur, Stephen, Capt 47, 48
Friend in Philadelphia 99, 100
Navy, Secretary of 122
Truxtun, Thomas, Capt 10, 73
Ordered to Norfolk from Curacao 89
Record of service 351
References to 4, 13, 16, 41, 49, 70, 73, 88, 89, 312, 366
Retained under P. E. A 135
See Experiment, U. S. S.
Sketch of, by Charles H. Burnham 100, 101
Went aboard *Philadelphia* 43
Stewart, David, owner of merchant ships 394, 407, 408, 431
Stewart, David C., part owner of schooner *Jane* 407
Stewart, James, quarter gunner, *United States* 61
Stewart, John, Master, brig *Volunteer* 436
Stewart, John, part owner of schooner *Jane* 407
Stewart, John, *United States* 65
Stewart, Robert, midshipman, *United States* and *Constellation* 138, 351
Stewart, Robert, seaman, *United States* 61
Stewart, William P., part owner of ship *Venus* 436
Stickney, David, Lt., U. S. M. C 142, 361
Stickney, Joseph, midshipman, *Boston* 221, 351
Stiles, George, Master, ship *Samuel Smith* 430

Page
Stites, Richard, Master, ship *Orono* 421
Stocker, Ebenezer, part owner of ship *America* 379
Stockport, ship, Master Stoddard 431
Stockwell, Mark, purser, *Scammel* 351
Stocrun, Ebenezer, gunner, U. S. S. *General Greene* 351
Stoddard, brig. William Wickes, Master 431
Stoddard, Master, ship *Stockport* 431
Stoddert, brig, Robert Cowper, Master 431
Stoddert, Benjamin, Georgetown, Md., in correspondence with Capt. Thomas Truxtun 230
Stoddert, Benjamin, Secretary of the Navy:
References to 1, 70, 145, 151, 159–161, 197, 202, 214, 227, 287
See Navy, Secretary of.
Signed as Secretary of Navy until Apr. 1, 1801.
Statement concerning conduct of Nathan Levy 163
Stoddert, Benjamin F., midshipman, *United States* 65, 351
Stone, Commander, ship *Aurora* 383
Stone, Jacob, Master, schooner *Maria* 412
Stone, Phineas, midshipman, *Merrimack* 115, 352
Stores, Ezekiel, seaman, *United States* 62
Store ship arrived at St. Kitts 88
Stork, sloop, Master Foster 431
Story, Master, brig *Amiable Creole* 379
Story, Master, brig *Mary* 413
Story, Thomas W., acting sailing master, *New York* 265, 352
Story, William, mate, ship *Friendship* 399
Strafford, ship, Pigot Shaw, Master, captured 431
Street, Thomas (or John), gunner, *Warren* 352
Streiper, William, landsman, *United States* 64
Stricker, Janicing, part owner of brig *Harmonie* 447
Stricker, John, navy agent, Baltimore, Md.:
Correspondence with Secretary of Navy 290, 291, 303, 308
Maryland to be sold 290
Record of service 375
Reference to 374
To enlist men for frigates in Eastern Branch 308
Strong, Joseph Churchill, surgeon's mate, *Trumbull* 207, 352
Strother, Benjamin, Lt., U. S. M. C 361
Strout, Joseph, Lt., *Herald* and *Warren* 270, 352
Stuart, Captain. *See* Stewart, Charles, Lt.
Stuart, Commander, brig *Betsey* 384
Stubbs, Ephraim, Master, ship *Enterprize* 394
Stubbs, Samuel, midshipman, *Essex* 352
Studley, Henry, ordinary seaman, *United States* 64
Success, brig, John Gardner, Master 431
Success, schooner, Master Brownell 432
Success, schooner, Master Graves, captured 432
Suckley, John, & Co., Cape Francois 294
Suffolk, ship, Christopher Whipple, Master 432
Suggs, William Barker, midshipman, *Baltimore* and *Maryland* 279, 352
Sukey, brig, Nathaniel Brown, Master, captured 432
Sullivan, Jeremiah, midshipman, *Baltimore* 352
Sultan, ship, Joseph Clement, Master 432
Sunda, Straits of, *Connecticut* and *Ganges* to protect trade in 24, 25, 144
Superb, ship, Master Boyd 432
Superintendent of Documents, authorized to sell these documents iv
Superintendent of Washington Navy Yard. *See* Tingey, Thomas, Capt.
Superior, ship, Master Conyngham 432
Supplies, food, for crew of *Le Berceau* 238
Supplies for ships at Batavia, shipment of, must cease 31
Supply, Captain Wallace 283
Surgeon's mates retained under P. E. A 136
Surgeons retained under P. E. A 136
Surprise recaptured Britannia 385

Page

Susanna, ship, Master Munsell 432
Susannah, brig, Master Medlin, beat off privateer 432
Susannah, ship 432
Sutter, John, Commander, ship *Aurora* 382
Sutton, Ephraim, boatswain, galley *Governor Davie* 363
Swain, Charles, sailing master, *Constitution* 352
Swain, Silas, Master, ship *Molly* 416
Swales, Michael, landsman, *United States* 64
Swallow, schooner 432
Swan, ship, Masters Woodham and Dodge 432
Swanwick, ship, Master *Kirkbride* 432
Swartwout, John, New York, N. Y.; in correspondence with Secretary of Navy 194
Swartwout, Thomas (or Thomas, Jr.), midshipman, *Connecticut* and *Essex* 138, 352
Sweden, claim for goods taken in schooner *Buonaparte* 78
Sweeney, Christopher, boatswain, *Congress* 352
Sweeney (Sweeny), William, acting gunner, *Maryland* 352
Sweney, John, seaman, *United States* 61
Swett, Master, ship *Industry* 406
Swett, Samuel, Master, brig *Sukey* 432
Swift, schooner 432
Swift, schooner, Joseph B. Smith, Master 432
Swift, ship, Master Boyson, boarded by *Connecticut* 444, 445
Swift, Benjamin, Master, ship *Hazard* 403
Swimms, John H., carpenter, *Delaware* 352
Syan, or Syane, H. B. M. S. *See Cyane.*
Sykes, Stephen, purser, *Delaware* 352
Sylph, brig 433
Sylph, schooner 433
Sylvester, Samuel, Commander, ship *Atalanta* 382
Symmes, Joshua George, surgeon, *Portsmouth* 352
Symons, Ebenezer, acting midshipman, *Constitution* 352
Sympathy, ship 433
Syren, brig 433
Syren:
- Captured by *Baltimore* and *Eagle* 311, 372
- Prize money, disposition of 151, 213, 214

Syrene, French privateer, captured schooner *John* 407
Taber, Pardon T., Master, ship *Grand Turk* 401
Tailor, James, marine, *Adams*, died 155
Talbert, Peter, seaman, *United States* 63
Talbot, Cyrus, Master Comdt., *Richmond, Warren* and *United States:*
- Correspondence with Secretary of Navy 164, 281, 239, 240
- Record of service 352
- References to 61, 238, 370
- To be discharged under P. E. A 164

Talbot, Silas, Captain, U. S. S. *Constitution:*
- Agent for outfitting *George Washington* 352
- Correspondence with—
  - Brown, Samuel 280, 281
  - Navy, Secretary of 154, 219, 256, 264, 271, 286
  - Sever, James, Capt 68, 130
- Hull, Isaac, Lt., to succeed in command 285
- Marines employed in cleaning ship 256
- Marines not to do duties of seamen 264
- Member of court to investigate conduct of Captain Little 254, 255
- Record of service 352
- References to 54, 133, 156, 209, 280, 292, 311, 327, 365
- Resignation accepted 286
- Retained under P. E. A 256
- *See Constitution*, U. S. S.

