AS A WORK OF THE UNITED STATES FEDERAL GOVERNMENT
THIS PUBLICATION IS IN THE PUBLIC DOMAIN.
only to compleat the Vessels now upon the Lakes but with a View to any emergency which may make it needful to increas the number of our Ships.

This outline of my Intentions will meet I hope, your Excellency's wishes and be Satisfactory: Should it appear defective, in any point or should Your Excellency think any alteration necessary, I shall be most happy in receiving any suggestions with which you may have the goodness to favor me who have the honor to be Sir Your Excellency's most obedient humble servant

E W C R Owen
Commodore
Commr. in Chief

LS, CaOOA, British Military and Naval Records, RG8, I, “C” Ser., Vol. 735, pp. 8-17.

Chapter Three
The Pacific Theater:
January 1814–August 1815

In December 1813 as David Porter prepared his frigate to leave the Marques- san island of Nuku Hiva, he could reflect on a year of memorable accomplishment and extreme good fortune. Ten months earlier he had made the bold decision to enter the Pacific and cruise singly against British merchant shipping off the coasts of Chile, Peru, and Mexico. In March he arrived at the Chilean port of Valparaiso where he was greeted enthusiastically by a people in the midst of their own revolutionary struggle for independence. The frigate commander was gratified on this occasion to win the friendship and support of the Carrera family who controlled Chile's military and ruling national junta. Fortified by these demonstrations of pro-American sentiment, Porter set sail for the Galápagos Islands where he cruised in search of British whaling ships from 17 April to 3 October. Essex enjoyed good hunting in the waters surrounding that exotic archipelago, bagging twelve whalers and more than 300 prisoners. Porter next headed for the Marquesas Islands to refit his ship and give his men a well-deserved rest ashore. He arrived at Nuku Hiva on 25 October and immediately began the hard work of repairing Essex and fitting out her prizes for the voyage home. He was impressed enough with the strategic importance of the island to claim it on behalf of the United States, a gesture the overawed natives were temporarily unable to dispute. After seven weeks of labor Essex was again ready for sea.1

Porter had hopes for even greater success in 1814. His reasons for such high expectations were not unfounded. His ship had suffered no material damage in the course of her cruise, his crew was healthy, and he had manned and fitted out the captured whaler Atlantic, renamed Essex Junior, to act in concert with Essex. Yet the American captain aimed at something more grand and personally gratifying than adding to the tally of whalers captured in 1813. As Porter would later explain it, I sought “to signalize my cruise by something more splendid before leaving” the Pacific.2 Having learned before sailing for the Marquesas that the British had sent three warships in quest of Essex, Porter now determined to seek combat with the enemy. Knowing that Captain James Hillyar, the British squadron commander, would seek Essex at Valparaiso, Porter set sail for that port on 13 December 1813.
Essex arrived off the coast of Chile on 12 January 1814, anchoring in Valparaiso harbor on 3 February. Porter returned to a country whose political landscape had altered dramatically since his visit the previous March. The Carreiras, whom Porter styled "my particular friends," were no longer in power, having been stripped of their political and military offices and thrown in prison. With the government torn by faction within, and the nation threatened by royalist forces from without, the entire tone of Chilean sentiment toward the Americans had shifted to open suspicion and hostility.

Porter did not have to wait long for Phoebe's arrival, for on 8 February the British frigate sailed into Valparaiso harbor. She was accompanied by the sloop of war Cherub, a contingency Porter seems not to have anticipated. The American commander now found himself outnumbered by a superior force in a foreign port whose officials were openly Anglophile. Within a week Hillyar had stationed his ships in a blocking position off Valparaiso, awaiting the arrival of reinforcements to bottle up, or perhaps destroy, the Yankee cruiser.

Porter would later record in his Journal that Essex was so superior in point of sailing compared to Phoebe and Cherub that he believed he could escape their blockade "at almost any time." He remained at Valparaiso specifically to provoke Hillyar into a ship-to-ship combat. Despite several plays, Porter was unable to tempt, taunt, or shame Hillyar into accepting his challenge. As an officer who had demonstrated bravery in battle on numerous occasions, Hillyar did not feel compelled to risk all in a sea fight simply to prove his courage. More important, the British commander knew he had time on his side and saw little reason to hazard battle when a more prudent course of action would accomplish the same ends.

When the engagement Porter sought finally happened, it occurred not on the terms he wished, but under circumstances he could not control. On 28 March strong winds drove Essex from her anchorage in Valparaiso. Porter seized the opportunity to sail past his blockaders outside the harbor and run for open sea. But a sudden squall snapped Essex's main topmast, compelling Porter to abandon his bid for freedom. Instead he anchored close in to shore on the eastern side of Valparaiso Bay, in waters he considered neutral and thus safe from British attack. Hillyar now deemed the crippled frigate fair game and moved in to engage Essex. The ensuing battle lasted, with some periods of interruption, nearly two and a half hours. The American ship and its crew took a dreadful pounding, with sixty percent casualties among all hands.

On 27 April David Porter and the majority of Essex's survivors set sail for the United States in Essex Junior, now serving as an unarmed cartel. The defeated captain and crew arrived in New York in early July and were acclaimed heroes. Although he was publicly lauded for his exploits in the Pacific, Porter sought official vindication of his conduct through a court of inquiry. But Porter was denied even this satisfaction for no sooner had his court convened than the Navy Department ordered its proceedings suspended so that Porter and his crew could proceed to Washington to aid in the defense of the capital. Lacking the venue of a court of inquiry to defend his actions, Porter would use the publication of his Journal in 1815 to lay his case before the American public.  

While Porter and the survivors of the battle returned home, the small command he had left behind at Nuku Hiva suffered its own hardships. Porter had detached Marine Lieutenant John M. Gamble and twenty officers and men to remain at the Marquesan island to prepare three prize ships for sea and a future rendezvous with Essex. The marine commander was in an untenable position with an understrength crew, a charge of six prisoners, deserters lurking ashore, and an uneasy alliance with the native islanders. His situation unraveled over the next five months, with breaches in discipline, growing friction with the native population, incidents of desertion, and finally mutiny. On 7 May Gamble and his loyal seamen were overwhelmed by mutineers. It was at this critical juncture that the native islanders struck, killing four of Gamble's men. Gamble and his remaining crew of seven made a hairbreadth escape to the Sandwich Islands only to be captured there in June by Cherub. Gamble and his unfortunate shipmates were forced to endure six months of confinement in Cherub and an additional six months of captivity ashore before finally being permitted to return home.

The return of Gamble's crew to the United States brought a close to the longest and most colorful and daring cruise undertaken by a U.S. Navy vessel during the War of 1812. In summing up the accomplishments of his cruise, Porter calculated that he had inflicted more than two and a half million dollars of damage on the British whale fishery in the Pacific. He also claimed that the Essex's success had forced the British government to expend more than six million dollars in accomplishing her capture through the deployment of additional ships and men in Asian and Pacific waters. While Porter's figures may be inflated, there is no question that he had dealt the enemy's whale fishery a serious blow or that he had caused the Admiralty to divert large resources to the hunt for Essex, resources that would have better served the British war effort elsewhere. It is this aspect of Essex's cruise that showed the true potentialities of a war on enemy commerce. It was this type of war—a guerre de course—that Secretary Jones believed was best suited to the size and resources of the U.S. Navy. The more questionable dimension of Porter's cruise was his decision to seek combat with Hillyar. With a service strapped for ships and men, there was little to gain from such an encounter other than personal glory, nor would the loss of a single British frigate significantly weaken the enemy. By the end of 1813 it had become standard practice for the Navy Department to issue cruising instructions to its officers that included a strict prohibition against giving and receiving challenges. As Secretary Jones would remind his officers, the enemy's "Commerce is our true Game, for there he is indeed vulnerable." The capture of Essex demonstrated the wisdom of this dictum.

1. For documentation on the events of 1813 in the Pacific theater, see Dudley, Naval War of 1812, Vol. 2, pp. 683-714.
2. Porter to Jones, 3 July 1814, p. 733.
4. Ibid., p. 484.
5. In an 1822 reprint of Journal of a Cruise, Porter included additional documentation on British perfidy in the capture of Essex.
Essex Blockaded

On 8 February Phoebe and Cherub entered Valparaiso harbor to find the U.S. frigate Essex lying at anchor with three of her prizes. In short order the British warships took up their station outside the harbor effectively bottling up the American man-of-war within. These documents describe the dramatic first encounter between Phoebe and Essex and illustrate the strong nationalistic and competitive spirit each nation’s sailors exhibited as they prepared to square off.

CAPTAIN DAVID PORTER TO MASTER COMMANDANT JOHN DOWNES

[“Memorandum for Lt. Downes,—
Should I fall in [with the “Phoebe,” the “Raccoon”] the Cherub altogether I shall endeavour to make my retreat in the best manner I can and to effect this we must endeavour to keep together and act from circumstances—
If we fall in with the Phoebe & one Sloop of War you must endeavour to draw the Sloop off in chase of you and get her as far to leeward of the Frigate as possible and as soon as you effect this I shall engage the Frigate—
If we meet the Phoebe alone, and to leeward of us I shall run along side of her, You must remain out of Gun shot to windward of us until you see how matters are likely to go with us, if you find we can master her ourselves you will not bring your ship into action but keep her free from injury to assist us in case of need, if you find from the loss of our masts or other damage that we are worsted you will take a position that will most annoy the enemy to enable us to haul off or take such advantage as may offer—
If I make the Phoebe to windward I shall manoeuvre so as to endeavour to get the weather gage otherwise I shall avoid coming fairly along side of her unless I can disable her so with my stern chase Guns as to obtain an advantage—
Should we make the Phoebe & a sloop to windward draw the sloop off if you can and leave the Phoebe to me—
I wish you to avoid an engagement with a sloop if possible as your ship is too weak, if however you cannot avoid an action endeavour to cut her up so as to prevent her coming to the assistance of the Phoebe—
I shall in all probability run along side the Phoebe under the Spanish Ensign & pendant, should I do so you will show British colours until I hoist the American—
It will be advisable for you at all times to keep to windward of us—

D Porter.
U S Frigate Essex 10th Jan'y. 1814²

DS, MdAN. A typescript of this memorandum is attached to its top edge obscuring a portion of the text. The obscured text is supplied in brackets from the typescript.

1. Near the end of his cruise in the Galapagos Islands in 1813, Porter received intelligence that Phoebe, Cherub, Raccoon, and a twenty-gun store ship (Isaac Todd) had sailed from Rio de Janeiro for the Pacific in search of Essex. This was only part of their mission. The British vessels had also been ordered to destroy American fur trading settlements on the Pacific Northwest coast. See Porter, Jour-
1. Fort Viejo (Old Fort), situated on St. Antonio Point.
2. Fort Rosario.
3. In July 1813 Porter directed John Downes to escort Montezuma, Hector, Catherine, and Policy to Valparaiso where he was to offer the captured whalers for sale. Unable to find buyers for the prize ships, Downes left the first three vessels moored at the Chilean port and dispatched Policy to the United States. Policy was captured en route to America by the privateers Lion, Hector and Catherine were destroyed following Porter's return to Valparaiso on 3 February 1814. Montezuma remained moored at Valparaiso at least through the spring of 1814 with the Chilean government rebuffing British efforts to claim the whaler as a lawful prize. On the destruction of Hector, see p. 717; and, Montezuma, see Hillyar to Croker, 26 June 1814, pp. 716-19, 739.
4. Renamed Essex Junior.
5. Francisco de la Lastra y de la Sotta, governor of Valparaiso. With the dissolution of Chile's ruling junta in early March 1814, Lastra was elected Supreme Director of Chile. He left for Santiago in mid-March to assume his new duties, appointing Captain Francisco de Formas to act as interim governor of Valparaiso. For a contemporary sketch of Lastra, see Johnston, Three Years in Chile, pp. 105-67.
Captain James Hillyar, R.N., to
First Secretary of the Admiralty, John W. Croker

No. 4.
Copy

His Majesty's Ship Phæbe
Off Valparaiso 28th, feby. 1814

Sir,

My Letter of the 10th. inst. 1 acquaints you for the information of the Lords Commissioners of the Admiralty of the arrival of His Majestys Ships Phæbe and Cherub at Valparaiso and of our finding here, the Essex and a Corvette; it was not until the 14th. that our Bread and water was on board when from the Enemy shewing intentions of moving, I determined to put to Sea the following morning; we have been Off the port ever since.

I have not yet received any answer from the Government respecting my remonstrance on the subject of British Captured Vessels, and the claims of English Merchants therefore have nothing particular to communicate. 2

On the morning after our arrival, the Essex displayed a Flag on which was written "Sailors rights and free Trade"; to counteract this (as I conceived) insidious effort to shake the loyalty of thoughtless British Seamen, I had ordered to be worked on our St George's Ensign "God and their Country, Sailors best rights, traitors offend both". 3 On hoisting this Ensign, the Crew of the Essex manned the rigging and gave three cheers— I ordered our little band to play God save the King, which we first cleared, and then returned that of our Enemies, Boats full of liberty Men afterwards passed us, the parties carrying small Flags with inscriptions on them; such as "Sons of Commerce, Free Trade" & who on landing, paraded on the Hills before the Ships showing very insultingly; 4 I am happy to say all this and much more was borne with a temper and forbearance by the Crews of both His Majestys Ships which evinced their correctness and loyalty and gave great satisfaction to Captain Tucker 5 and myself; and I believe no Men can be more desirous than they are of seeing their Enemies clear of the protection of a Neutral Flag.

We found here a little Merchant Ship, the Phoebe, 6 whose Crew to a man volunteered their Services in the Phæbe—and I should do very great injustice to a very fine Young Man Mr. George O'Brien the first Man (once a Lieutenant in His Majestys Service and broke for misconduct on board the Sparrowhawk) If I omitted recommending him to your Lordships notice; He came Off before we Anchored, attended most usefully to our wants in port, and has been with me ever since we sailed as a Volunteer.

The Essex has been three times under weigh, and last evening with her consort we expected her to close with us as the Cherub was seperated some Miles from Calms and variable winds during the earlier part of the day, but they returned to their Anchorage.

I have had a correspondence with Captain Porter, and interviews with him when in port, respecting the liberation of some British Seamen, his Prisoners. He has at last landed them and I have pledged myself that they shall not serve in the port ever since.

I have had a correspondence with Captain Porter, and interviews with him when in port, respecting the liberation of some British Seamen, his Prisoners. He has at last landed them and I have pledged myself that they shall not serve in the port ever since.

The Essex carries Forty thirty two Pound Carronades, Six long Guns and about three hundred and twenty or thirty men, the Corvette twenty Guns.

Her destination (The Essex) if she gets safe from hence, is said to be Off the River Plate on her way to America, but that I think is very uncertain. I have warm assurances of Friendship both from the Govenor here and the Intendant, who transacts business in the absence of the Junta. 7 At St. Iago.

our wants are not yet numerous Sails and Cordage are getting bad, and we cannot procure Salt Provisions.

I enclose documents received from Captain Porter, and beg you will assure their Lordships, that in my future movements, I shall anxiously endeavour to Act for the good of my Country and His Majestys Service: I expect an awful combat if the two Ships meet, but humbly wish to repose my trust in Gods goodness for a favourable result. I have the honor to remain Sir, Your most obedient humble servant.

(Signed) Ja's Hillyar


3. For Porter's discussion with Hillyar regarding the flying of these flags, see Porter, Journal of a Cruise, p. 477.
4. For more on these spirited displays between the Americans and their British rivals, see ibid., pp. 478-79, 485-87; and pp. 729-23, 759, below.
6. Porter believed that Hillyar's aggressive actions on 8 February—nearly running aboard Essex—were prompted by intelligence received from a British merchant ship lying at Valparaiso. Essex may have been the vessel. Phoebe's log book records several contacts with the merchant ship while Essex was blockaded. See Porter, Journal of a Cruise, p. 475.
7. Correspondence and discussion between Porter and Hillyar on this subject is printed in Porter's Journal of a Cruise, pp. 470-84.
8. According to Porter Essex was manned by two hundred fifty-five and Essex Junior by sixty men. Together these numbers total close to the figure given by Hillyar for Essex's crew. Porter to Jones, 3 July 1814, p. 783.
9. Francisco de la Lastra y de la Sota.
10. On 18 September 1810 Chilean patriots established a junta government to rule in the name of King Ferdinand VII of Spain. Composed of five members who acted as a national executive, the junta immediately voted to raise a Chilean army and open trade to all friendly nations. Over the next three and a half years a succession of juntas ruled Chile, reflecting the fractured state of revolutionary politics in Chile. When David Porter arrived at Chile in March 1813, José Miguel Carrera Verdugo was president of the juntas, a position he surrendered in September of that year in order to assure command of the Chilean army. Junta government in Chile came to an end in March 1814 with the election of a single executive, the Supreme Director, to govern the country. For a contemporary description of Chilean politics see Johnston, Three Years in Chile; see also, Rippy, José R. Pinochet, pp. 35-60, and, Collier, Chilean Independence, pp. 92-125.

CAPTAIN DAVID PORTER TO SECRETARY OF THE NAVY JONES

N York July 13th. 1814

Sir,

There are some fact relating to our enemy and, although not connected with the action, serve to shew his perfidy and cowardice and should be known.
On Comre. Hillyars arrival at Valparaiso he ran the Phoebe close along side the Essex and enquired politely after my health---, observing that his ship was cleared for action and his men prepared for boarding, I observed "sir if you by any accident get on board of me I assure you that great confusion will take place, I am prepared to receive you but shall only act on the defensive"--- he observed coolly and indifferenty "oh sir I have no such intentions"--- at this instant his ship took aback on my starboard bow, her yards nearly locking with those of the Essex— I called all hands to board the Enemy, and in an instant my crew were ready to spring on her decks— Comre. Hillyar exclaimed with great agitation—"I had no intention of getting on board of you— I had no intention of coming so near you— I am sorry I came so near you"— his ship fell off with her jib boom over my decks her bows exposed to my broad side her stern to the fire of the Essex junior her crew in the greatest confusion and in 15 minutes I could have taken or destroyed her— after he had brought his ship to anchor Comre. Hillyar and Captn. Tucker of the Cherub visited me on shore when I asked him if he intended to respect the neutrality of the port— "Sir, said he, you have paid such respect to the Neutrality of this port that I feel myself bound in honor to do the same"--- I have the Honor to be With great respect Your Obdct. Servt.

D Porter

ALS, DNA, RG45, CL, 1814, Vol. 4, No. 162 (M125, Roll No. 37).

1. This incident is also described in Farragut, "Reminiscences of Early Life," p. 746; and, Porter, Journal of a Cruise, pp. 474-77. Hillyar's correspondence and Phoebe's log book are silent on this encounter.

Flames in Valparaiso Harbor

On 25 February the Americans burned the prize ship Hector in Valparaiso Bay. The event was significant because in Hillyar's estimation it represented a hostile act violating the neutrality of the Chilean port. As Porter would later charge Hillyar with violating the Chilean neutrality in attacking and capturing Essex on 28 March, the British viewed the destruction of Hector as an act that vitiated American accusations of British perfidy.

LOG BOOK OF H.M. FRIGATE PHOEBE

Remks. &c. Phoebe Friday 25th Feb'y. 1814

AM. Fresh breezes & fine Wr. At 8 Tackd. Ship, up Driver At 4 Do. Wr. Wore Ship. Cherub in Compy. At 6 Carried away the Larbd. Main Sheet rove another, Made & Shortened sail Occasionally At 10 Wore Ship, Light airs Inclinable to Calm, Sounded in 53 fms. Came on board a boat with fresh beef 600 lbs Vegetables 1091 lbs at 11.30 Tackd. Noon Do. Wr. Cherub in Compy. Point Angels SSE on 4 or 5 miles, Enemy's Frigate at Anchor

1. Exem.
2. Hector.

British Citizens at Valparaiso to Captain James Hillyar, R.N.

Valparaiso February 25th. 1814

Sir

We beg leave to inform you that this afternoon between the hours of 4 & 5 oClock the Essex Frigate set fire to the English prize ship Hector, as near as we can judge within Musket shot of the shipping, and considerably within the fort.— Mr. Whittaker and Mr. Munro have seen the Governor; who strongly expressed his surprise and indignation at such an unwarranted act; and disavows all sanction or knowledge of it.— We have farther to represent to you, that it is the general opinion of every one in this town, that the Americans have most grossly and shamefully in this instance violated the neutrality of the port.

Leaving to your better judgment how far the American frigate is now entitled to avail herself of what Capt. Porter may call neutral rights, after so repeatedly having broken them, and after even in the event of this afternoon exposed the English property on the water (had the wind suddenly changed) to a total ruin: we conceive it needs no apology on our part to represent to you, that it is our decided opinion, that you are now authorised in taking those decisive steps in retaliation, which perhaps previous to this occurrence you might have doubted— from several circumstances which have taken place this afternoon we strongly suspect that Captn. Porter will leave this the very first opportunity. we remain with the greatest respect Sir Your most obedient humble servants

George Cood
James Whittaker
Andrew Munro
Tho' N. Crompton
James Dent
Andr* Blest

P.S. Since writing the above, we have seen the Governor of this Place on the subject, who has informed us, that he sent this afternoon on board the Essex to let Captn. Porter Know; that he considers the burning of the English prize in the Port, a complete violation of all Law, and that he might depend upon it; the government here would not by any means be guarantee for anything the British
 Having understood that Capn. Porter, before he left Chile had declared the neutrality of the Port of Valparaiso violated by the Capture of the Essex within its limits, although previous to her being taken, he had Burnt a British Ship in the bay; had come out with his Armed Boats in the Night for the avowed purpose of boarding one of our Ships, while his own were enjoying the protection of the Neutral Flag; and besides these acts had actually fired Two Shot at the Phoebe when much nearer the Port than where he was attacked.

I have the Honor to transmit you for their Lordships information Copies of Letters sent and received on the Subject, by which I trust Captain Porter will be proved the only aggressor as well as the last I received from the Supreme Director respecting the Montezuma with my reply to it.

On my Arrival at Valparaiso there were two Prizes of his. The Hector and Montezuma lying in the Bay the former he Burnt on the 25th. about a mile & a half from the Anchorage. we were Standing towards the Bay, while he was in the Act of towing her out and fearing I believe, an attempt to cut her off was induced to take this unwarrantable Step: The four Letters dated from the 25th. Feby. to the 28th. are on the Subject. My Letter on the 11th. May to the Supreme Director and his Answer of the 16th. May follows: the latter refers to those of the 25 and 28 Feby. On the 19th. May I wrote to the Governor of Valparaiso; a Copy of my Letter is enclosed with his Answer: which not proving quite satisfactory to me I addressed another Note to him, the Copy of which I have mislaid or lost requesting he would have it Certified whether the Essex, when she fired two Shot at the Phoebe on the Eveny. of the 27th. Feby. was nearer the limits of the Port of Valpo. than when she was attacked by H B M. Ships Phoebe & Cherub on the 28th. March: he forwarded in reply the accompanying attestations, an oath, of several respectable Inhabitants of Valparaiso who were Eye Witnesses of the facts.

I shall now state as well as my memory will enable me, the particulars of the circumstance: On the Evening of the 27th. of Feby. being about three miles from the Anchorage & the Cherub some distance to leeward we perceived the Enemies Ships Slip their Cables and stand out towards us with a Commanding Breeze and Flags flying at all the mast heads: The Phoebe's head was off Shore on the larboard Tack: we immediately prepared to receive them, the Colours were hoisted, the main Topsail Backed and the driver brailed up. The Essex led, and as there appeared a determination to bring us to Action I prepared commencing it on the other Tack in order to prevent Captain Porter's choosing his Dis...
stance or Situation, and therefore directed the ship to be wore and the Starboard Guns to be manned; while wearing the Essex was observ'd to make a Signal with a Gun and haul her Wind on the Larboard tack. We immediately did the same. She fired two Shot towards us and soon afterwards Tack'd and tacked also and Stood after her as far as the entrance of the Bay. She reached the Porters with my answer; and have the Honor to remain, Sir, your most obt. servt.

Ja' Hillyar

LS, UkLPR, Adm. 1/1950, No. 300.

1. Porter did not mention this incident either in his letters to Secretary Jones or in his Journal of a Cruise. Farragut describes it in his "Reminiscences of Early Life," see pp. 744-50. Hillyar received intelligence that ten armed boats from Essex had made an attempt to board Phoebe on the night of 12 March. Andrew Blest to Hillyar, 15 Mar. 1814, U.K.LPR, MGC/25/7.

2. Francisco de la Lasta y de la Sota.

3. Copies or originals of the letters mentioned in this paragraph follow Hillyar's letter to Croker. They cover the period 25 February to 30 May 1814. The copy of Hillyar's letter of 11 May 1814 to the Supreme Director of Chile was incorrectly dated 11 April.

4. For more on the events of 27 February and on Porter's determination to bring Phoebe to combat, see pp. 230-37. 34/2-20, and, Porter, Journal of a Cruise, pp. 477-78, 484-89.

5. Probably Fort Baron.

6. See enclosures Lasta to Hillyar, 22 May 1814, and, Hillyar to Supreme Director of Chile, 30 May 1814.

Challenge Given—Challenge Declined

Because of Essex's superior sailing qualities, David Porter believed that he could elude the enemy's blockade any time he chose. He remained at Valparaiso in order to provoke Hillyar into single-ship combat. Porter thought his wish would be granted on 27 February when Hillyar seemed to signal his intention to battle alone the American frigate. But Phoebe's captain had no intention of throwing away his advantage, so the battle Porter so eagerly sought failed to materialize. These documents illustrate some of the gamesmanship involved between rival navies and the frustration Porter's officers felt at what they perceived to be cowardly behavior on the part of the British.

January 1814—August 1815

Log Book of H.M. Frigate Phoebe


D, UkLPR, Adm. 51/2675, Log Book of Phoebe, 1 Jan. 1813—28 Aug. 1815, fol. 158.

1. James Hillyar.

The Crew of Essex to the Crew of Phoebe

Challenge of the crew of the Essex to the crew of the Phoebe.

"Challenge of the crew of the Essex to the crew of the Phoebe." On board the U.S. frigate Essex, March 9th, 1814, "The sons of liberty and commerce, on board the saucy Essex whose motto is "Free Trade and Sailor's Rights," present their compliments to their oppressed brother sailors, on board the ship whose motto is too tedious to mention, and hope they will put an end to all this nonsense of singing, sporting, hunting and writing, which we know less about than the use of our guns—Send the Cherub away, we will meet your frigate and fight you, then shake hands and be friends; and whether you take us or we take you, either will be to your advantage; as in the first case, you will not doubt, for the service you render in a cause every brave and free man detests, be turned over to Greenwich hospital or to a new ship, on your arrival to England; and if we take you, we shall respect the rights of a sailor, hail you as brethren whom we have liberated from slavery, and place you in future beyond the reach of a press gang.

(Signed.)

From the Sons of Liberty.

Printed, Aurora, reprinted in Niles' Weekly Register, 20 Aug. 1814.
Your proffered liberty cannot avail,
Your vile letter, which on board, was brought,
Which calls for vengeance from the Almighty God—

versaries following the events of 27 February. The Essex crew's challenge was written in response to those letters. Porter, Journal of a Cruise, p. 485.

When honor calls, we'll glory in his name,
Acquit like men and hope you'll do the same.

No—Your vile infamy can never fail,
Or can from their duty Britons lead away,
Or path of honor which they have always trod.

No—Your vile infamy can never fail,
To excite disgust in each true Briton's heart;
Your proffered liberty cannot avail,
For virtue is the sons of Albion's crest.

Our God, our king, our country and our Laws,
We proudly reverence like Britons true;
Our captain who defends such glorious cause,
Meets due respect from all his grateful crew.
When to the battle we're by duty called,
Our cause, like Britons, bravely we'll maintain;
We'll fight like men whom fear ne'er yet appall'd,
And hope, AMERICANS you'll do the same.
Your vile letter, which on board, was brought,
We scorn to answer, tho' with malice fraught;
But if, by such foul means, you think to make
Dissentions rise our loyalty to shake,
Know then we are Britons all, both stout and true,
We love our king, our country, captain too;
When honor calls, we'll glory in his name,
Acquit like men and hope you'll do the same.

Lieut. Ingraham acknowledged the above to have been written by a midshipman of Phoebe, and with the approbation of Commodore Hillyar.

Printed, Aurora, reprinted in Niles' Weekly Register, 20 Aug. 1814.

STATEMENT OF MASTER COMMANDANT JOHN DOWNS

On the 16th March, 1814, lieutenant Ingraham, first of the Phoebe, came on board the Essex under a flag of truce, having a letter from commodore Hillyar to captain Porter. Lieutenant Ingraham informed captain P. that commodore Hillyar had heard that captain P. had called him a coward for running away from the Essex, and begged to know if it was the case; captain P. informed him, that, considering the circumstances of the challenge, and the conduct of the Phoebe in bearing up, he believed any thing he could have said on the occasion; justifiable.