Talcott (Falcott), Matthew, midshipman, *Connecticut* 352
Tallman, Peleg, Lt 352
Tallman, Peleg, Master, ship *John Adams* 408

Page
Talman (Tallman), James, Lt., U. S. M. C. 361
Tamar, H. B. M. S.:
Captured French privateer *Vine* 50
Spoken by *Ganges* 129
Tamerlane, ship, Masters Worseley and Eames 433
Taney, Joseph, midshipman, *Portsmouth* 352
Tanner, ship, Master Bryan 433
Tanner, ship, Master O'Brien, captured 433
Tapley, John, midshipman, *Merrimack* 352
Tarbell, Fitch, midshipman. *See* Tarbett, Fitch.
Tarbell, Joseph, Lt., *Constitution*, *Richmond* and *Essex* 135, 352
Tarbett, Fitch, midshipman, *Essex* 352
Tarney, Philip, seaman, *United States* 62
Tartar, brig, Masters Mathews and Waldron 433
Tartar of Middletown, brig, Master Alsop 433
Tartuffe captured by *United States* 311, 372
Tatum, Benjamin, Master, sloop, *Younges William* 457
Taylor, Commander, brig *Atlanta* 382
Taylor, Master, ship *Portland* 424
Taylor, mate, schooner *Samuel* 430
Taylor, Charles H., acknowledgment to v
Taylor, George, Commander, brig *Alligator* 378
Taylor, George, Master, snow *Fanny* 396
Taylor, Humphry, Cape Francois 294
Taylor, James, Capt., to take over a Wilmington galley for the Revenue Service 269, 270, 282
Taylor, John, Master, schooner *William & Henry* 454
Taylor, Nathaniel, Commander, brig *Aurora* 382
Taylor, Persifer, carpenter, *New York* 136, 352
Taylor, Peter, Master, brig *Nancy* 417
Taylor, Richardson, midshipman, *Congress* 352
Taylor, Robert, seaman, *United States* 62
Taylor, Thomas, seaman, *United States* 61
Tazewell, Mr 159
Teague, Laben, seaman, *United States* 64
Teaser, captured a French privateer 439
Teaser, schooner 433
Telegraph, Thomas Dobbins, editor 36
Telemachus, brig, Master Gooding, attacked by gunboats 433
Telt, William, sailmaker. *See* Felt, William.
Tenant, Moses, midshipman, *United States* 353
Tenant, Thomas, owner of schooner *Spartan* 431
Tench, Mr 71
Termagant, took passenger from Lovinia 411
Terrell, William, gunner. *See* Turerall, William.
Terriffic, ship, Master Kingston, beat off privateer 433
Terry, John, corporal, U. S. M. C., *Congress* 180
Tew, George Washington, Lt., *General Greene*, and *Essex* 47, 135, 353
Tew, Henry, Master, ship *Holland* 404
Thamer. *See Tamar*, H. B. M. S.
Tharp, John, master's mate, *United States* 353
Tharp, John, seaman, *United States* 62
Thayer, Cotton, Lt., U. S. M. C. 361
Theft, punishment for 466
Theresa, Letter of Marque, *Connecticut* purchased stores from 457
Theresa, ship, Master Craig 433
Thetis, brig, John Fairfield, Master 433
Thetis, schooner, Master Russell 433
Thetis, ship 434
Thetis, ship, Master Nichols 433
Thissel, John, Master, brig *Rover* 427
Thissel, Joseph, mate, ship *Mary* 413
Thom, William, midshipman. *See* Thorn, William H.
Thom, William S., purser, *Experiment* and *Philadelphia* 353
Thomas, schooner, sent into Curacao 84

Page

Thomas, ship ... 434
Thomas, Abishai, principal clerk, Navy Department:
Correspondence with—
Langdon, Woodbury, navy agent, Portsmouth, N. H ... 370
Ludlow, Daniel, navy agent, New York ... 282
Strout, Joseph, Lt., *Warren* ... 270
References to ... 254, 257
Signs for Secretary of Navy ... 167, 183, 199, 200, 203, 222, 263, 281, 285, 291, 304
Thomas, David, mate, ship *Friendship* ... 399
Thomas, David, quarter gunner, *United States* ... 62
Thomas, Francis W., ordinary seaman, *United States* ... 62
Thomas, Richard, midshipman, *Montezuma*, *Enterprize* and *George Washington* ... 138, 353
Thomas, William W., gunner's yeoman, *United States* ... 61
Thomas and Sarah, ship, Master Crapo ... 434
Thomas Pinckney recaptured by armed ship *Washington* ... 439
Thomas Russell, ship, Henry Jackson, Master ... 434
Thompson, Master, schooner *Potomak* ... 424
Thompson, Master, ship *Maria* ... 412
Thompson, Master, ship *New Jersey* ... 419
Thompson, Charles, boatswain, *Insurgente* and *Baltimore* ... 353
Thompson, Ebenezer, Jr., part owner of ship *Enterprize* ... 394
Thompson, James, Lt., U. S. M. C ... 184, 361
Thompson, John, boatswain, *Portsmouth* ... 353
Thompson, John, gunner, *President* ... 353
Thompson, John, quarter master, *United States* ... 61
Thompson, John, seaman, *United States* ... 61
Thompson, John H., owner of ship *Winyaw* ... 438
Thompson, Robert, boatswain, *Herald* ... 353
Thompson, Thomas, seaman, *United States* ... 62
Thompson, William, private, U. S. M. C., *United States* ... 66
Thomson, Robert, chaplain, *President* ... 138, 188, 353
Thomson, Robert, Commander in Chief, British forces in West Indies, in correspondence with Capt. John Barry ... 152
Thorn, ship, Daniel Edes, Jr., Master ... 434
Thorn, John, seaman, *United States* ... 62
Thorn, Jonathan, midshipman, *New York* ... 138, 353
Thorn, William H., midshipman, *Delaware* and *Chesapeake* ... 138, 353
Thornborough, Nicholas, gunner, *United States* ... 353
Thorndike, Freeborn, second mate, *Betsey* ... 384
Thorndike, Israel, owner of merchant ships ... 413, 429, 525
Thorndike, Nicholas, Master, ship *Martha* ... 412
Thorndyke, Larkin, surgeon, *Herald* and *Congress* ... 353
Thornton, Mr ... 128
Thornton, Charles F. (or T.), surgeon's mate, *Delaware* ... 353
Thornton, William, midshipman ... 353
Thornton, William, quarter master, *United States* ... 65
Three Brothers, Danish ship:
Boarded by *Philadelphia* ... 40
Captured by privateer *La Buege* ... 40
Three Friends, brig, John Endicott, Master ... 434
Three Friends, pirate, under British colors and American captain:
Activities of ... 282–284
Orange, schooner, boarded by ... 283
Rambler recaptured from, by *Alexander* ... 377
Three Friends, ship, William Coit, Jr., Master ... 434
Three Sisters, ship, Masters Stevenson and White ... 434, 443
Thurston, R. J., part owner of brig *Ann* ... 380
Thurston, William, private, U. S. M. C., *Ganges* ... 184
Tibbets, Henry, Master, brig *Sukey* ... 432
Tibbitts, Henry, surgeon, U. S. S. *General Greene* ... 353
Tibbitts, Richard S., Lt., *Portsmouth* ... 353
Tickner, Thomas (or John), boatswain, *Experiment* ... 353
Tilden, John, midshipman, *Norfolk* and *Maryland* ... 353