Lieutenant Ingraham assured captain Porter that no challenge was intended, and that the gun was fired by accident. Captain P. said he supposed it at the time to be a challenge, and accepted it, and that he should accept another, if given by the Phoebe, observing—"it cannot be expected that I would take upon myself the responsibility of challenging a 36 gun frigate with a frigate of 32 guns, as my country would censure me should I prove unsuccessful, but the difference of force will not prevent my accepting a challenge given by captain Hillyar."

The Phoebe and Cherub soon after kept close together, and showed a determination of not risking an action unless they could both engage the Essex.

(Signed) J. DOWNS.

Printed, Aurora, reprinted in Niles' Weekly Register, 20 Aug. 1814.

STATEMENT OF MASTER COMMANDANT JOHN DOWNS

On Sunday, the 27th February, 1811 [1814], at 5 P.M. the Phoebe ran close in with the harbor, hoisted an English ensign bearing the motto—"God and our country—British sailor's best rights—Traitors offend both" and fired a gun to windward; the sloop of war was about two and an half miles the leeward. The Essex immediately got under way, hoisted a flag bearing the motto—"God, our country and liberty— Tyrant's offend them" and fired a gun to windward. The Phoebe hove to until the Essex was within gunshot, when she bore up and run down for the sloop—Two shot were fired across her bows to bring her to, without effect—After chasing her as far as was prudent, captain Porter observed that their conduct was cowardly and dishonorable, and returned into port where we came to anchor.

John Downs,  
Wm. Odenheimer,  
Edwd. Barnwell,  
Rich'd K. Hoffman,  
John R. Shaw,  
M. W. Bartow,  
Alex. Montgomery,  
Geo. W. Isaaccs,  
Saml. L. Dusenberry,

Printed, Aurora, reprinted in Niles' Weekly Register, 20 Aug. 1814.
The Battle

Unsuccessful in provoking Hillyar to engage Essex in ship-to-ship combat, and concerned about the imminent arrival of additional enemy warships, Porter began making preparations in late March to leave Valparaiso. Fate took a hand in the timing of Essex’s escape when strong winds drove the frigate from her anchorage on 28 March. The American captain seized the opportunity to make a run for open sea. An accident to Essex’s rigging forced Porter to abandon his attempt and return to the safety of the harbor’s neutral confines. He anchored close in to shore on the eastern side of the harbor in what he believed were neutral waters. Undeterred by concerns about Chilean neutrality, Hillyar moved in to engage the American ship. After nearly two and a half hours of bloody combat Essex struck her colors. These documents detail the battle that brought the cruise of Essex to a sanguinary close.

LOG BOOK OF H.M. FRIGATE PHOEBE

Remks. &c. Monday 28th March 1814

AM. Fresh breezes, Obsd. a Blue Light NE by E Bore up for Ditto, At 12.20 Obsd. Several blue lights North, made all Sail in chase, At 1 Obsd. Several Blue Lights & Rockets a Head, Shew’d a Light— At 1.20 Light not being Ans’d. Short’d. Sail & Hauled to the wind on Larbd. Tack. Suppd. the Above Sigl. made by Enemy’s boats as a Decoy, Spoke the Cherub— At 1.40 Split the Main Topsail, Shifted Ditto, in 2 & 3 reefs of main Topsails, At 4 Fresh breezes Cherub in Co. At Daylight Obsd. the Enemy’s Ships at Anchor, Wore Ship Occasionally At 8 Do, Wr. Point Angels E by S/S 5 3 miles Were ship Occasionally, At 10.50 Down Royal Yards & in 2 reefs of Mizen Top Sail Noon Do. Wr. Close reef’d the Top Sails

Point of Angels SE by E 3 miles

P.M. Fresh Breezes & fine Wr. At 3.10 Obsd. the Enemies Frigate Standing out of the Bay of Valparaiso, Set Main Sail in Chase, Fresh Gales & heavy Squalls, Beat to Quarters, At 3.50 the Phoebe & Cherub hoisted each a St. Georges Ensign bearing the following inscription, God & Country British Sailors best Rights, Traitors offend both Obsd. the Enemy to lose his Main Top Mast and soon afterwards he Bore up and run along shore, At 4 the Enemy Anchor’d about half a mile from the Land & bore long Ensigns, with two white Flags, flying, One at the Fore top Gallt. mast head, having, written on it Free Trade & Sashes &c.

LOG BOOK OF U.S. FRIGATE ESSEX

United States Frigate Essex, David Porter, Esq Commander, March 28th 1814

Light Winds and cloudy, at day light got every thing ready to weigh, expecting the enemy’s ships were to leeward, according to the report of Lieutenant Maury, who was last evening entrusted with an expedition to effect this end; we were much surprised at about half past six to see both ships close to the weather point of the Bay—they stood within the point, tacked and stood out again—at noon the wind freshened at SSW. and increased to a strong gale—struck royal
yards and masts, at 45 minutes past 2, parted the larboard cable, which caused us to drag the starboard anchor—Capt Porter hailed the Essex, junr to send her boat to take Mr. Poinsett on shore—Immediately after he left us, Capt. Porter gave orders to cut the cable, which was done, and sail made on the ship; the enemy's ships were at this time standing in for the port. On huffing round the point of Angels, a heavy squall struck us which carried away our main-topmast by the lower cap; 2 men, Samuel Miller and Thomas Browne, fell overboard and were drowned as we suppose; the ship was wore and hauled to the wind on the starboard tack; and orders given to clear the wreck; the main-sail and main-top sail were cut away from the yards, so as not to act against us in working into the Bay Capt P finding it impossible to gain our former anchorage, concluded to bear up for a small Bay situated on the westward side of the harbor. At 45 minutes past 3 came too with the best bower in 9 1-2 fathoms water, and in half pistol shot of the shore.—The Western Fort (Castello Viego,) bore E. by N distant 3 miles; the Eastern Fort, a wreck; the main-sail and main-top sail were cut away from the yards, so as not to be visible, entertain an idea that the enemy would attack him At 55 minutes past 3, the Essex anchored on the eastern side of the harbor. This may be a transcription error on the part of the copyist or typesetter.

Since the action I have been informed by the 1st Lieut. of Marines of the Phoebe (Mr. Burrows) that they passed those two unfortunate men on our Life Buoy, which had been thrown over to them & inhumanly left them to perish in the waves, without endeavoring to afford them the least assistance.

Printed, New-York Evening Post, 8 July 1814.

1. Hillyar received intelligence that the Americans had been preparing to depart Valparaiso as early as 29 March. Thomas N. Crompton to Hillyar, [24 Mar. 1814], ULSNM, AGC/25/7. To misleading Hillyar as to his true intentions, Porter ordered Purser John Shaw ashore before Essex sailed in order to create the impression that the American frigate was not yet ready to leave Valparaiso. Memorial of Mrs. John R. Shaw to the Naval Affairs Committee, 5 Feb. 1839, DNA, RG46, SEN 250-2-13.

2. Joel R. Poinsett, Special Agent to Buenos Aires, Chile, and Peru.

3. Essex anchored on the eastern side of the harbor. This may be a transcription error on the part of the copyist or typesetter.

4. Fort Viejo (Old Fort), bore WSW of Essex's position. This may be a transcription error on the part of the copyist or typesetter.

CAPTAIN JAMES HILLYAR, R.N., TO FIRST SECRETARY OF THE ADMIRALTY JOHN W. CROKER

No. 5 His Majesty's Ship Phoebe in Duplicate Valparaiso Bay 30th. March 1814

Sir

I have the honor to acquaint you for the information of the Lords Commissioners of the Admiralty that a little past 3 oClock on the afternoon of the 28th. Instant, after nearly five Months anxious Search, and Six Weeks Still more anxious look out for the Essex and her Companion to quit the Port of Valparaiso, we Saw the former under weigh, and immediately, accompanied by the Cherub made Sail to close with her: On rounding the outer point of the Bay and hailing her wind for the purpose of endeavouring to weather us and escape, She lost her Main Topmast; and afterwards, not Succeeding in an effort to regain the limits of the Port, bore up and Anchored So near the Shore, a few Miles to leeward of her, as to preclude the possibility of passing a head of her without risk to His Majesty's Ships.— As we drew near, my intention of going close under her Stern was frustrated by the Ship breaking off, and from the wind blowing extremely fresh, our first fire, commencing a little past four, and continuing about ten minutes produced no visible effect: Our Second, a few random Shot only, from having increased our distance by wearing, was not, apparently, more Successful; and having lost the use of our Main sail, Jib, & Main Stay, appearances were a little inauspicious: On Standing again towards her, I Signified my intention of Anchoring, for which we were not ready before with Springs, to Captain Tucker, directing him to keep under weigh, and take a convenient Station for annoying our opponent.— On closing the Essex, at thirty five minutes past five, the firing recommenced, and before I gained my intended position, her Cable was cut, and a Serious conflict ensued; the Guns of His Majestys Ship gradually becoming more destructive and her Crew, if possible more animated which lasted until twenty minutes past Six, when it pleased the Almighty disposer of events to bless the efforts of my gallant companions, and my personal, very humble one, with Victory.— My friend Captain Tucker, an Officer worthy...
of their Lordships best attentions, was Severely wounded at the commencement of the Action, but remained on Deck until it terminated; using every exertion against the baffling winds and occasional Calms which followed the heavy firing to close near the Enemy: He informs me that his Officers and Crew, of whose loyalty, Zeal, and discipline I entertain the highest opinion, conducted themselves to his Satisfaction.—

I have to lament the death of four of my brave companions, and one of his; With real Sorrow, I add, that my first Lieutenant, Ingram, is among the number; he fell early, is a great loss to His Majesty's Service, and the many many tears which I observed this morning, while performing the last mournful duty at his funeral on Shore more fully evinced the respect and affection of his afflicted companions, than any eulogium my pen is equal to. Our Lists of wounded are Small, and there is only one for whom I am under anxiety.—

The conduct of my Officers & Crew without an individual exception that has come to my knowledge before during, and after the Battle, was Such as became good and loyal Subjects zealous for the honour of their much loved though distant King & Country: I believe I may add a still higher Species of praise, and Say Such a Christian Should observe— they joined me in asking the blessing of the Almighty previous to the battle, met the Enemy with cheerfulness generously felt for them when subdued, and humbly ascribed their preservation & Victory to the kindness of that gracious Being in whom they wish to repose their trust.—

The defence of the Essex, taking into consideration our Superiority of force; the very discouraging circumstance of her having lost her Main Topmast; and being twice on fire, did honor to her brave defenders, and most fully evinced the courage of Captain Porter and those under his command: Her Colours were not Struck until the loss in killed and wounded was So awfully great, and her Shattered condition So Seriously bad as to render further resistance unavailing.

I was much hurt on hearing that her Men had been encouraged, when the result of the Action was evidently decided; Some to take to their Boats, and others to Swim on Shore: Many were drowned in the attempt. Sixteen were Saved by the exertions of my people and others, I believe between thirty and forty, effected their landing; I informed Captain Porter that I considered the latter, in point of honor, as my Prisoners: he Said the encouragement was given when the Ship was in danger from fire, and I have not pressed the point.— The Essex is completely Stored & Provisioned for at least Six Months, and although much injured in her upperworks, Masts, Rigging, is not in Such a State as to give the slightest cause of alarm respecting her being able to perform a Voyage to Europe with perfect Safety.— Our Main & Mizen Masts, & Main Yard are rather Seriously wounded,— these with a few Shot holes between wind and water, which we can get at without lightening; and a loss of Canvas and Cordage, which we can partly replace from our well Stored Prize; are the extent of the injuries His Majesty's Ship has Sustained.—

I feel it a pleasant duty to recommend to their Lordships notice my new Senior Lieutenant Pearson and Messrs. Allen, Gardner, Porter, & Dew, Midshipmen; and to request that they will do me the honor to confirm my acting appointments, Since passing Cape Horn, of Messrs. Henry S. Gardner Kirby and Rickard as Lieutenants, Nickinson as Purser, and John Gillispie as Boatswain, all unhappily in consequence of death Vacancies— they have acquitted themselves well with me in battle, both Gardner's, and Kirby, on two occasions.— I Should
do very great injustice to Mr. George O'Brien, the Mate of the Emily, Merchantman who joined a Boat's Crew of mine in the Harbour, and pushed for the Ship the moment he saw her likely to come to action, were I to omit, again recommending him to their Lordships: His conduct with that of Mr. N. Murphy, Master of the English Brig Good Friends, was such as to intitle them both to my lasting regard, and prove that they were ever ready to hazard their lives in their Country's honorable cause: They came on board when the attempt was attended with great risk, and both their Boats were Swamped.—I have before informed their Lordships, that Mr. O'Brien was once a Lieutenant in His Majesty's Service, and may now add that youthful indiscretions appear to have given place to great correctness of conduct and as he has proved his laudable zeal for its honour, I think restored, he will be found one of its greatest ornaments.—I enclose returns of killed & wounded, and, if conceived to have trespassed on their Lordships' time by this very long letter, hope it will kindly be ascribed to the right cause.—An earnest wish that merit may meet its due reward.—I have the honor to remain Sir your obedt. huml. Servt.

Jas. Hillyar

P.S. There has not been found a Ships Book or paper of any description, (Charts excepted) on board the Essex; or any document relative to the number serving in her previous to the Action.—Captain Porter informs me that he had upwards of two hundred & Sixty Victualled: Our Prisoners including fifty two wounded, amount to one hundred and Sixty one, twenty three were found dead on her Decks, three wounded were taken away by Captain Downes of the Essex, from a few minutes before the Colours were Struck and I believe twenty or thirty reached the Shore—the remainder were killed or drowned—

LS. UKLPR, Adm. 1/1950, No. 264.

1. Enclosure not printed. Hillyar reported eleven men killed and wounded in Phoebe and four in Cherub.

CAPTAIN DAVID PORTER TO SECRETARY OF THE NAVY.