Page

Tilghman, Robert L., midshipman, *Insurgente*, *Constellation* and *Philadelphia* 97, 138, 353
Tillinghaste, Daniel C., Commander, ship *Amiable* 379
Tillinghust, Christopher, seaman, *United States* 61
Tilton, Master, ship *Minerva* 416
Tilton, John, Master, ship *Mermaid* 415
Timber for shipbuilding 32, 33, 82, 83, 288
Timmons, Patrick, landsman, *United States* 64
Tingey, Thomas, Capt., *Ganges*, and Superintendent of Washington Navy Yard:
Appointed Superintendent of Navy Yard at Washington 293
Correspondence with—
Navy, Secretary of 232, 293, 304, 306
Smith, Samuel, Gen'l 265
Truxtun, Thomas, Capt 1–3
Duties of Superintendent of Navy Yard 293
Public property in hands of navy agent to be turned over to 269
Record of service 353
References to 161, 195, 214, 235, 241, 279, 303, 306, 311, 367
Retained under P. E. A 135
Timber for shipbuilding 288
To assist ships arriving at Eastern Branch to be laid up 232
Tinner, Lt. *See* Turner, George R., Lt.
Tisdale, Nathaniel, suregon's mate, *Connecticut* and *Essex* 136, 353
Titcomb (Fitcomb), Jonathan, Jr., Lt., *Merrimack* 353
Titcomb (Fitcomb), Michael, Jr., Lt., *Merrimack* 353
Todd, Robert, private, U. S. M. C., *United States* 66
Toler, Hugh K., midshipman, *Norfolk* 354
Tom, ship, Master Baily 434
Tombs, Andrew, Master, ship *Chesapeake* 388
Tompkins, Francis, purser, *Augusta* 354
Toppan, Caleb, Master, ship *Hibernia* 404
Torrey, Joseph, Acting Lt., *Constitution* 354
Totern, Benjamin, Master, sloop *Agent* 442
Toun, Master, schooner *Mallery* 411
Tousard, Lewis, Col., Inspector of Artillery 296–298
Toussaint, General, St. Domingo:
References to 100, 141
Spanish St. Domingo about to surrender to 100
Tow (or Jou), Mallaki, private, U. S. M. C., *United States* 66
Town, Master, ship *Nancy* 418
Towns, Solomon, Master, ship *William* 438
Townsend, Ebenezer, Jr., supercargo, ship *Neptune* 419
Townsend, Ebenezer, Sr., part owner of ship *Neptune* 419
Tracy, Elisha, part owner of schooner *Oneco* 420
Trader, snow, Master Woodbury 434
Trail, Master, ship *Merchant* 415
Trant, James, sailing master, *Adams* 136, 354
Trask, Israel, Comdr., ship *Amazon* 378
Trask, Job, master and part owner of brig *Polly* 423
Traveller, ship, George Billups, Master 434
Treadwell, Robert O., Master, ship *Sansom* 430
Treasury, Comptroller of. *See* Comptroller of the Treasury.
Treasury, Secretary of, Oliver Wolcott 6, 80, 473
Treasury Department Archives, Custom House Records, data taken from 376–438
Treaty with France:
Arrived at Guadeloupe Jan. 1 113
Before Senate 55, 56, 91, 99, 107, 109, 111
Davie, William R., U. S. Envoy to France, arrived with 29–31
Instructions to U. S. vessels pending ratification of 55, 56
Maryland to convey to France 141
News of signing received in West Indies 74, 75
Ratification not completed 132
Ratification of 33

Treaty with France—Continued. Page
Restoration of captures under 122
Submitted to Senate for ratification 33
Trenchard, Edward, midshipman, *New York* 138, 354
Trezevant (Trezvaunt), Peter, purser, *John Adams* 354
Trial, ship 434
Trimmer, schooner, James Daniels, Master 434
Trinety, brig, Master Peter Foster, spoken by *Boston* 201
Trio, brig, Francis Hill, Master 434
Trio, ship 434
Triplett, James, Acting Lt., U. S. M. C. 361
Triplett (Tripplett), Thomas, surgeon, *Trumbull* and *Chesapeake* 136, 354
Tripoli, threatens war unless tribute is paid 45
Trippe, John, midshipman, *United States*, *Experiment* and *President* 138, 354
Triton, galliot 434
Triton, schooner, Daniel Kenney, Master, captured 435
Triumph, ship 435
Trott, John, Master, ship *Packet* 421
Troup, part owner of ship *Commerce* 389
Troup, Henry, part owner of ship *Strafford* 431
Trumbull, U. S. S., Master Comdt. David Jewett:
Arrived at St. Kitts with store ships 88
Charges made against Captain Jewett 72, 79
Cruising ground 88, 90
Crew desires to return to United States 116
Data concerning 371
Disposal of under P. E. A 126, 146, 167, 169, 172, 243, 307
La Cullie captured by 6, 311, 373
Marines of 150, 151, 155, 180
On St. Domingo Station 54
Orders and instructions for 18
Peggy captured by 311, 372
Peggy, prize of, to be released under Treaty 140
Placed in ordinary 154
References to 26, 317, 319, 320, 322, 331, 334–336, 341, 342, 347, 348, 352, 354, 359, 374
Reported in an engagement with a privateer 53
See Jewett, David, Master Comdt.
Sent to Norfolk with prisoners 72
To New York for dismantling and sale 169
To return to United States with convoy 90
Vengeance captured by 6, 311, 373
Trundey, Nathaniel, master's mate, *Connecticut* 354
Truxtun, ship, Gordon Bill, Master 435
Truxtun, Thomas, Capt., *Constellation*, *President* and *Chesapeake*:
Correspondence with—
Agents of Consuls of French Republic at Guadeloupe 74, 75
Barron, James, Capt 57, 58
Barron, Samuel, Capt 5, 12
Barry, John, Capt 90–93, 95, 105
Biddle, Charles, Esq 70, 71
Brown, Moses, Capt 5, 69
Burrows, William W., Lt. Col. Comdt., U. S. M. C 187–189
Clarkson, David M 19
Commanders of United States vessels 74, 102
Coombs, Charles, midshipman 71, 72
Dobbin, Thomas, Editor of Telegraph 36
Fenwick, John R., Lt., U. S. M. C 96
Gantt, Thomas T., navy agent 8, 9
Gay, John, U. S. agent, Martinique 12, 13, 57, 95, 96
Jewett, David, Master Comdt 18
Martin, John, purser 202, 203
Morris, R. V., Capt 18, 19
Navy, Secretary of 4, 5, 11, 12, 20, 34, 35, 55, 69, 70, 86–90, 123, 126, 129, 140, 157, 223, 224, 310

Truxtun, Thomas, Capt., *Constellation, President* and *Chesapeake*—Con.
Correspondence with— Page
Paris, General, Guadeloupe 9
Phillips, Benjamin H., U. S. Consul 73
Rosseter, Robert C., midshipman 102
Sterett, Andrew, Lt 9, 69, 104
Stewart, Charles, Lt 10, 73
Stoddert, Benjamin, ex-Secretary of the Navy 195, 230
Tingey, Thomas, Capt 1–3
Turner, Thomas, Accountant of Navy 151, 196, 197, 213, 214, 221, 230, 231
Vice President of the United States 190
Criticism of management of Marine Corps by Commandant 195, 197
Extracts from log of. *See President*, U. S. S.
Hauled down broad pendant and run up long one 92
King, John, Master, conduct of 123
May have a command in Mediterranean 157
Medal for 152, 153
Observations on building a navy 1–3
Opinion of sailing qualities of *Constellation* 295
Orders and instructions to 20, 55
Prize money, disposition of 151, 213, 214
Quarrels between sea lieutenants and Marine Corps officers—
Cause of 187–189
Prevention of 187–189
Record of service 354
References to 13, 23, 38, 54, 56, 84, 99, 107, 115, 128, 174, 178, 197, 198, 207, 311, 331, 341, 365, 370, 374
Relieved by Captain Barry 94
Retained under P. E. A 135
Rum allowance should be cut 223, 230, 231
Requests orders to U. S. on account of health 34, 35
See President, U. S. S.
To command squadron composed of four ships 172
To return to United States in April 15
Truxtun, Thomas, Jr., midshipman, *Ganges, Enterprize, Constellation* and *Essex* 354
Tryal, brig 435
Tryon, George, midshipman, *Connecticut* 354, 452
Tryon, Moses, Capt., U. S. S. *Connecticut*:
Correspondence with Secretary of Navy 42, 247
Discharged under P. E. A 247
Extracts from log of 440–458
Prize money due from *Italie Conquise* 103
Record of service 354
References to 311, 365
See Connecticut, U. S. S.
Tucker, Josiah, Master, ship *John* 408
Tucker, William, master, U. S. R. C. *Pickering* 362
Tudor, Owen, midshipman, *Connecticut* 354, 441, 442, 448
Tuffs, Joseph, midshipman, *Boston* 354
Tunis, *Anna Maria* has not yet arrived with cargo 45
Tupman, Thomas, Master, ship *Columbia* 389
Turerall, William, gunner, *Delaware* 353, 354
Turk, William, surgeon's mate, *Richmond* 354
Turner, Commander, ship *America* 378
Turner, Master, ship *Gladiator* 401
Turner, Benjamin, midshipman, *General Greene* and *Boston* 138, 354
Turner, Elisha, Master, schooner *Paulina* 422
Turner, George R., Lt., *Portsmouth* and *Adams* 155, 354
Turner, Stephen B., Master, ship *Minerva* 415

Turner, Thomas, Accountant of the Navy:
Correspondence with— Page
Navy, Secretary of 131, 150, 262, 263
Truxtun, Thomas, Capt 151, 196, 197, 213, 214, 221, 230, 231
References to 47, 202, 213, 224
Statement of cost of purchase and repairs of *Insurgente* 460
To arrange for payment of officers and crew of galley 301
Turner, William, surgeon, U. S. S. *General Greene* 136, 354
Turner, William, surgeon's mate, *United States*, *Congress* and *Philadelphia* 354
Twins, brig, Masters Crow and Scott 435
Two Angels. See Les *Deux Anges.*
Two Betseys, brig, James McKenzie, Master 435
Two Brothers, Captain Hays, boarded and searched by H. B. M. S. *Seine* 43
Two Friends, ship, Master Halsey 435
Two Friends, ship, Neil McNeal, Master 435
Two Friends, sloop, boarded by brig *Nancy* 417
Two Sisters, barque, Frederick Soltredel, Master, boarded by *Connecticut* 450
Tyara, ship 435
Tyger, French privateer, captured schooner *Maria* 412
Tyler, Master, brig *Rainbow* 425
Tyne, brig, Master Simpson, beat off privateer 390, 435
Tyre, ship, Samuel Brown, Master 435
Tyrrell, Luke, ordinary seaman, *United States* 65
Tyson, Henry, Master, ship *Olive* 420
Ulysses, ship, Master Mugford, beat off privateer 435
Unanimity, brig 435
Unanimity, U. S. R. C 316
Underwood, John, quarter gunner, *United States* 65
Union, brig, Master Higgins 435
Union, brig, Master Hunt 435
Union, ship 436
Union, captured by *Constellation* 311, 312, 372
Union, captured by an unknown ship 373
United States, U. S. S., Capt. John Barry:
Arrived at St. Kitts as flagship 89, 95
At Basseterre Roads, St. Kitts 76, 92, 133, 146
Barry, John, Capt., says her bottom is in good condition 304
Boatswain says part of false keel is off 303, 304, 306
Data concerning 371
Duties of officers outlined by Captain Barry 459
Extract from journal of 199
Flagship of squadron based on Guadeloupe station 14, 15
Jaloux captured by *Delaware* and *United States* 311, 372
L'Amour de la Patrie captured by 311, 372
Leamy, John, prize agent for 103
Ludlow, Charles, midshipman, injured 248
Marines of 65, 66
Orders and instructions for 14, 15
Pay roll of 61–66
Picture of Facing page 60
Price, Thomas D., surgeon, transferred to *Eagle* 204
Recommended for retention 80
References to 200, 316–322, 324–327, 329–334, 336, 338–342, 344, 345, 348, 350–361
Retained under P. E. A 313
Sans Pareil captured by *Delaware* and *United States* 311, 372
See Barry, John, Capt.
Sent out to relieve Captain Truxtun 94
Six able seamen and a carpenter needed 308
Tartuffe captured by 311, 372
To be kept in service under P. E. A 134
To be placed in ordinary at Washington 191, 212, 232, 235, 265
To return to Philadelphia 154
United States Statute No. II, extracts from 134, 135, 462–473
Upton, Edmund, Master, brig *Sally* 428
Vainqueure, captured by *Ganges* 311, 372