Sir,

I have done myself the honor to address you repeatedly since I left the Delaware but have scarcely a hope that one of my letters has reached you therefore consider it necessary to give you a brief history of my proceedings since that period—I sailed from the Delaware on the 27th. October 1812 and repaired with all diligence (agreeable to instructions from Commr. Bainbridge)1 to Port Praya, Fernando de Noronho, and Cape Frio, and arrived at each place on the day appointed to meet him—On my passage from Port Praya to Fernando de Noronho I captured his Majesties Packet Nectar and after taking out about £11,000 sterling in specie sent her under command of Lt. Finch for America.2 I cruised off Rio de Janeiro and about Cape Frio until the 12th. January 1813, hearing frequently of the Commr. by vessels from Bahia; I here captured only one Schooner3 with Hides and Tallow, I sent her into Rio—The Montague the Admirals' ship being in pursuit of me, my provisions now getting short and finding it necessary to look out for a supply to enable me to meet the Commr. by the lst. April off St. Helena, I proceeded to the Island of St. Catharines (the last place of rendezvous on the coast of Brazil) as the most likely to supply my wants, and at the same time afford me that secrecy necessary to enable me to elude the British Ships of war on the coast and expected there—I here could procure only wood, water, and rum, and a few bags of flour, and hearing of the Commr. action with the Javelin, and of a considerable augmentation of the British force on the coast and of several being in pursuit of me, I found it necessary to get to sea as soon as possible: I now agreed to the Commodore's plan stretched to the southward and scouring the coast as far as Rio de la Plata, I heard that Buenos Ayres was in a state of starvation, and could not supply our wants, and that the Government of Montevideo was very inimicable to us—The Commr. instructions now left it completely discretionary with me what course to pursue and I determined on following that which had not only met his approbation but the approbation of the then Secretary of the Navy:4 I accordingly shaped my course for the Pacific and after suffering greatly from short allowance of provisions and heavy gales off Cape Horn (for which my ship and men were very illly provided) I arrived at Valparaiso on the 14th. March 1813.5 I here took in as much Jerked Beef and other provisions as my ship could conveniently stow and ran down the coast of Chili and Peru; In this track I fell in with a Peruvian Corsair6 which had on board twenty four Americans as prisoners, the crews of two whale ships which she had taken on the Coast of Chile. The Captain informed me that as the allies of Great Britain they would capture all they should meet with in the United States. I consequently threw all his Guns & ammunition into the sea, liberated the Americans, wrote a respectful letter to the Vice Roy7 explaining the cause of my proceedings which I delivered to her Captain: I then proceeded for Lima and recaptured one of the vessels as she was entering the port—From thence I proceeded for the Galapagos Islands where I cruized from the 17th. April until the 3d. October 1815, during which time I touched only once on the coast of America which was for the purpose of procuring a supply of fresh water as none is to be found among those Islands which are perhaps the most barren and desolate of any known—

While among this Groupe I captured the following British ships employed chiefly in the Spermacy whale fishery—viz:8

<table>
<thead>
<tr>
<th>Ship</th>
<th>Tons</th>
<th>Men</th>
<th>Guns</th>
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<tbody>
<tr>
<td>Montezuma</td>
<td>270</td>
<td>21</td>
<td>2</td>
</tr>
<tr>
<td>Policy</td>
<td>275</td>
<td>26</td>
<td>10</td>
</tr>
<tr>
<td>Georgia</td>
<td>280</td>
<td>25</td>
<td>6</td>
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<tr>
<td>Grenville</td>
<td>338</td>
<td>25</td>
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<tr>
<td>Atlantic</td>
<td>351</td>
<td>24</td>
<td>8</td>
</tr>
<tr>
<td>Rose</td>
<td>220</td>
<td>21</td>
<td>8</td>
</tr>
<tr>
<td>Hector</td>
<td>270</td>
<td>25</td>
<td>11</td>
</tr>
<tr>
<td>Catharine</td>
<td>270</td>
<td>29</td>
<td>8</td>
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<tr>
<td>Serpent Autolomina</td>
<td>357</td>
<td>21</td>
<td>14</td>
</tr>
<tr>
<td>Charlton</td>
<td>274</td>
<td>21</td>
<td>10</td>
</tr>
<tr>
<td>New Zealander</td>
<td>259</td>
<td>23</td>
<td>8</td>
</tr>
<tr>
<td>Sir Andrew Hammond</td>
<td>301</td>
<td>31</td>
<td>12</td>
</tr>
</tbody>
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3465 tons, 302 men, 107 guns.
As some of those ships were captured by boats and others by prizes my officers and men had several opportunities of showing their gallantry.

The Rose & Charlton were given up to the prisoners, the Hector, Catharine and Montezuma I sent to Valparaiso where they were laid up, the Policy, Georgiana and New Zealander I sent for America, the Groenveld I kept as a Store Ship to contain the stores of my other prizes necessary for us, and the Atlantic now called the Essex Junior I equipped with 20 Guns and gave command of her to Lieut. Downes.

Lt. Downes had conveyed the prizes to Valparaiso and on his return brought me letters informing me that a squadron under the command of Commr. James Hillyar consisting of the Frigate Phoebe of 36 guns, the Raccoon and Cherub Sloops of war and a Store Ship of 29 guns had sailed on the 6th. July for this sea. The Raccoon & Cherub had been seeking me some time on the coast of Brazil and on their return from their cruise joined the squadron sent in search of me to the Pacific. My ship as may be supposed after being near a year at sea required some repairs to put her in a state to meet them, which I determined to do and bring them to action if I could meet them on nearly equal terms— I proceeded now in company with the remainder of my prizes, to the Island of Nooaheevah or Madison's Island laying in the Washington group discovered by Capt. Ingraham of Boston: here I caulked and completely overhauled my ship, made for her a new set of water casks, her old ones being entirely decayed and took on board from my prizes provisions and stores for upwards of four months and sailed for the coast of Chili on the 12th. Decr. 1813. Previous to sailing I secured the Serpentina, Greenwich and Sir Andrew Hammond under the guns of a Battery which I erected for their protection and (after taking possession of this fine Island for the United States and establishing the most friendly intercourse with the natives) I left them under the charge of Lieut. Gamble of the Marines with 21 men with orders to repair to Valparaiso after a certain period.

I arrived on the coast of Chili on the 12th. Jany. 1814, looked into Concepcion and Valparaiso, found at both places only three English Vessels, and learnt that the squadron which sailed from Rio de Janeiro for that sea had not been heard of since their departure and were supposed to be lost in endeavouring to reach the Pacific.

I had completely broken up the British navigation in the Pacific, the vessels which had not been captured by me were laid up and dare not venture out, I had afforded the most ample protection to our own vessels which were on my arrival very numerous and unprotected— The valuable British whale Fishery there is entirely destroyed, and the actual injury we have done them may be estimated at two and a half millions of dollars independent of the exences of the vessels in search of me— They have furnished me amply with sails, cordage, cables, anchors, provisions, medicines and stores of every description, and the sloops on board them have furnished clothing for the seamen, we had in fact lived on the enemy since I had been in that sea. I had not yet been under the necessity of drawing any Bills on the Department for any object and had been enabled to make considerable advances to my officers and crew on account of pay—

For the unexampled time we had kept the sea my crew had continued remarkably healthy, I had but one case of the scurvy, and had lost only the following men by death’s, to wit—

### JANUARY 1814–AUGUST 1815

John S Cowan, Lieutenant.
Robert Miller, Surgeon.
Levy Holmes, Ody. Seaman.
Edwd. Sweeny—Do—
Samuel Croce, Seaman—
James Spafford, Gunners Mate—
Benjamin Geers—
John Rodgers—Qt. Gunners
Andrew Mahan Corporal of Marines,
Lewis Price, Private Marine—

I had done all the injury that could be done the British commerce in the Pacific, and still hoped to signalize my cruise by something more splendid before leaving that sea, I thought it not improbable that Commodore Hillyar might have kept his arrival secret and believing that he would seek me at Valparaiso as the most likely place to find me, I therefore determined to cruise about that place and should I fail of meeting him hoped to be compensated by the capture of some merchant ships said to be expected from England—

The Phoebe agreeable to my expectations came to seek me at Valparaiso where I was anchored with the Essex, my armed prize the Essex Junior under the command of Lt. Downes on the look out off the harbor; but contrary to the course I thought he would pursue Commr. Hillyar brought with him the Cherub Sloop of War mounting 28 guns, 18 thirty two pound carronades, and 8 twenty fours and two long nine's on the quarter deck and fore castle and a complement of 180 men: the force of the Phoebe is as follows, 30 long eighteen pounders, 16 thirty two pound Carronades, one Howitzer, and 6 three pounders in the tops, in all 55 guns, and a complement of 320 men; making a force of 81 guns & 500 men in addition to which they took on board the crew of an English letter of Marque laying in port; both ships had picked crews and were sent into the Pacific in company with the Raccoon of 22 guns and a Store ship of 29 guns for the express purpose of seeking the Essex, and were prepared with flags bearing the motto "God & Country, British sailors best rights, traitors offend both." This was intended as a reply to my motto "Free trade & Sailors rights." under the erroneous impression that my crew were chiefly Englishmen or to counteract its Effect on their own crews— The force of the Essex was 46 Guns, 40 thirty two pound Carronades & six long twelves, and her crew which had been much reduced by prizes amounted only to 255 men— The Essex Junior which was intended chiefly as a Store Ship mounted 29 Guns, 10 Eighteen pound Carronades and 10 short sixes, with only 60 men on board— In reply to their motto I wore at my mizen "God our Country & liberty, Tyrants offend them." On getting their provisions on board they went off the port for the purpose of blockading me where they cruized for near six weeks, during which time I endeavored to provoke a challenge and frequently but ineffectually to bring the Phoebe alone to action, first with both my ships and afterwards with my single ship with both my crews on board— I was several times underway and ascertained that I had greatly the advantage in point of sailing, and once succeeded in closing within gun shot of the Phoebe and commenced a fire on her, when she ran down for the Cherub which was 22 miles to leeward; this excited some sur-
prize and expressions of indignation, as previous to my getting underway she
hoisted her motto flag, and fired a Gun to windward—
Commr. Hillyar seemed determined to avoid a contest with me on nearly
equal terms, and from his extreme prudence in keeping both his ships ever
after constantly within hail of each other, there was no hopes of any advantages
to my country from a longer stay in port, I therefore determined to put to sea,
the first opportunity which should offer, and I was the more strongly induced to
do so as I had gained certain intelligence that the Tagus rated 38 and two other
frigates had sailed for this sea in pursuit of me, and I had reason to expect the
arrival of the Raccoon from the NW coast of america where she had been sent
for the purpose of destroying our fur establishment on the Columbia— A ren­
dezvous was appointed for the Essex junior, and every arrangement made for sail­
ing, and I intended to let them chase me off to give the Essex junior an opportu­
nity of escaping. On the 28th, March the day after this determination was
formed the wind came on to blow fresh from the southward when I parted my
larboard and dragged my starboard Anchor directly out to sea, not a mo­
moment was to be lost in getting sail on the ship, the enemy were close in with the
point forming the west side of the Bay but on opening them I saw a prospect of
hming passing to windward when I took in my top Gt. sails which were set
over single reefed topsails and braced up for this purpose, but on rounding the
point a heavy squall struck the ship and carried away her main Top mast precip­i­
tiating the men who were aloft into the sea who were drowned; both ships now
gave chase to me and I endeavoured in my disabled state to regain the port, but
finding I could not recover the common anchorage I run close into a small Bay
about three quarters of a mile to leeward of the battery on the East side of the
harbor and let go my anchor within pistol shot of the shore, where I intended to
repair my damages as soon as possible; the enemy continued to approach
and showed an evident intention of attacking me regardless of the neutrality of
the place where I was anchored, and the caution observed in their approach to
the attack of the crippled Essex was truly ridiculous, as was their display of their
motto flags and the number of Jacks at all their mast heads— I with as much
expedience as circumstances would admit of got my ship ready for action and
deemed it possible to bring her up to blow fresh from the southward, yet I had
an opportunity of distinguishing herself by keeping up a hot
fire on both sides, and rendered a perfect wreck we were still encouraged
in the hope to save her from the circumstance of the Cherub from her crippled state
being compelled to haul off, she did not return to close action again, although
she apparently had it in her power to do so, but kept up a distant firing with her
long guns: The Phoebe from our disabled state was enabled however by edging
toward the distance which best suited her long guns, and kept up a
tremendous fire on us which mowed down the brave companions by the deck.
Many of my guns had been rendered useless by the enemies shot and many of
them had had their whole crews destroyed, we manned them again from those
which were disabled, and one gun in particular was three times manned, fifteen
men were slain at it in the course of the action! but strange as it may appear the
Captor. of it escaped with only a slight wound— Finding that the enemy had it
in his power to choose his distance, I now gave up all hopes of closmg WIth hIm,
and as the wind for the moment seemed to favor the design, I determined to
endeavour to run her on shore, land my men, and destroy her; every thing
seemed to favor my wishes, we had approached the shore within musket shot,
and I had no doubts of succeeding when in an instant the wind shifted from the
land (as is very common in this port in the latter part of the day) and payed our
head down on the Phoebe where we were again exposed to a dreadful raking fire:
my ship was now totally unmanageable, yet as her head was toward the enemy
and he to leeward of me I still hoped to be able to board him, at this moment
Lt. comdt. Downes came on board to receive my orders under the impression
that I should soon be a prisoner, he could be of no service to me in the
bewitched state of the Essex and finding (from the enemy's putting his helm up)
that my last attempt at boarding would not succeed, I directed him after he had
been about 10 minutes on board to return to his own ship to be prepared for
defending and destroying her in case of attack, he took with him several of my
wounded leaving three of his boats crew on board to make room for them.
The Cherub now had an opportunity of distinguishing herself by keeping up a hot
fire on him during his return— The slaughter on board my ship had now be­
come horrible, the enemy continuing to rake us and we unable to bring a gun
to bear, I therefore directed a hawser to be bent to the sheet anchor and the an­
chor to be cut from the bows to bring her head round, this succeeded, we again
got our broad side to bear, and as the enemy was much crippled and unable to
ned to fly at the Fore— our Ensign was replaced by another and to guard against a similar event an Ensign was made fast in the Mizzen rigging and several
Jacks were hoisted in different parts of the ship— The enemy soon repaired his
damages for a fresh attack, he now placed himself with both his ships on my
starboard quarter out of the reach of my carronades, and where my stern Guns
could not be brought to bear; he there kept up a most galling fire which it was
out of my power to return, when I saw no prospect of injuring him without get­
ing underway and becoming the assailant; my top sail sheets and haliards were
all shot away, as well as the Jib and Fore top mast stay sail haliards, the only run­
ning rope not cut away was the Flying Jib haliards, and that being the only sail I
could set I caused it to be hoisted, my cable to be cut and ran down on both the
ships with an intention of laying the Phoebe on board, the firing on both sides
was now tremendous, I had let fall my fore top sail and fore sail, but the wants
of tacks and sheets rendered them almost useless to us, yet we were enabled for
a short time to close with the enemy, and although our decks were now strewed
with dead and our Cock pit filled with wounded, although our ship had several
times been on fire and was rendered a perfect wreck we were still encouraged
in the hope to save her from the circumstance of the Cherub from her crippled state
being compelled to haul off, she did not return to close action again, although
she apparently had it in her power to do so, but kept up a distant firing with her
long guns: The Phoebe from our disabled state was enabled however by edging
off to choose the distance which best suited her long guns, and kept up a
tremendous fire on us which mowed down the brave companions by the deck.
Many of my guns had been rendered useless by the enemies shot and many of
them had had their whole crews destroyed, we manned them again from those
which were disabled, and one gun in particular was three times manned, fifteen
men were slain at it in the course of the action! but strange as it may appear the
Captor. of it escaped with only a slight wound— Finding that the enemy had it
in his power to choose his distance, I now gave up all hopes of closmg WIth hIm,
and as the wind for the moment seemed to favor the design, I determined to
endeavour to run her on shore, land my men, and destroy her; every thing
seemed to favor my wishes, we had approached the shore within musket shot,
and I had no doubts of succeeding when in an instant the wind shifted from the
land (as is very common in this port in the latter part of the day) and payed our
head down on the Phoebe where we were again exposed to a dreadful raking fire:
my ship was now totally unmanageable, yet as her head was toward the enemy
and he to leeward of me I still hoped to be able to board him, at this moment
Lt. comdt. Downes came on board to receive my orders under the impression
that I should soon be a prisoner, he could be of no service to me in the
bewitched state of the Essex and finding (from the enemy's putting his helm up)
that my last attempt at boarding would not succeed, I directed him after he had
been about 10 minutes on board to return to his own ship to be prepared for
defending and destroying her in case of attack, he took with him several of my
wounded leaving three of his boats crew on board to make room for them.
The Cherub now had an opportunity of distinguishing herself by keeping up a hot
fire on him during his return— The slaughter on board my ship had now be­
come horrible, the enemy continuing to rake us and we unable to bring a gun
to bear, I therefore directed a hawser to be bent to the sheet anchor and the an­
hold his own, I have no doubt he would soon have drifted out of gun shot before he discovered we had anchored had not the hawser unfortunately parted.

My ship had taken fire several times during the action but alarmingly so forward and aft at this moment, the flames were bursting up each hatchway and no hopes were entertained of saving her, our distance from the shore did not exceed three quarters of a mile and I hoped many of my brave crew would be able to save themselves should the ship blow up, as I was informed the fire was near the magazine, and the explosion of a large quantity of powder below served to increase the horrors of our situation, our boats were destroyed by the enemies shot I therefore directed those who could swim to jump overboard and endeavour to gain the shore, some reached it, some were taken by the enemy, and some perished in the attempt—but most preferred sharing with me the fate of the ship— we who remained now turned our attention wholly to extinguishing the flames, and when we had succeeded went again to our guns where the firing was kept up for some minutes, but the crew had by this time become so weakened that they all declared to me the impossibility of making further resistance, and entreated me to surrender my ship to save the wounded, as all further attempts at opposition must prove ineffectual; almost every gun being disabled by the destruction of their crews— I now sent for the officers of Divisions to consult them, but what was my surprise to find only Acting Lt. S D McKnight remaining (who confirmed the report respecting the condition of the guns on the Gun deck, those on the spar deck were not in a better state) Lt. Wilmer after fighting most gallantly throughout the action had been knocked overboard by a splinter while getting the sheet anchor from the bows and was drowned, Actg. Lt. John G Cowell had lost a leg, Mr. M W Duzenbury, 25 and Masters Mate Wm. Johnston 22 who had joined me the day before and acted as Marine officer conducted himself with great bravery, and exerted himself in assisting at the long guns, the musketry after the first half hour (from our distance being useless) whom I had appointed of the Essex junior, and who was on board my ship, did the duties of Aid in a manner which reflects on him the highest honor—and Midns. Isaacs, Farragut & Ogden, as well as Actg. Midns. James Terry, 24 James R Lyman and Saml. Duzenbury, 25 and Masters Mate Wn, Pierce exerted themselves in the performance of their respective duties and gave an earnest of their value to the service, the three first are too young to recommend for promotion, the latter I beg leave recommended for confirmation as well as the Acting Lieutenants and Masters. Barnwell, Johnston & Bostwick—

We have been unfortunate but not disgraced the defence of the Essex has not been less honorable to her officers and crew than the capture of an equal force, and I now consider my situation less unpleasant than that of Commodore Hillyar who in violation of every principle of honor and generosity, and regardless of the rights of nations attacked the Essex in her crippled state within pistol shot of a neutral shore, when for six weeks I daily offered him fair and honorable combat on terms greatly to his advantage; the blood of the slain must be on his head, and he has yet to reconcile his conduct to heaven, to his conscience and humanity could ever have reconciled them to the surrender of the ship, they remembered their wounded and helpless shipmates below— To Actg. Lieuts. McKnight and Odenheimer I feel much indebted for their great exertions and bravery throughout the action in fighting and encouraging the men at their divisions, for the dexterous management of the long guns, and for their promptness in remanning their guns as their crews were slaughtered— The conduct of that brave and heroic officer Actg. Lt. John G Cowell who lost his leg in the latter part of the action excited the admiration of every man in the ship, and after being wounded would not consent to be taken below until loss of blood rendered him insensible— Mr. Edwd. Barnwell 21 Actg. Sailing Master whose activity and courage was equally conspicuous, returned on deck after his first wound and remained after receiving his second until fainting with loss of blood— Mr. Saml. B Johnston 22 who had joined me the day before and acted as Marine officer conducted himself with great bravery, and exerted himself in assisting at the long guns, the musketry after the first half hour (from our distance being useless) whom I had appointed of the Essex junior, and who was on board my ship, did the duties of Aid in a manner which reflects on him the highest honor—and Midns. Isaacs, Farragut & Ogden, as well as Actg. Midns. James Terry, 24 James R Lyman and Saml. Duzenbury, 25 and Masters Mate Wn, Pierce exerted themselves in the performance of their respective duties and gave an earnest of their value to the service, the three first are too young to recommend for promotion, the latter I beg leave recommended for confirmation as well as the Acting Lieutenants and Masters. Barnwell, Johnston & Bostwick—

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My loss has been dreadfully severe 58 killed and have since died of their wounds and among them were Lt. Cowell, 39 severely wounded, 27 slightly and 31—are missing making in all 154 killed wounded and missing, a list of whose names is annexed.

The professional knowledge of Doctr. Richd. K Hoffman Acting Surgeon, and Doctr. Alexr. Montgomery Acting Surgeons Mate, added to their asiduity, and the benevolent attentions and assistance of Mr. D F Adams the Chaplain, saved the lives of many of the wounded those gentlemen have been indefatiga-
11. A fourth column, written in pencil, appears to the left of the "Guns" column entitled "No of Guns Fired for." The numbers in this column are listed in the following order beginning with Perry: 1, 18, 20, 20, 20, 18, 20, 18, 18, and 18. To the left of the ship's names, also in pencil, appears a brace and the words "Letters of Marque." These are written parallel to the left margin. These pencil notations appear in printed versions of this letter, illustrating how Porter's letter was edited for publication.
15. For documentation on John M. Gamble's command, see pp. 772-80.
16. The following appears in pencil here and appeared in printed versions of this letter: "Every prize having proved a well found Storeship for me."
17. On Porter's efforts to bring Phoebe to battle, see pp. 719-28, 733-34, 750.
20. William H. Odenheimer entered Essex as a midshipman and received promotions to acting sailing master on 23 June 1813, and acting lieutenant on 31 January 1814. He was commissioned a lieutenant 16 July 1814.
21. In 1813 Edward Barnewall commanded Colt, an American brig purchased into Chilean service. Following the seizure of his ship by mutineers, Barnewall was imprisoned at Callao, Peru, at the order of the Viceroy, in retaliation for Porter's seizure of Nearuya. Upon his release Barnewall went to Valparaiso, shortly after which he offered his services to Porter. Porter appointed Barnewall acting sailing master in Essex on 31 January 1814. The Navy Department confirmed the appointment on 16 July 1814. Six days later Barnewall was commissioned a lieutenant. Johnston, Three Years in Chile, pp. 101-46; and Porter to Jones, 19 July 1814, NcO, U.S. Department of the Navy Papers.
22. Samuel Burr Johnston served as a lieutenant in the Chilean brig Colt in 1813. Like Edward Barnewall, Johnston was imprisoned in Callao, Peru, after Colt was seized by mutineers. He was released along with his captain and sailed to Valparaiso in November 1813. With the assistance of Joel Poinsett, Johnston received an appointment as acting lieutenant of marines in Essex on 26 March 1814. Johnston was commissioned a 1st lieutenant of marines on 16 July 1814. Johnston, Three Years in Chile, pp. 101-46, 168.
23. Melanchton W. Bourswick entered Essex as a captain's clerk. He was appointed an acting purser on 14 February 1814. He was commissioned a purser on 16 July 1814.
24. James Terry entered Essex as a master's mate. It is not known when Porter appointed him an acting midshipman. The Navy Department confirmed his appointment on 16 July 1814. He resigned from the naval service on 30 April 1815.
25. Samuel J. Dusenberry had served as a midshipman in the Chilean brig Colt. Like his fellow officers Samuel B. Johnston and Edward Barnewall, Dusenberry was imprisoned in Callao, Peru, after the ship's crew mutinied. After obtaining his release, Dusenberry made his way to Valparaiso and on 4 February 1814 received an appointment as acting midshipman in Essex. He was commissioned a midshipman by the Navy Department on 16 July 1814. Johnston, Three Years in Chile, p. 123.
27. The correct casualty total, 155, has been inserted here in brackets in another hand. The casualty total published in Porter's Journal of a Cruise alters the number of slightly wounded men from 27 to 26. All other numbers are identical to those given by Porter in this letter.
28. Enclosure not found, but a notation in the letter reads: "List of killed and wounded is filed with similar papers for pensioner Certificatees." A printed list of the killed, wounded, and missing is published in Porter, Journal of a Cruise, pp. 463-66.
29. Richard K. Hoffman was commissioned a surgeon on 16 July 1814.
30. Alexander M. Montgomery was appointed an acting surgeon's mate on 2 July 1812. He was commissioned at that grade on 16 July 1814.
31. This paragraph was edited for publication with significant portions of text stricken out in pencil. As published, this paragraph read: "I must in justification of myself observe that with our six twelve pounders only we fought this action, our cannonades were almost useless."
32. Lieutenant William Ingram, R.N.
33. Hillyar to Porter, 4 Apr. 1814, and, Passport for Essex Junius, 13 April 1814, pp. 746-47.
34. Captain Francisco de Larra, who was appointed interim governor of Valparaiso by Lastra sometime in mid-March.
35. For the destruction of Hector, see pp. 716-19. It is unknown when Catherine was destroyed. Phoebe's log book makes no mention of her presence at Valparaiso, nor is she mentioned in any other related documents. It is possible Porter destroyed her before Hillyar's arrival.
36. Lieutenant Stephen Decatur McKnight and Acting Midshipman James R. Lyman were directed to proceed with Hillyar to Rio de Janeiro and thence to England to give affidavits in the condemnation of Essex. On 22 August 1814 the two officers departed for England from the Brazilian port in the Swedish brig Adnin. On 9 October the Swedish brig was overhauled by the U.S. sloop of war Wisp, John Blakely commanding. This was the last time McKnight, Lyman, and the company of Wisp were seen. The American sloop of war met with some form of accident at sea and never returned home. Porter had appointed Lyman an acting midshipman on 25 August 1813. The Navy Department confirmed this appointment on 16 July 1814, but Lyman never arrived home to receive his warrant. For documentation on the fate of McKnight and Lyman, see Porter, Journal of a Cruise, pp. 550-67.
37. This correspondence between Porter and Hillyar and a list of paroled officers and crew is not printed here. Published copies may be found in Porter, Journal of a Cruise, pp. 467-72.
38. Enclosure not printed.
39. See pp. 741-44.

BOATSWAIN'S REPORT OF DAMAGE TO ESSEX

Boatswain's Report of rigging, sails &c &c damaged on board the late U.S. Frigate Essex in an action fought with the British Frigate Phoebe & Sloop of War Cherbub on the 28th. March 1814

Rigging shot away—
Four Larbd. lower shrouds. Five starbd. —do—
Both Fore top sail sheets. Jib, Flying Jib, & Fore top mast stay sail halyards, Fore Top Gt. Stay. Five Fore top mast shrouds, Starbd. Fore lift, & Fore stay, One pair bob stays
One larbd. Fore top mast back stay, All the larbd. main shrouds & five of the starbd. The M'liz: rigging much injured The greater part of the larbd. dead eyes & chain plates The greater part of the running rigging—
Most of the Hammocks on the larbd. side shot out of the nettings—
All the sails bent rendered entirely useless by shot holes.

Edw* Linscott

Boatswain

DS, DNA, RG45, CL, 1814, Vol. 4, No. 127, enclosure (M125, Roll No. 37).
1. Linscott was severely wounded in the engagement with Phoebe and Cherbub. See Porter, Journal of a Cruise, p. 464.
CARPENTER'S REPORT OF DAMAGE TO ESSEX

Carpenters report of damages sustained by the late U.S. Frigate Essex, in an action with the British Frigate Phoebe and Sloop of War Cherub, on the 28th. March 1814.

The shot were planted so thick in the hull they could not be well counted, but supposed to be upwards of 200—18 pd.—through the larbd. side below the spar deck—

The starbd. side much injured,

The head shot away,

The bulwarks of the larbd. side of the Fore Castle nearly demolished.

The larbd. quarter much shattered and Qt. Gallery destroyed,

A large breach in the larbd. counter,

The stern much shattered.

Two shot in the head of the rudder & the wheel injured—

Five shot between wind & water.

Pump well destroyed, and much injury done between decks from the shot which passed through—

The Bow sprit much damaged, several shot in it—

Jib boom shot half off

Five shot through the center of the Fore mast.

Three shot through the center of the Main Mast

The Mizzen Mast much crippled.

The Miz. Top mast cut half off.

Larbd. Fore yard arm shot half off.

Main Yard very badly crippled

Cross Jack yard—ditto ditto—

Gaff & Spanker boom shot away.

Both lower swinging booms shot away.

The larbd. Fore Top mast studding sail boom cut,

Nearly all the spare spars on the booms & in the chains entirely destroyed.