Page
Valk, Jacob R., midshipman, *Ganges* and *John Adams* ... 138, 354
Vallette, Elie (E. A. F.), Chaplain and captain's clerk, *Philadelphia* ... 354
Vanartsdale, John, midshipman, *Augusta* ... 354
Van Beuren, Master, ship *Montezuma* ... 417
Van Buren, Egbert, Commander, brig *Betsey* ... 384
Vance, Alexander, seaman, *United States* ... 65
Vandyke, Henry, Lt., *Constellation*, *Norfolk* and *Philadelphia* ... 135, 355
Van Ort, John, seaman, *President* ... 23
Vanqueur. *See Vaingueure.*
Van Renselaer, Killiam H., Lt., *Herald*, *George Wasgington*, *New York* and *Adams* ... 155, 272, 273, 355
Van Schaick, Sybrant, midshipman, *Constitution* ... 138, 355
Van Wyck, William, part owner of brig *Two Betseys* ... 435
Venelia, ship ... 436
Venereal disease, charge for cure of ... 127, 128
Vengance, prize. *See Vengeance.*
Vengeance, French frigate. *See La Vengeance.*
Vengeance, Rigaud's schooner:
- Captured by *Trumbull* ... 6, 311, 373
- Charges against Captain Jewett ... 79
- Complaints of prisoners taken in ... 76
- Condemned in Connecticut Court ... 182, 183
- Correspondence relative to sale of, referred to Secretary of Treasury ... 6
- Returned to French Republic under treaty ... 312

Venn, Master, brig *American* ... 379
Vensel, Frank E., Lt. Comdr., U. S. N., acknowledgment to ... iv
Venture, ship, Master Loring ... 436
Venus, brig ... 436
Venus, ship, Henry Dashiell, Master, captured ... 436
Venus, ship, Samuel Jameson, Master ... 436
Vessels:
- British. *See* Great Britain.
- French. *See* France.
- Spanish. *See* Spain.
- United States—
  - Merchant—
    - Armed, compilation of; statistics ... 376–438
    - Captures and recaptures by ... 439
    - Quarantine restrictions against, at Malaga ... 33, 34
    - Salvage demanded, from those taken by Great Britain at Curacao ... 98
    - Several liberated at St. Johns, P. R ... 119
    - Two reported to have been released at Guadeloupe ... 117
  - Ships of War—
    - Amount for which sold ... 307, 313
    - Called home from West Indies ... 153, 154, 156
    - Cost of ... 313, 314
    - Data concerning ... 364–371
    - Disposition of ... 134, 145, 146, 158, 191, 193, 200, 313
    - Distribution of ... 86–90
    - French armed vessels captured by ... 311, 312, 372, 373
    - Lost at sea ... 314
    - On St. Domingo Station ... 54
    - Part of those retained to be placed in ordinary ... 134
    - Prizes taken by, on Windward Island station ... 59
    - Recommended for retention in service ... 80
    - Sales of, statement of ... 307
    - 74-gun ship building at Boston ... 252
    - 74-gun ships, expense of building and fitting ... 82, 83
    - 74-gun ships, frame work ... 81, 82
    - Timber for 74-gun ships ... 32, 33
    - To be sold ... 126, 146, 167

Vice President of the United States. *See* Aaron Burr.
Vickerey, Jacob (or Jacob C.), midshipman, *Chesapeake* and *President* ... 138, 355
Vickers, Joel, Commander, ship *Alknomak* ... 378
Vickery, Master, ship *Industry* ... 406

Page

Victoria, ship, Lemuel Bourne, Master, captured ... 436
Vigilant, American private armed vessel, sunk ... 388
Vigilant, ship, James Clemmons, Master ... 436
Vigilent, ship, Thomas Boyle, Master ... 436
Vinton, Benjamin, surgeon, *Boston* ... 355
Violet, schooner, John Conway, Master ... 436
Virginia, brig, Master Dauson ... 436
Virginia, ship, Masters Dickson and Cowper ... 436
Virginia, U. S. R. C., Capt. Francis Bright:
  Data concerning ... 371
  Louis captured by, with assistance of *Richmond* and *Eagle* ... 372
  Reference to ... 362
Virginia District Court, prizes condemned by ... 174, 175
Virginia State Library, data obtained from ... 116, 117, 119–121
Volney, French privateer, captured ship *Francis and Mary* ... 398
Voltigeuse. See *La Voltigeuse*.
Volumes, preceding, brief description of ... iii, iv
Volunteer, brig, John Stewart, Master ... 436
Voorhees, Andrew Hunter, midshipman, *Insurgente* ... 355
Vulture, brig ... 436
Waddell, John, Lt ... 355
Wade, John, third mate, U. S. R. C. *Governor Jay* ... 362
Wadsworth, Charles, purser, *United States* and *Boston* ... 61, 136, 355
Wadsworth, Henry, midshipman, *Congress* ... 138, 355
Wadsworth Atheneum, Hartford, Conn., acknowledgment to ... v
Wagoner, John, boy, *United States* ... 65
Wainwright, Robert Dewar, midshipman, *John Adams* ... 355
Wait, Aaron, part owner of ship *Friendship* ... 399
Wait, Marmaduke, Lt., U. S. M. C ... 361
Waite, Jonathan, Master, schooner *Mary Ann* ... 414
Wakefield, George, Master, brig *Robertson* ... 427
Walden, Jacob T., owner of brig *Georgia Packet* ... 401
Waldron, John, private, U. S. M. C., *United States* ... 66
Waldron, Resolve, Master, brig *Tartar* ... 433
Wales, Samuel, Lt., U. S. M. C ... 361
Walker, David, part owner of *Ariel* ... 381
Walker, George, part owner of schooner *Eagle* ... 392
Walker, James, part owner of schooner *Carmelite* ... 386
Walker, John, Commander, brig *Charlotte Murdock* ... 387
Walker, Ralph, carpenter, *Constellation* ... 355
Walker, Samuel, part owner of schooner *Evelina* ... 394
Walkinshaw, Gavin, *Boston*, injured ... 259
Wall, Robert, ordinary seaman, *United States* ... 65
Wall, Samuel, owner of ship *Mary* ... 413
Wall, William, midshipman, *Eagle* ... 355
Wallace, Captain, *Supply* ... 283
Wallace, John, Master, schooner *Evelina* ... 394
Walley, Thomas, owner of brig *Union* ... 435
Waln, Mr ... 6
Waln, Jesse and Robert, Phila., Pa., in correspondence with Secretary of Navy ... 309, 310
Walsh, Master, ship *America* ... 379
Walsh, Keyran (Kegran), midshipman, *Retaliation* and *Augusta* ... 355
Wampe, Abel, seaman, *Connecticut* ... 441
War, Secretary of:
  See. Dearborn, Henry.
  To help manage hospital fund ... 473
Ward, Captain, discharged by Captain Tryon ... 440
Ward, Master, ship *Dispatch* ... 391
Ward, Peter, surgeon, *John Adams* ... 355
Ward, Samuel C., acting purser, *Essex* ... 355
Ward, William, Master, schooner *Nancy* ... 418
Ward, William, Master, ship *Pallas* ... 421
Warden, Jeremiah, owner of ship *Amiable* ... 379
War Department, marine guard ordered for ... 222