All the boats shattered to pieces—

John Langley

GUNNER'S REPORT OF DAMAGE TO ESSEX

Report of the killed and wounded at the different Divisions on board the late U.S. Frigate Essex, mounting 46 guns and 255 men, D Porter Esqr. Comdr. in an action fought on 28th. March 1814, in the port of Valparaiso de Chili, with the British Frigate Phoebe & Sloop of War Cherub mounting together 81 guns and 500 men J Hillyar Esqr. Comdr.—

Together with the Gunners report of the guns damaged and rendered useless by the enemies shot—

<table>
<thead>
<tr>
<th>Quarters</th>
<th>Killed</th>
<th>Wounded</th>
<th>Missing</th>
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<tr>
<td>Spar deck</td>
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<tr>
<td>Quarter deck</td>
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<td>Lieutenants</td>
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<td>1</td>
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<td>Sailing Master</td>
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<td>Midshipmen</td>
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<td>Master at Arms</td>
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<td>Armourer</td>
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<td>Marines</td>
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<tr>
<td>Wheel</td>
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<td>Qt. Gunners</td>
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<td>Braces</td>
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<td>1st. Gun &amp; opposite</td>
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<td>2d. Ditto</td>
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<td>4th. Ditto</td>
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<td>Carried fowd.</td>
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<td>5th. Gun &amp; opposite</td>
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<td>Brott fowd.</td>
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<td>6th. Ditto</td>
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<td>7th. Ditto</td>
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<tr>
<td>Fore Castle</td>
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<tr>
<td>Lieutenants</td>
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<td>Boatswain</td>
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<td>Qt. Gunners</td>
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<tr>
<td>Gun Deck</td>
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<td>1st. Division</td>
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<td>Qt. Gunners</td>
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<td>1st. gun &amp; opposite</td>
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<tr>
<td>2d. ditto</td>
<td>3</td>
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1. John Langley shipped in Essex as a carpenter's mate on 25 September 1812. He was promoted to carpenter on 23 March 1813. DNA, RG45, Essex muster and pay rolls, 1801-14, entry no. 394, p. 259, and no. 563, p. 264. Langley was slightly wounded in the engagement with Phoebe and Cherub.
### Parole Given

In the days following the battle there was much that commanded the attention and energies of the Americans and the British. There were wounded to be cared for and dead to be buried, prisoners to be confined and ships to be repaired. There was also the issue of the parole and exchange of Essex's crew. The arrangements for the parole of the American sailors were soon settled, but the preparations for the voyage home were not completed until the last week of April. On the afternoon of 27 April, Porter and his men set sail in Essex Junior for America.

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### Log Book of H.M. Frigate Phoebe

Remks. &c. Tuesday 29th. March 1814


P.M. Do. Wr. People emp'd. washing the Decks. Bent the Sheet Cable. At 8 Do. Wr. Midnight moderate & fine Wr. . .


Mast, Sailmakers Empd. making a New Main Sail, Noon moderate Wt.
P.M. Do, Wt: Sailed the Essex Jun. (Cartel) with Captn. Porter & the remg. part of his Officers & Crew. People Empd. as before, at Sunset up Boat[s]. Midnight Moderate & fine Wt.


1. Essex.

CAPTAIN JAMES HILLYAR, R.N., TO CAPTAIN DAVID PORTER

Valparaiso April 4th. 1814

Sir,

Taking into consideration the immense distance we are from our respective countries; the uncertainty of the future movements of His Majesty's ships under my command, which precludes the possibility of my making a permanent arrangement for transporting the officers and crew late of the Essex to Europe; and the fast approaching season which renders a passage round Cape Horn in some degree dangerous: I have the honor to propose for your approbation the arrangement for transporting the officers and crew late of the Essex Junior, to touch at one or more places for the purpose of obtaining refreshment and supplies, it is requested, that in such case all, to whom this passport may be presented, will give the persons on board said ship every facility in supplying their wants, and permit them to depart with her whithout hindrance.

And as it may become necessary for the Essex Junior to touch at one or more places for the purpose of obtaining refreshment and supplies, it is requested, that in such case all, to whom this passport may be presented, will give the persons on board said ship every facility in supplying their wants, and permit them to depart with her without hindrance.

Given under my hand, on board his majesty's ship Essex, at Valparaiso, April 1814.

Signed Jas. Hillyar—

...we were ready for sea, on the 9th Dec. when many of the Essex Crew went as usual on Sunday board the Essex Junior—on Monday morning, I saw all was not right— the Capt. was much agitated. All Hands were called to muster—When the hands were announced up, the Capt. took his cutlass in his hand, went one side of the Deck & laid it on the Capstan—He then trembling with anger, but with forced composure, addressed the crew "All you who are for weighing this ship's anchor when I give the order, go over on the Starboard Side, you who are of a different determination stay on the Larboard"—All Hands were called over on the Starboard side, a boat named Robert White an Englishman & said to him in the same smothered tone "How is this? did you not tell them on board the Essex Junior that the crew of this Ship would refuse to weigh the anchor?" He tremulously replied "No Sir" "You lie you scoundrel" was the answer. "Where is the list of the libertmen." "Here Sir" said the Officer [of] the deck—Then calling out one or two, he said "Did you not hear it on board the Essex Junior" "Yes Sir" was the response. "Run you Scoundrel for your life"—and out he went through the Starbd Gang-way. It was evident that the Capt. would have killed him if he had caught him, but it was equally evident that he did not wish to catch him. The Capt. then went aft and addressed the crew in an exciting manner, praising their good conduct, in always holding up such miserable villains to punishment and shame at the same time letting them know that no set of villains should ever disgrace him, for he was always ready should they so far forget themselves, to attempt it, to blow them all to Hell, before they could attain their ends. He then wheeled round and ordered them to man the Cap[s]tan, and the Music to play, the "Girl I left behind me, the music struck up and the anchor literally flew to the bows, and we made sail and stood to sea—White jumped overboard, and was picked up by a passing canoe—Take it altogether it was one of the most exciting scenes I ever witness, and made such an impression on my young mind, that the Circumstance is as fresh as if it had happened yesterday. We went to sea in the usual light fine weather leaving behind all the Prizes, but the Essex Junior when about 12 miles from Hoods Island, a fresh breeze blowing at the time, a signal was heard in the water along side—No attention was paid to it, in fact the person that heard it did not report it until,—at quarters next morning an Oteheitian by the name of Tameoyo, was missing and upon inquiry it was found that some difficulty had occurred between a Boatswain Mate and himself, and the Boatswain Mate had struck him, this he could not brook, and so jumped overboard, as a matter of course we all thought he was drowned, and as he was a general favorite on board it gave us great regret,—I learned some years after from an Officer of one of the Prizes, that Tameoyo arrived at Nooahavah on the 3rd. day after we left, having swam more than 30 miles. The nearest land at the time he jumped overboard was distant 12 miles, and we thought it very doubtful if he could have landed on it—[3] I shall not attempt to give any description of Nooahavah, as it is glowingly described by Capt. Porter—[3] I shall only confine myself solely to my own walk thro life. Our passage was as usual, uninteresting every day the Crew were exercized at Great Guns and small arms, and amused themselves at single sticks—and by the way I will mention a fact—that I have never been in a Ship, where there were any of the Essex Crew, that were not the best stick players on board—Boarding was our forte, and every man was prepared for it, with a dirk made by our armourer out of an old file, a Cutlass that you might shave with, and a pistol== We arrived on the coast of Chile in Jan'y. 1814—looked into Concepcion and then ran down to Valparaiso where we lay until the arrival of the British Frigate, Phebe, and Sloop of War Cherub which was early in February—The Frigate mounted 30 long 18s., 16 32pd. carronades, 1 Howitzer and 6 3pds. in the Tops, with a crew of 320 men—The Cherub, 18 32pd. Carronades 8, 24pd. 2 Long 9s. and had a crew of 180 Men—When they made their appearance off the Port one third of our crew, were on shore on liberty, which was one watch, our crew having been divided into 3 watches as before mentioned—The Mate of an English Merchant Ship that lay in Port, went immediately on board the Phebe, and stated to Capt. Hyl­lar, that one half of our crew were on shore, and the Ship would fall an easy prey—the Ships hauled into the harbor on a wind—the Phebe made our larbd. quarter, but the Cherub fell to leeward, about 1/4 mile—when the P had gained our quarter, she put down her helm, and luffed up on our Starbd Bow, within 10 or 15 feet of our Ship—The moment the enemy hove in sight, a gun was fired and a cornet hoisted for all boats, as the gunners, and men—and in 15 minutes every man was at his quarters, and not one the least intoxicated except one, and he a boy——and here I may relate an incident in which this lad figures, which might have made a different result to record of the fight between the Essex & Phebe—While the P was alongside within 20 yards, and all hands at quarters the Powder Boys, were stationed, with matches to discharge the Guns, as the men boarded in the smoke—This Boy saw some one from the Port, as he imagined grinning at him—"Do—my fine fellow" said he, "I'll stop your laughing or making faces at me"—when as he was in the act of firing his gun, Lt. McKnight saw him and with one blow sprawled him on the Deck—Had that gun been fired, I am of opinion the enemy would have been ours. But it was destined otherwise—As before stated we were all at quarters cleared for action, and all were awaiting with breathless anxiety for the order to board, Capt. Hyllyer appeared standing on the after Gun, dressed in a Pea Jacket, and said Capt. H's Compliments to Capt. P. And hopes Capt. P. is well—Capt. Porter replied, very well, I thank you, but I hope you will not come too near, for fear some accident might take place,—that would be disagreeable to you——Capt. Porter, then called "All hands repel boarders"—and with a wave of his Trumpet the Yard Arms 3 Capt. Hove his yards aback, and said to Capt. P. that if he fell on board of him, he assured him it would be entirely an accident—Capt. P replied, that he had no business where he was, and if he touched a rope yarn of his ship, he would board him that instant. then hailed the Essex Junior, and told Capt. Downes to be prepared to repel the enemy—But the P. backed astern her yards passing over ours, and not touch­ing a rope, and anchored 1/4 mile astern of us—Thus we lost the opportunity in part some days, when the British ves­sels having Completed their provision and watering, went to sea, and commenced a regular blockade of us—one night we manned all our boats, and went out for the purpose of boarding him outside— the Capt. went so near, that he heard the conversation on her forecastle of the Phebe, and thereby lear[ned] that they were lying at their quarters, so that we did not make the at­
tempt, but returned on board— One day it was understood throughout the Ship, that, Capt. Porter, had sent out word to Capt. H. that if he would send the Cherub to the leeward point of the harbor, he would Come out and fight him we all believed he would accept the terms, and were in readiness to get underway. The Phebe was soon after seen standing in with her Motto Flags flying "God and Our Country" "Traitors offend them" She fired a gun to windward and the Cherub was seen running to leeward In 5 minutes we were underway, under our topmasts and jib; cleared for action (in fact we were always ready for that. When within about 2 miles of the P she bore up and out steering sails—

This I consider the 2nd. breach of faith on the part of Capt. H. for by his maneuvers in both instances it was Evident, he either had not the Courage or wanted the good faith of a high toned chivalrous spirit, to act out the original attention, and as Capt. H. has shown himself a brave man, in more instances than one, I will not deny him that Common attribute of a naval officer, therefore I impute it to a want of good faith. He was dealing with a far inferior force, and it was ignoble in the extreme, not to meet his foe when he had the show of an excuse for so doing Ship to Ship8 on the 28th. Mar[ch] 1814 the wind Came on to blow, from the Southward, when we parted our Larbd. Cable, and dragged our Starbd. anchor Leeward— We immediately weighed and made sail in the Ship— the Enemy's Ships were Close in with the weathertest point of the bay, but the Capt. thought, we could weather them, and hauled up for that purpose and took in our Top Gallant Sails, which were set over Double Single Reefs Topmasts, which were clewed down when a squall struck the Ship, and Alto the Top sail Halyards were let go, the yards jammed and would not come down— When the Ship was nearly gunwale too, the Main Topmast, went by the board, Carrying the men on the Main Top Gallant Yard— into the sea, and they were drowned— We immediately wore Ship, and attempted to gain the Harbor but owing to our distress were unable to do so, but anchored in a small bay, about a ¼ of a mile from the shore, and ½ of a small battery on the East side of the Bay, here we commenced our repairs, but it was soon evident from the preparations of the Enemy, that they had his intentions in finding the flying jib Halyards in a condition to hoist the sail, it being the only servicable rope on the occasion, not shot away, by these means, we were for a short time enabled to close with the enemy— The fire on both sides was tremendous, the Cherub was again compelled to haul off, and did not come again to Close action, but laid off and used her long guns, as if firing at a target— The Phebe was enabled by her better condition to edge off, and choose her distance, suitable for her long guns, and kept up a most destructive fire upon us— Finding as the Capt. says "the impossibility of closing with the Phebe" he determined to run the ship on shore and to destroy her— we accordingly stood for the land, but when within ½ mile of the shore the wind suddenly shifted, took us flat aback and payed our head off shore— We were now again exposed to a most galling fire from the P— at this moment Capt. Downes came on board to receive his final orders, the enemy continued to rake us, while we could not bring a gun to bear— Capt. Porter now ordered a broadside to be fired, The rest of the Ship were to chase the shore, and bring the Sh Ip head round, and we were in hopes the P would drift out of gun shot, as it was now nearly calm—but the hawser parted and we were again at the mercy of the enemy— The Ship was now reported to be on fire, and the men came rushing up from below, with their clothes on fire which we pulled off from them as fast as possible, and when we could not do so fast enough, told them to jump overboard, and put out the torment of the flames many of the Crew, and some of the Officers bearing the order to jump overboard took it for granted it was to gun the rag against blowing us [up], jumped into the sea, and attempt to reach the shore about ¾ of a mile distant— The Capt. then sent for the commissioned Officers to consult with them upon the propriety of further resistance, but first went below to ascertain the quantity of Powder in the Magazine and on his return to the deck met Lt. McKnight the only commissioned Officer left, all the others having been killed or wounded and it was determined to surrender the Ship in order to save the wounded, as it was evident the Ship must soon sink— At 20 min after 6 P.M. the painful order was given to haul down the colors, and executed— They did not cease firing for some 10 minutes after the colors were hauled down, and many of our unfortunate crew were killed during those 10 minutes— Thus terminated one of the most bloody fights that ever occurred— On our side there were but 75 left of our brave companions— Most of the above account is taken from minutes of the action Kept by Mr. Bostwick the Essex junior, who happened to be on board our Ship when we put to sea— The remainder is from my memory and in some instances I differ from my most venerated friend and Commodore—

Remarks on the Action. In the first place I think the 1st. and greatest error was in our attempting to regain the anchorage. Being greatly superior to our enemies in Sailing, I think we should have borne up, and run before the wind, if we had come in contact with the P—we could I think have carried her by
boarding— if she avoided the contact as she might have done by her greater ability to manoeuvre, then we would have taken her fire and passed on leaving them behind us, until we could have replaced our topmast, by which time they might have been considerably separated, as unless they did so, it would have been no chase, as the Cherub was a dull sailor.