Page
Warfield, Anderson, surgeon, *Maryland* 136, 279, 355
Warfield, Lott, midshipman, *Eagle* 355
Warmingham, Edward, seaman, *United States* 62
Warner, John (or **John S.**), Lt., *George Washington* and *Norfolk* 355
Warning, Henry, Master, brig *Delia* 390
Warren, Robert, midshipman, *Norfolk, Insurgente* and *Constellation* 106, 107, 355
Warren, ship, Henry Fanning, Master 436
Warren, ship, John Fawn, Master 436
Warren, U. S. S., Master Comdt. Timothy Newman, Lt. Comdg. Joseph Strout and Capt. James Barron:
Accounts of, settlement 270, 281
At Basseterre Roads, St. Kitts 58, 59, 69, 88, 94, 131, 144, 221, 222, 224
Cruising ground 90
Data concerning 371
Disposal of under P. E. A 126, 146, 191, 193, 220, 239, 240, 307
Marines may be drafted for *Boston* 262, 263
Orders and instructions for 57, 58
Preparations for placing her in ordinary 239
References to 66, 89, 105, 163, 200, 238, 317, 320, 323, 326, 328, 330, 331, 334, 336, 342–345, 348, 351, 352, 356, 357, 361
See Barron, James, Capt.
To return to Boston 154
Voyage to Vera Cruz, justification of 244, 245
Warrington, Lewis, midshipman, *Chesapeake* and *President* 138, 355
Washington, armed merchantman, recaptured brig *Thomas Pinckney* 439
Washington, brig, John Murphy, Master 437
Washington, D. C.:
Marine barracks, ground for 141
Navy yard, ground for 81
Office of naval agent discontinued 269
Washington, ship 437
Washington, ship, Master Coffin 437
Washington, ship, Master Packwood, beat off privateer 437
Washington, ship, Master Roberts, captured 437
Washington, ship, Master Williamson, beat off privateers 437
Washington, ship, Masters Cunningham and Comwal 437
Waterman, John, Master, schooner *Elizabeth* 393
Waterman, Zuriel (or **Turiel**), acting midshipman, U. S. S. *General Greene* 355
Waters, captain of ship *Richmond* 309
Waters, Commander, ship *Atlantic* 382
Waters, John, ordinary seaman, *United States* 61
Waters, Joseph, navy agent, Salem, Mass 375
Waters, Littleton, Master, brig *Milford* 415
Watkins, Charles, ship owner 400, 426
Watkins, Frederick, Capt., H. B. M. S. *Nereid*; seizure of Curacao by 11, 12
Watkins, Tobias, surgeon's mate, *Baltimore* 355
Watson, George, part owner of ship *Packet* 421
Watson, James, boatswain, *Chesapeake* 355
Watson, James & Ebenezer, navy agents, New York:
Correspondence with Secretary of Navy 17, 20, 31, 39, 40, 93, 94, 133
Ludlow, Daniel, to succeed as agent 167, 172
Military articles from, for *Connecticut* 440
Money for vessels 15, 17, 133
Prize agents for *Voltigeuse* 289
Provisions for *Ganges* 91
Record of service 375
References to 30, 243
Supplies for U. S. vessels at Batavia 20, 93, 94
Watson, James and Samuel, owners of ship *Anna* 380
Watson, James P., Lt., *Insurgente, Congress* and *Constellation*:
Bearing messages from Captain Murray 117–119
Correspondence with Captain Murray 52, 117
Discharged under P. E. A 186, 187
In command of *Constellation* during absence of Captain Murray 52
Record of service 355

Page

Watson, James P., Lt., *Insurgente*, *Congress* and *Constellation*—Contd.
Reference to ... 51
Sent with dispatches to Consuls of French Republic ... 110
Watson, John, carpenter, *Eagle* ... 355
Watson, Joseph, part owner of brig *Sally* ... 429
Watson, Joseph, seaman, *United States* ... 62
Watson, Marston, owner of ship *Hope* ... 405
Watson, Samuel and James, owners of ship *Chesapeake* ... 388
Watt, M. C., supercargo in schooner *Messenger* ... 415
Watt, William, private, U. S. M. C., *Ganges* ... 184
Watt & Dawson, Cape Francois ... 294
Watts, Master, ship *Commerce* ... 389
Watts, John, Master, ship *Planter* ... 423
Watts, Joseph, Master, brig *Active* ... 376
Weaver, James, Lt., U. S. M. C. ... 361
Webb, Master, ship *Harry* ... 403
Webb, Benjamin, Jr., Master, brig *Exchange* ... 394
Webb, Charles, surgeon, *United States*, *Norfolk* and *Eagle*:
Correspondence with Secretary of Navy ... 236–238
Court martial ... 204, 236–238
Record of service ... 355
Webb, James, sailmaker, *Constellation* ... 356
Webb, John, boatswian, *Warren* ... 356
Webb, John Shore, midshipman, *Insurgente* and *Congress* ... 356
Webb, Stephen, Master, brig *Minotaur* ... 416
Webb, Stephen, Master, ship *Henry* ... 403
Webb, Thomas, master and part owner of brig *George Washington* ... 400
Webb, Thomas, Master, brig *Dolly* ... 391
Webber, Commander, ship *Alliance* ... 378
Webber, Master, ship *Reliance* ... 426
Webber, George, Master, ship *Mary* ... 413
Wederstrandt, Philemon Charles, Lt., *Constellation* and *President* ... 135, 356
Weir, Edward, Lt. *See* Wyer, Edward.
Welcome Return, schooner ... 437
Welland, Justin, Justice of the Peace ... 60
Wellman, Master, ship *Polly* ... 424
Wellman, Timothy, mate, bark *Olive Branch* ... 420
Wells, Henry, surgeon, *Baltimore*, *Norfolk* and *Insurgente* ... 356
Wells, James, surgeon, *Connecticut* and *Essex* ... 136, 356
Wells, Robert, Lt., *Montezuma*, and *Insurgente* ... 356
Wells, Robert, Master, ship *Rebecca* ... 425
Wells, Samuel A ... 202
Wells (Welles), William, Lt., *Portsmouth* ... 356
Welsh, Dr ... 259
Welsh, Keyran, Commander, ship *America* ... 379
Wentworth, ship ... 437
Werts, Daniel, midshipman. *See* Wurts, Daniel.
Wescott, William, sailing master, *Maryland* ... 356
West, Master, ship *Spy* ... 431
West, Gibbs, Commander, ship *Camilla* ... 386
West, James Elliott, midshipman, *Baltimore* ... 356
West, John, Lt., *Baltimore* ... 356
West, Nathaniel, ship owner ... 416, 424
West, Peleg, Master, brig *Intrepid* ... 407
West, William, seaman, *United States* ... 61
West-Indian, brig, Robert Wilson, Master ... 437
West Indies:
Map of ... Facing page 462
Ravages caused by present European war ... 90
Weston, Abijah, midshipman, *General Greene*, *Constitution*, and *Boston* ... 286, 356
Weston (Western), George, gunner, *George Washington* ... 136, 356
Weyer, Edward, Lt. *See* Wyer, Edward.
Weyman, William, corporal, U. S. M. C., *United States* ... 65
Weyman, William, seaman, United States ... 63