2ndly. It was apparent to every body that we had no chance of success, under these circumstances the Ship should have been run ashore, throwing her broadside to the Beach, to prevent raking fought him as long as consistent with humanity, and then set fire to her— But as we determined on anchoring we should have bent the anchor to the Ring of the Anchor instead of bending it to the Cable, where it was so exposed, that it was shot away as fast as it was put on— This mode of proceeding would have given us a better opportunity of injuring our opponents although I by no means intend to intimate that with our commodore we could hope for a different result to ourselves— If the above were not my reflections at the time, it was because I had always been in the habit of relying on the Judgement of others, for certainly they have always been my opinions whenever I can recollect to have thought on the subject— We are in the habit of blaming Capt Hillyar, but when we reflect upon the difference of the 2 commanders we are not surprised at Capt. Porters complaint they were as different as day and night— Capt. P. was about 32 years of age and the Pink of Chivalry of an ardent and impetuous temperament While Capt H was a man of 50 [years] of age,15 of as cool, calculating man, calculating had he said to the Lt. gained his reputation by several single Ship combats and that he only expected to maintain it on the present occasion, by an immediate and impetuous attack— I could not do it were from persons like them who stood by the Gun, taking the last man in the ship— the least possible risk to his vessel and crew,' and as he had the superior force, he was determined not to risk any thing to chance, believing it would call down the disapprobation of his government Mr. Ingraham his 1st. Lt: was a young chivalrous and ardent man, and it is said begged Capt. P13 to bear down and board us, and the above was the cool reply of the Capt. Ingraham said it was deliberate murder to lay off and fire at us like a tar— for we were unable to return it— This young Officer visited us once with a Flag of Truce, and was shown throughout the ship—14 His manly, frank and chivalrous bearing quite won the hearts of all on board our Ship. Whilst admiring him he said it would be the happiest moment of his life, to take her to England, could we have taken her in equal fight— To which Capt. Porter replied, that if such an event had to occur, he knew of no British officer to whom he would more readily yield his honor—&c, and in this sentiment all our Officers and crew sincerely coincided. Unfortunately he was not destined to survive this day, for his strength was not equal to the strain one of the Spikes scalped him, and he died before its close,— All the remnant of our Officers and Crew attended his funeral, which took place on shore, he was buried in the Governors Castle at Valparaiso.

Incidents of the Action.

During the action I was like Pappy in the catharpins "a man on occasions. I performed the duty of Capt. Aid, Quarter Gunner, Powder Boy, and in short everything that was required of me. I was here referred to on board the Powder Boys, and I will here refer to the incident made upon me, by the death of the 1st. man. It was a Boatswains Mate his abdomen was taken entirely out, and he expired in a few moments, but they soon fell so fast around me, that it all appeared like a dream and produced no effect on my nerves. I well remember while standing near the Capt. just abaft the main mast, a shot came through the waterways, which glanced upwards, Killing 4 men who stood by the side of the Gun, taking the last man in the head, and his brains flew over us both, but it made no such impression on me as the death of the 1st. man. I neither thought of, or noticed anything but the working of the Guns— On one occasion Mid Isaacs came up and reported to the Capt., that a quarter Gunner by the name of Roach had deserted his quarter—the sole reply of the Captain was, "do your duty Sir?— I seized one of the Capt's. Pistols that lay on the Capstan, and went in pursuit of him, but did not find him, and as soon as the Ship was said to be on fire, he contrived to get into the only boat we could keep afloat, and with 6 others made his escape to the shore— The most remarkable part of this is that Roach had always been a leading man in the Ship—and on occasion before mentioned of the Phee running into us, when the boarders were called away. I distinctly remember Roach being in the most exposed situation—on the Cat Head ready to board, with every expression in his countenance of eagerness for the fight— All of which only goes to prove that man is not always the same thing. Roach was a brave man with a prospect of success, but a coward in adversity. Soon after this, tubes were wanted, and the Capt. sent me after them— In going below when on the Ward Room Ladder the Capt. of the Gun directly opposite the Hatch, was struck full in the face by an 18 pdr Shot and fell back upon me— We both fell down the Hatch together, I struck on my head, and fortunately he fell on my hips, whereas, as he was a man weighing about 200 Pounds, had he fallen directly on my body he would have killed me; I lay there stunned for a few minutes by the blow, that came down upon my head, and about 10 or 15 minutes after, putting me covered with blood, asked me if I was wounded, to which I replied I believe not Sir. Then my son said he where are the tubes? This first brought me again to my senses and I ran down again, and brought them on deck when I arrived on deck the second time, I saw the Capt fall, and in my return, ran up and asked him, if he was wounded, he answered me in almost the same words. "I believe not my son, but I felt a blow on the top of my head" he must have been crushed down by a passing Shot, as his hat was some what injured. When not wanted for other purposes, I generally assisted in the working of a gun, would run and fetch powder from the boys, and send them back for more, until wanted by the Capt. to carry a message, so continued to employ myself during the action— When it was determined to surrender, the Capt sent me to ascertain if Mr Odenheimer, had the signal book and if so, to throw it overboard= I could neither find him or the book for some time, at length I found the book in the sill of a port, and threw it overboard, after the action Odenheimer said he knew the password, nor that he stroked his nose in the sea, where it had lodged=very unfortunate story for him as I found it in the Port. Isaacs, and myself amused ourselves throwing overboard, Pistols &c to prevent their falling into the hands of the enemy— At length the boarding Officer came on board, and running up to the Capt asked him, how he would account to some one, I do not recollect who, for allowing the men to jump over board, and demanded his sword. That sir said the Capt is "reserved for your master." The Capt then went on board the Prisoon, and I waited for him, I will here refer to the incident made upon me, by the death of the 1st. man. I neither thought of, or noticed anything but the working of the Guns— One occasion Mid Isaacs came up and reported to the Capt., that a quarter Gunner by the name of Roach had deserted his quarter—the sole reply of the Captain was, "do your duty Sir?— I seized one of the Capt's. 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sentiments on their lips— I became faint and sickened, my sympathies were all excited, I assisted to staunch the blood, and dress the wounded, as occasion required— Among the wounded was one of my best friends Lt. J. G. Cowell when I spoke to him, his reply was "Oh Gatty, I fear it is all up with me"— I looked at his wound as the Dr. with some assistance laid him on the table, and found he had lost his leg above the knee— But the Doctor said his life might have been saved if he would have consented to the amputation an hour ago, but when it was proposed to drop another patient to attend to him, he replied "no, no Doctor— none of that— Fair Play is the jewel, one man's life is as dear as another's, and I would not cheat any poor fellow out of his turn"— he lived 21 days, when from loss of blood, mortification took place, and life went out, like a candle. Thus died one of the best of Officers as well as the bravest of men— He belonged to Marblehead. It was curious to hear dying men, who had hardly ever before been thought of, expiring with sentiments on their lips worthy of a Washington— you could hear in all directions "Don't give her up Logan" (a sobriquet applied to the Capt.) "Hurrah for our Liberty—c&c"— There was related by the crew of one of the Bow Guns, a singular act of heroism on the part of a young Scotchman by the name of Bissley, who had one leg shot off clean up to the groin, he secured it with his handkerchief for a tourniquet and turning to his Gunmates said "I left my own country, and adopted the U. States to fight for her, I hope I have this day shown myself worthy the Country of my adoption, I am no longer of any use to you or her. I will not be a burden to her— so goodbye"— with these words he leaned the stump upon the sill of the Port and leaped overboard. Many of our fine fellows bled to death for want of tourniquets— An old Quarter Master by the name of Bland, was standing at the Wheel, I saw a shot coming over the Fore Yard in such a direction as I thought would hit him or me. so I told him to jump, and pulled him towards me, at the same instant, the shot took off his right leg— I helped the old fellow below, and after the action went to see how he fared, but I just got to him in time to hear his last words, he had bled to death, before it came his turn to be amputated— I had escaped without any injury except the bruise from my fall in the Ward Room, a few scatches, and the loss of my coat tail, was all the damage done me— next day however my bruise pained me considerably, but it worked off in 4 or 5 days, cured by hard work— I went on board the Phebe about 8 P.M and was ushered into the steerage; I was so mortified at my capture, that I could not refrain from crying, and so I laid down and gave vent to my tears— I was aroused from my stupor, by hearing a young Reefer sing out "Prize Oh" Boys "a fine grunter by Jove"— I thought at once of a Pet Pig we had on board by the name of Murphy= I immediately claimed him as my Pig— "my Pet Pig" ah, but said he "you are a prisoner, and your Pig also," but said I "we always respect private property," and as I had laid hold of Murphy at the beginning I said I would not give him up unless compelled— this was nuts for the Oldsters, who immediately sung out, "go it my little Yankee, and if you can thrash Shorty" (a sobriquet applied to the reefer) "you shall have your Pig." Agreed said I, for I knew there were few of any boys of my age that could master me, so a ring was formed and in the Open space, at it we went. I soon found, his pugilistic education did not equal mine, and that he was no match for me; and as he made the discovery as soon as I did, he yielded the Pig, and I took Master Murphy under my arm, feeling I had in some degree wiped off the disgrace of our capture= The
next morning I looked round to see what had become of all the Officers of our ship—Lt. Wilmer poor fellow had been sent forward to let go the sheet anchor, and while in the performance of that duty, had been struck by a shot, killed and fallen overboard; after the action a little negro boy that he had, by the name of Ruff, came up on the Quarter Deck, and asked me where his master was—I replied, I had heard he was killed, well said he, if he is gone, I will go to, and jumped out of the port and was drowned—Wilmer was a good fellow, but was not fit for a lst. Lt and let his faults go with him—Lt McKnight still lived, and together with Actg. Mid Lyman was to go to England or Rio, to give evidence of the capture of the Ship—Cowell was dead and Odenheimer was the only one Lt. left us. Barnwell the Actg. Master, had been wounded in the face and breast, but was doing well—Isacs, Ogden, Dusenberg and myself were all that remained of the Midn. without material injury—Drs. Hoffman and Montgomery were neither of them hurt, although some of their patients were killed whilst under their hands—Too much praise cannot be given to those gentlemen for their skill and attention to the wounded—Many of those who were burned died, but very few of those who had been early amputated were it is astonishing what powers of endurance, some men possess there was one man who swam on shore with scarcely a square inch of skin on him, and altho he was for some days deranged he ultimately got well, and served with me afterwards on the W. I. Station—It was the same old Boatswains Mate Kingsbury who so distinguished himself off Capo Horn and for which he was made Boatswain of the Essex Junior; he accompanied Capt. Downes on board in his boat, as he said to share the fate of his old ship, and for which he was so distinguished. Another seaman swam on shore with 16 or 18 pieces of iron in his leg, scales from the muzzle of his gun, he also recovered without losing his leg was sent for by Capt. H into the cabin, Capt. P was present—Capt. H asked me to examine the Doctor agreed with me, and made an incision with his knife a rising from the bone forming, and that there was something hard inside, on examination the Doctor agreed with me, and made an incision with his knife laid the shoulder bone bare, and found the half of a grape shot, that was so fast in the shoulder bone, that it required all his strength to remove it—When we arrived off Long Island at the distance of 10 leagues from the land we were boarded by the Razez, Saturn, Capt. Nash the boarding officer took Capt. P's report on board, to Capt. N. who said Capt. Hillyer had no right to make such an Arrangement wheupon Capt. P told him, that by the agreement, if any of his Majesty's Ships should detain him over 12 hours, that by Capt. P delivering his sword to the Officer detaining him, he would be considered a prisoner of war to said Officer, and absolved from all obligations to Capt. H—Capt. P reminded the officer of that fact, and Offered him his sword, to convey to Capt. Nash, which was refused, and we were ordered to remain under the lee of the Razez, all night—The last words of Capt. P to the boarding Officer were, 'tell Capt. Nash, that if British Officers have no respect for your laws, you have no respect for theirs'—I shall have (for them) detained all night myself at liberty—to effect my escape if I can—On the return of the boat to the S. they hailed us, and ordered us to remain under their lee all night—the next morning after breakfast, the Capt. ordered his boat manned and armed—She was a whale boat, that pulled very fast, and it was evident he was determined to make a desperate fight if pursued—He then pushed off and they did not discover him for some time as our Ship was kept under our stern but in an instant there came up such a dense fog, that though we were all snug with the Main Topsail set—on the passage, I still kept a man at the Royal Mast Head, and about 11 A.M. the fog, on her Fore Top Gallant Yard was all snug with the Main Topsail to the Mast. She fired a gun to leeward, and ran down to us. Their boat then came on board, with a different officer in her for the 1st. was a gentleman, and this one was an upstart; & as he came over the gangway he commenced by saying, 'You drift quite fast, we have been going 9 Knots for the last 3 hours, and yet we find you abeam of us, with your Mainsail to the Mast.' "Yes" was the quiet reply of Capt. Downes. "And that was Capt. Porter who left the Ship in a boat I suppose." "It was not" said Capt. P, "the ship was the Commodore's, and he left as soon, as we embarked and made sail for the U. States having made all the arrangements necessary for the wounded—We had generally good weather and passed the Cape with Top Gallant Steering Sails set—on the passage, I still attended to my patients, and made a singular discovery on one of them—a young Scotchman by the name of John Glasser, who had been handed over to me to treat for a severe contusion of the right Shoulder—the Shoulder was much swollen and the Skin ruffled, but apparently not broken, but as he always complained of a particular spot, at length I informed the Doctor that there was a rising from the bone forming, and that there was something hard inside, on examination the Doctor agreed with me, and made an incision with his knife laid the shoulder bone bare, and found the half of a grape shot, that was so fast in the shoulder bone, that it required all his strength to remove it—When we arrived off Long Island at the distance of 10 leagues from the land we were boarded by the Razez, Saturn, Capt. 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States having made all the arrangements necessary for the wounded—We had generally good weather and passed the Cape with Top Gallant Steering Sails set—on the passage, I still attended to my patients, and made a singular discovery on one of them—a young Scotchman by the name of John Glasser, who had been handed over to me to treat for a severe contusion of the right Shoulder—the Shoulder was much swollen and the Skin ruffled, but apparently not broken, but as he always complained of a particular spot, at length I informed the Doctor that there was a rising from the bone forming, and that there was something hard inside, on examination the Doctor agreed with me, and made an incision with his knife laid the shoulder bone bare, and found the half of a grape shot, that was so fast in the shoulder bone, that it required all his strength to remove it—When we arrived off Long Island at the distance of 10 leagues from the land we were boarded by the Razez, Saturn, Capt. Nash the boarding officer took Capt. P's report on board, to Capt. N. who said Capt. Hillyer had no right to make such an Arrangement wheupon Capt. P told him, that by the agreement, if any of his Majesty's Ships should detain him over 12 hours, that by Capt. P delivering his sword to the Officer detaining him, he would be considered a prisoner of war to said Officer, and absolved from all obligations to Capt. H—Capt. P reminded the officer of that fact, and Offered him his sword, to convey to Capt. Nash, which was refused, and we were ordered to remain under the lee of the Razez, all night—The last words of Capt. P to the boarding Officer were, 'tell Capt. Nash, that if British Officers have no respect for your laws, you have no respect for theirs'—I shall have (for them) detained all night myself at liberty—to effect my escape if I can—On the return of the boat to the S. they hailed us, and ordered us to remain under their lee all night—the next morning after breakfast, the Capt. ordered his boat manned and armed—She was a whale boat, that pulled very fast, and it was evident he was determined to make a desperate fight if pursued—He then pushed off and they did not discover him for some time as our Ship was kept under our stern but in an instant there came up such a dense fog, that though we were all snug with the Main Topsail set—on the passage, I still kept a man at the Royal Mast Head, and about 11 A.M. the fog, on her Fore Top Gallant Yard was all snug with the Main Topsail to the Mast. She fired a gun to leeward, and ran down to us. Their boat then came on board, with a different officer in her for the 1st. was a gentleman, and this one was an upstart; & as he came over the gangway he commenced by saying, 'You drift quite fast, we have been going 9 Knots for the last 3 hours, and yet we find you abeam of us, with your Mainsail to the Mast.' "Yes" was the quiet reply of Capt. Downes. "And that was Capt. Porter who left the Ship in a boat I suppose." "It was not" said Capt. P, "the ship was the Commodore's, and he left as soon, as we
soon after the regular boarding Officer came on board, and said Capt. Nash hoped the Capt. D would excuse the youth and ignorance of the Officer, who had insulted him, and receive his apology, as the Capt. had commanded him to ask pardon for the insults. He then told Capt. D that Capt. N. had ordered the men to be mustered, to see if they tallied with the passport the crew were accordingly mustered, their names were called and each man critically examined as he passed forward, but no one was stopped. As the last man passed, the officer said to the man beside him, (one of his own boats crew) "which is the man, of whom you spoke as being an Englishman" we all now trembled for some poor devil, we knew not who, but the fellow with the utmost composure replied "I never said he was an Englishman" but said the Officer "You said you had sailed with him" "Oh Yes" replied the man "but it was out of New York though". The Officer then with some confusion, made an apology, returned on board the Razee, our passport was countersigned by Capt. Nash and we were allowed to depart. We then made all sail for Sandy Hook, about sundown we fell in with the Frigate Narcissus, the boarding officer took our passport on board, it was countersigned by the Capt., whose name I have now forgotten, and we proceeded, about 8 o'clock we made the Hook. The night was dark and squally, we could not procure a pilot so the Capt took her in by his chart. When we got opposite to the small Battery in the Horse Shoe, we hoisted our colors with a lantern, clewed up our sails, and sent a boat ashore, with a light in it—By accident the light was extinguished, and the boat immediately commenced firing on us—This continued until the boat returned and procured another light, our men were all ordered below, but the ship was not struck by a single shot, which convinced me it was not as awful a thing as was supposed to lie under a battery—We now furled sails and remained here all night for as they were now convinced that we were Americans, we were unwilling to risk another contact with the next battery—It was well we did, for next day while we were standing in to the harbor under full sail, at mid day, with our colors flying, they fired at us again, so that we found it as difficult to get clear of the shot of our friends as of our enemies. We anchored in N.York in July, were much surprised to find the Capt. had not arrived, but he did so in a day or two afterwards and informed us he was much farther from the land when he left us than he supposed, and did not reach it until near sun set, that he was sufficiently below the fog, to notice all our movements, and saw both ships make sail for the Capes, he had great difficulty—In landing in consequence of the Surf—When he did succeed he was taken prisoner by the Militia, but as soon as he showed he was a sailor they gave him 3 cheers, and fired a salute of 21 Guns from a small swivel, gave him a horse to ride to N.York, and an ox cart to carry his boat.—When he arrived in Brooklyn he reported to the Commanding Officer, took a hack and came over to N.York, where the mob, took the horses from the carriage, and dragged him all over the city—Therby showing that his countrymen, had esteemed his defeat not less than he had. We were all put on leave—until regularly exchanged or peace concluded. The Essex junior was sold—and thus terminated one of the most eventful cruises of my life.