Page

Weymouth, schooner, Thomas Burges, Master:
Captured by privateer *Hope* 437
Recaptured by U. S. S. *General Greene* 437
Wharton, Franklin, Capt., U. S. M. C 361
Wharton, Joseph B., midshipman, *Philadelphia* 356
Wharton, Thomas, Jr., Lt., U. S. M. C 123, 361
Wheatland, Richard, Master, ship *Perseverance* 422
Whedbee. *See* Whidbee, John W., Lt.
Wheeler, Mr., purchase of lots at Norfolk 230
Wheeler, Benjamin, part owner of ship *Alexander* 377
Wheelock, Clark, purser, *Pickering* 356
Whelan, Israel, United States purveyer 243
Whidbee, John W., Lt., *Congress* 51, 180, 356
Whim, schooner, Master Cranston 437
Whipple, Arnold, midshipman, *George Washington* 356
Whipple, Christopher, master and owner of ship *Suffolk* 432
Whipple, Job, master's mate, *Insurgente* 356
Whistler, William, midshipman 356
White, Master, brig *Betsey* 384
White, B., acting midshipman, *Boston* 356
White, Charles, boatswain's mate, *United States* 64
White, Charles, Master, ship *Three Sisters* 434
White, George, Master, ship *Diana* 391
White, Joseph, part owner of brig *Hind* 404
White, Luther, gunner, *Boston* 356
White, Michael, acting boatswain, *President* 356
White, Robert, cooper, *Connecticut*, died 448
Whitehead, William (or Thomas), boatswain, *United States* 61, 136, 306, 356
Whitesides, William, midshipman, *Insurgente* 356
Whitham. James, ordinary seaman, *United States* 64
Whitlock, Commander, brig, *Amiable Matilda* 379
Whitlock, Isaac, midshipman, *Insurgente* 356
Whitlock, William, Master, ship *Hunter* 406
Whitmore, Benjamin, midshipman, *Merrimack* 357
Whitmore, Joseph, sailing master, *Warren* 357
Whitney, Master, ship *Hiram* 404
Whitney, Elisha, mate, ship *Elizabeth* 394
Whitney, Henry, part owner of ship, *Citizen* 388
Whitney, John, sailmaker, *Boston* 357
Whitt, William, boy, *United States* 64
Whittemore, Samuel, part owner of brig *St. John* 431
Whitten, Master, ship *George Barclay* 400
Wickes, Benjamin, Master, schooner *Exchange* 395
Wickes, William, Master, brig *Stoddard* 431
Wickham, William, acting midshipman, *Connecticut* 357
Wicks, Master, ship *Criterion* 390
Wier, David, gunner, *Eagle* 357
Wilbur, William, part owner of ship *Cleopatra* 389
Wilcocks, William, seaman, *United States* 62
Wild, Master, schooner *Freeport* 399
Wildes, Commander, ship *Atakualpa* 382
Wildes (Wild), William, Lt., *Boston* 357
Wiley, George, purser 357
Wilkey, Thomas, Lt. *See* Wilky, Thomas.
Wilkins, John S., sailing master, *Norfolk* 357
Wilkinson, James, General 159, 244
Wilkinson, James B., midshipman 357
Wilky, Thomas, Lt., *Delaware* and *Philadelphia*:
Extracts from log of. *See Philadelphia*, U. S. S.
Record of service 357
Willett, Samuel Edward, surgeon's mate, *Adams* 136, 357
William, brig 438
William, brig, Master Hurst, beat off privateer 438
William, ship, Masters Pickett and Jenkins 438
William, ship, Solomon Towns, Master 438

Page

William & Henry, schooner, John Taylor, Master, spoken by *Connecticut* 454
William and Margaret, schooner, Master Seaman 438
William and Mary, ship 438
William and Thomas, brig, Anthony Nutter, Master, captured 438
William Penn, ship 438
Williams, Master, ship *Polly & Betsey* 424
Williams, Master, ship *Yankee* 438
Williams, Aaron, quarter master *United States* 61
Williams, Andrew, seaman, *United States* 62
Williams, Cato, ordinary seaman, *United States* 61
Williams, Cyrus, mate, ship *Rising States* 427
Williams, Ezekiel, Jr., Hartford, Conn 139
Williams, George, boatswain, *Delaware* 357
Williams, Henry A., Lt., U. S. M. C 361
Williams, Israel, Master, ship *Friendship* 399
Williams, James, landsman, *United States* 64
Williams, John, boy, *United States* 64
Williams, John, ordinary seaman, *United States* 62
Williams, John, private, U. S. M. C., *Ganges* 184
Williams, John, private, U. S. M. C., *United States* 66
Williams, John, seaman, *United States* 61
Williams, Jonathan 199
Williams, Joseph, seaman, *United States* 61
Williams, Nath., Master, schooner *Martin* 413
Williams, R., Master, schooner *Polly* 451
Williams, Richard, ordinary seaman, *United States* 63
Williams, Thomas, Capt., U. S. S. *Norfolk* 321, 342, 357, 369
Williams, Thomas, Master, brig *Nancy* 417
Williams, Thomas, ordinary seaman, *United States* 64
Williams, Thomas, quarter gunner, *United States* 63
Williams, Timothy, part owner of ship *Minerva* 416
Williams, William, master's mate, *Congress* 357
Williams, William H., midshipman, *Essex* 357
Williams & Hillen, Cape Francois 294
Williamson, brig 438
Williamson, George, midshipman, *United States* and *New York* 357
Williamson, J., Master, ship *Washington* 437
Williamson, James, Master, ship *Perseverance* 422
Willing, Thomas, part owner of ship *Perseverance* 422
Willis, Elias, midshipman, *Insurgente*, *Constellation* and *President* 138, 357
Willis, Thomas Nelson, midshipman, *Baltimore* 357
Willitson, Joseph, midshipman, *Boston* 357
Willougby, John, private, U. S. M. C., *United States* 66
Wills, Master, ship *America* 378
Wills, Eleanor, claim for wages of Luke Wills and Michael Reed lost in *Insurgente* 291
Wills, Luke, lost in *Insurgente* 291
Willson, Robert, carpenter, *Maryland* 357
Willson, Thomas, Master, brig *Essequebo Packet* 394
Willson, Thomas, Master, ship *Lancaster* 409
Willson, Thomas, midshipman, U. S. S. *General Greene* 357
Wilmer, Abraham, midshipman. *See* Witmer, Abraham.
Wilmington, N. C., galley to be used in Revenue Service 269, 270
Wilson, Master, brig *Samuel* 429
Wilson, Master, ship *Equator* 394
Wilson, Charles, mate, bark *Sally* 428
Wilson, Charles, midshipman, *Philadelphia* 138, 357
Wilson, James, private, U. S. M. C., *United States* 66
Wilson, John, landsman, *United States* 64
Wilson, John, mate, brig *Washington* 437
Wilson, John, seaman, *United States* 61, 65
Wilson, Joseph, private, U. S. M. C., *United States* 66
Wilson, Richard, boatswain, *Portsmouth* 357
Wilson, Robert, Master, brig *West-Indian* 437
Wilson, Thomas, boatswain, *Norfolk* and *Constellation* 357
Wilson, William, sailmaker, *Enterprize* 357

Page
Wilson, William, shipowner 397, 429
Wincent, Thomas, Master, schooner *Polly* 456
Winchester, Judge, Baltimore, Md., in correspondence with Secretary of Navy 103
Winder, Levin Winchester, midshipman, *Congress* 357
Winder, Thomas Jones, surgeon, *Augusta* 357
Windship, Amos, surgeon. *See* Winship, Amos.
Windward Island Station, prizes taken by United States vessels 59
Winegrove, John, ordinary seaman, *United States* 63
Winn, Joseph and John, part owners of brig *Polly* 423
Winn, Timothy, purser, *Scammel*, *General Greene* and *Essex* 136, 173, 357
Winship, Abel, owner of brig *Betsey* 384
Winship, Amos, surgeon, *Herald* 358
Winship, Charles, Commander, brig *Betsey* 384
Winslow, William, gunner, *George Washington* 358
Winter, Walter, midshipman, *Maryland* 138, 279, 358
Winthrop and Mary, ship, James Collins, Master 438
Winyaw, ship, Robert M. Steel, Master 438
Wise, William, Master, ship *Halcyon* 402
Wiseman, George, Commander, sloop *Bermuda Packet* 383
Witherspoon, David, midshipman, *Ganges* 358
Witherspoon, John, midshipman, *Ganges* 358
Witmer (Witmore), Abraham, midshipman, *Ganges* and *Norfolk* 357, 358
Wolcott, John, seaman, *United States* 61
Wolcott, Oliver. *See* Treasury, Secretary of.
Wolfe, James de, & Bro 184
Wood, Master, ship *Spy* 431
Wood, Gabriel, owner of brig *Milford* 415
Wood, Godfrey, Lt., *Portsmouth* and *President* 135, 358
Wood, John, Master, schooner *General Green* 399
Wood, John, midshipman, *Ganges*, *United States* and *Chesapeake* 65, 138, 358
Wood, William, Master, ship *Russell* 428
Woodberry, Elisha, mate, brig *Nancy* 417
Woodbury, Master, snow *Trader* 434
Woodend (Wooden), James, Acting Lt., *Norfolk* and *Insurgente* 358
Woodham, Master, ship *Swan* 432
Woodhouse, Samuel, midshipman, *Constellation* and *Philadelphia* 138, 358
Woodman, Joseph, Master, ship *Star* 431
Woodruck, Benjamin, carpenter. *See* Woodwell, Benjamin.
Woodruff, Abner, midshipman, *Ganges*, *President*, *George Washington*, *Essex* and *Philadelphia* 138, 358
Woodrup Sims, ship, Master Hodgson, captured 438
Woods, Commander, schooner *Aristides* 381
Woodward, J., keeper of magazine 441
Woodward, J. W. (John W. or Joseph), midshipman, *Congress* 358
Woodwell, Benjamin, carpenter, *Merrimack* 358
Woolsey, Melancthon T., midshipman, *New York*, *Adams* and *Boston* 138, 358
Wormeley, Hugh Wallace, midshipman, *Maryland* 279, 358
Wormley, Wallace, midshipman 138
Worseley, Master, ship *Tamerlane* 433
Wort, Aaron, part owner of *Betsey* 384
Worthington, Henry, part owner of ship *Strafford* 431
Worthington, Troup & Davis, owners of ship *Commerce* 389
Wotherspoon, David and John. *See* Witherspoon.
Wright, Chas., owner of ship *Charlestown* 387
Wright, George, surgeon, *Delaware* 358
Wright, Henry, boatswain, galley *Governor Davie* 363
Wright, John, impressed by H. B. M. S. *Minotaur* 37
Wurts, Daniel, midshipman, *Richmond* and *Essex* 138, 358
Wyer, Edward, Lt., *United States*, *New York* and *Boston* 135, 358
Wyer, Obed, Master, ship *Concord* 389
Wynder, Bartholomew, sailmaker's mate, *United States* 61
Wynkoop, Dyre S., Lt., U. S. M. C 361
Wyse, William, Commander, ship *Alexander Hamilton* 378
Wyvil, Marmaduke, Master, ship *Minerva* 416

Page

Yancey, Benjamin, midshipman, *Constellation*---- 206, 358
Yancey, Joseph, midshipman, *Portsmouth*---- 358
Yankee, ship, Master Williams---- 438
Yeardsley, James, Master, brig *Mercury*---- 415
Yeatman, schooner---- 438
Yellott, Jeremiah, navy agent, Baltimore, Md---- 374, 375
Yeoman, James, seaman, *United States*---- 61
Yeomans, James, carpenter, *Constellation*---- 358
Yooll, William, master's mate, *Enterprize*---- 358
York, H. B. M. S., Captain Farrier---- 36
Young, Barnabas, Master, ship *Governor Sumner*---- 401
Young, David, Master, brig *Mary*---- 413
Young, George, ordinary seaman, *United States*---- 63
Young, Lewis, Master, brig *Nancy*---- 417
Young, Michael, landsman, *United States*---- 64
Young, Samuel, purser, *Boston*---- 358
Young, William, private, U. S. M. C., *United States*---- 66
Young Creole. *See La Jeune Creole.*
Younge, John, master's mate, *Experiment*---- 358
Younges William, sloop, Benjamin Tatum, Master, boarded by *Connecticut*---- 457
Zebra (Zebera), brig, recaptured by *Experiment*---- 99
Zebra, prize to *Le Flambeau*---- 312
Zenobia, ship, Pierre De Peyster, Master---- 438
Zephyr, brig, Master Chamberlain---- 438