1. Robert White entered Essex as a seaman. He would later participate in the mutiny at Nuku Hiva on 7 May 1814, leaving that island with his fellow mutineers in the prize ship Serengepana. See Journal of Midshipman William W. Felus, 7 May 1814, pp. 772–74; and, Gambie to Crowninshield, 28 Aug. 1815, pp. 774–89, Porter's confrontation with White is also described in journal of a Cruise, pp. 442–43.
4. Essex arrived off the coast of Chile on 12 January and at Valparaíso on 3 February 1814. Phoebe and Cherbil arrived at the Chilean port on 8 February.
6. This initial encounter between Essex and Phoebe is described in Porter to Jones, 9 July 1814, pp. 768–69.
7. For Hillyar's complaint on this head, see Hillyar to Croker, 26 June 1814, pp. 710–20.
8. The incident Farragut describes occurred on 27 February 1814. For additional documentation, see pp. 719–23, 733–34.
10. For documentation on several of these exchanges, see Crew of Essex to Crew of Phoebe, 9 Mar. 1814; and, Midshipman of Phoebe to Crew of Essex, 10 Mar. 1814, pp. 721–23.
11. Before the revenue of 28 March, Porter had ordered the purser, John R. Shaw, ashore to mislead the British into thinking the American frigate was not yet ready to put to sea. Bostwick must have been ordered to serve in Shaw's stead. See note 1, p. 770.
12. Hillyar was forty-four years old at the time of the battle. The British commander had entered the Royal Navy in 1799, rising to the rank of lieutenant by the age of fourteen. He saw his first service on the North American Station during the Revolutionary War and later earned distinction for his performance in the Mediterranean during Britain's wars with France. It was in the Mediterranean that Hillyar met and befriended David Porter. After the capture of Essex, Hillyar helped to negotiate the Treaty of Lincay in May 1814, ending armed hostilities between Peru and Chile. Hillyar's role as an intermediary between Chile and Peru may be found among his 1814 correspondence with the Admiralty in UELPR, 1/1950, and, Graham and Humphreys, The Navy and South America, pp. 141–97.
13. Farragut means Hillyar here, not Porter.
15. Fort Rosario.
16. According to Essex's muster roll, Cowell died on 25 April 1814. DNA, RG45, Essex muster and pay rolls, 1814–14, entry no. 637, p. 266.
17. For additional examples of heroism in Essex that received public notice after the return of the frigate's survivors, see the editorial entitled "American Heroism," in Niles' Weekly Register, 20 Aug. 1814.
18. On the fate of McKitrick and Lyman, see note 36, p. 741.
20. Captain James Nash, N.R.
22. Captain John R. Lundy, N.R.
23. Essex junior arrived at New York on 8 July after a passage of seventy-one days from Valparaiso.
24. On the hero's welcome Porter received on his return to the United States, see pp. 760–64.
25. Secretary Jones authorized the purchase of Essex junior for $25,000. Jones to Porter, 15 July 1814, p. 766.
A Hero’s Welcome

If David Porter had any doubts as to how the loss of Essex would be greeted by the public and the Navy Department, they were immediately dispelled when he stepped ashore at New York. The defeated captain and his crew were given a hero’s welcome. Parades, dinners, and public rallies celebrated the return of Essex’s brave sailors. As the documents below illustrate, Americans saw little to criticize in what was deemed an unequal contest between Essex and her captors.

SECRETARY OF THE NAVY JONES TO CAPTAIN DAVID PORTER

Navy Department
July 10th. 1814

Sir,

Accept my congratulations upon the safe arrival of the gallant commander and surviving Officers and crew of the U.S. late Ship Essex, in triumph though captives; having gloriously elevated the naval character of our country even beyond the towering eminence it had before attained.

The enquiry you solicit shall be speedily made—not the mere formal investigation which necessarily follows ordinary casualty, but the official record of facts, which shall place the fame of the vanquished on the same proud column with that of the most renowned Victors.1

The interesting narrative of your cruise2 has been received and shall be laid before an anxious and admiring public without delay, and no effort will be wanting to effect the exchange of your brave companions. I am very respectfully Sir Your Obdt. Servt.

W Jones


1. Porter requested a court of inquiry into the loss of Essex in his letter to Jones of 8 July 1814. On 11 August Secretary Jones ordered Captain Stephen Decatur to convene a court of inquiry on board the frigate President in New York harbor. Eight days later Jones ordered the court suspended so that Porter and the remaining crew of Essex could proceed to Washington and aid in the defense of the capital. The court was never reconvened. Porter to Jones, 8 July 1814, DNA, RG45, CL, 1814, Vol. 4, No. 144 (M125, Roll No. 37); Jones to Decatur, 11 Aug. 1814, DNA, RG45, SNL, Vol. 11, p. 490 (M49, Roll No. 11); and Jones to Porter, 19 Aug. 1814, p. 199.

2. Porter to Jones, 3 July 1814, pp. 370-41.

EDITORIAL ON THE LOSS OF ESSEX

CAPTAIN PORTER

From the Columbian.

The return of this distinguished naval officer to his native country after a toilsome absence of nearly two years in her service, has created in the hearts of his
fellow citizens a kind of melancholy joy scarcely ever equalled on any similar occasion. We are rejoiced once more to clasp the hand of a hero whose bravery stands pre-eminent in the naval records of our country; but, at the same time, are lost in a sort of indescribable sorrow that almost silences utterance, and we can only faintly articulate with tears of transport starting in our eyes—welcome home, our dearest brother. We can speak to him of his health—of his good fortune, in reaching after a variety of vicissitudes the grateful bosom of his paternal land, but we dare not ask him how fares his brave little Essex and her gallant crew. Alas! She is no more—His downcast looks speak but too plainly the nature of her fate; and, painful as the tidings are, we must receive them and bear up manfully under the stroke. And need we then indeed recoil at the recital of these tidings? Was she fairly won, in equal combat, by a more courageous and intrepid foe? No—Thanks to the brave spirits who sailed beneath her glorious flag, and ten thousand thanks to the yet bravest spirit under whose auspices they fought; she stood her ground, with incomparable zeal, against a far superior force, for an almost incredible period, and only yielded the victory when the flower of her heroes were laid speechless on her encrimsoned decks. What! my fellow-citizens, shall we mourn the loss of the Essex, when we bear in mind the stupendous force by which that loss, after two and a half hours of desperate fighting, was effected: and yet even while we have the strongest reason to believe, that had not the unfortunate explosion of a few cartridges paralyzed the efforts of an unwearied crew, her most powerful antagonist in all likelihood would have been carried by boarding, and this day, wore the American flag? Surely, nothing more exalted than the most exalted courtesies of the nation in a time of equal dispute for the sovereign of the moment, says nothing more unjust than a combat unequal a conflict; and our regret at the ignoble capture of the vessel should be drowned in the loudest applause of our ears—The archives of the British navy, we venture to assert, throughout their voluminous extent do not contain a similar display of unexampled magnanimity, and the only plausible reason that can be assigned for it in this instance emanates from the peculiar principle universally adopted by the naval warriors of the United States, never to surrender the ship, however superior the force, while power is left to fight the adversary; an observance in behalf of the crew of the Cherub, which would have been of the highest value, but for the heroic defense of the Essex which has been taken. He dare not say how she has been taken—nor dare he without the most flagrant injustice add an unmerited laurel to the brows of the two inhuman wretches who took her, should either of these wretches ever reach home. Inhuman wretches, did I say? Yes, fellow-citizens, after the colors of the Essex were lowered and the reluctant signal of submission thrown out, not content with having abandoned in cold blood two unfortunate men on a buoy, to perish in the storm; these inhuman Britons continued without relaxation their galling fire and barbarously murdered four American tars. Gracious God! grant that the hour may soon arrive when Porter shall chastise these monsters for their savage cruelty, and pour out vengeance on their devoted heads. But let us endeavor to lower this exciting tone a little, and state the case to the public as fully as the nature of it will admit, so that upon striking the balance it may be clearly seen upon what high grounds captain Porter and his matchless crew are entitled to the grateful plaudits of their countrymen. It appears that on the 28th March last, while the Essex was lying at anchor, near the bay of Valparaiso, in a violent gale, having already suffered considerable damage, the British frigate Phæbe and sloop of war Cherub fell in with her, and after a most sanguine contest of two hours and a half, during which the Essex obliged them to haul off to repair, as might be expected, succeeded in capturing her. Now, before we proceed any further, we shall just stop to ask two simple questions. First, whether the scene of this action, being within "pistol shot of the shore" and within gun-shot of two Spanish forts, was not within the jurisdiction of a sovereign state, in amity with the United States and Great Britain? Second, whether the best writers on national policy do not universally acknowledge that the jurisdiction of a state extends at least within the waters of the sea, as far as its cannon can reach, if not farther, and that no foreign ships can commit any acts of hostility upon each other while within the jurisdiction of a third, with whom they are both in amity, upon any pretences whatever? This Phæbe from all accounts appears to be an old hand at the business, and it is perhaps one of the strongest frigates, without exception, in the British navy. From "Steel's List" we learn that she was built in the year 1795, and that previous to 1798 she took the L'Africaine, of 44 guns, and afterwards the La Neride, of 36, and that in 1810, under the command of her present captain, in company with the Astrea and Galatea, she took the La Neride and La Renommée, of 44 guns each. The Cherub was built in the year 1807, and is well known to be one of the most powerful ships of her class. Now, when in the capture of the Essex this immense disparity of force is connected with the fact that the crew of the Essex is less than one fifth of the crew of the Cherub, we cannot wonder at the result of the battle. Let us then console ourselves with the proud reflection that she was ably defended to the last against a very superior force—that she was only delivered over into the hands of her antagonists to preserve the lives of many of her wounded heroes—that the conduct of Captain Porter and his courageous crew outshines the most gallant exploit recorded in the naval annals of the world—and that the capture of the Essex surpasses that of the late Euphrates, as infinitely as the Heavens surpass the earth. Before we conclude these hasty remarks, however, we cannot avoid congratulating our fellow citizens upon the important advantages resulting from the long cruise of the Essex; from which it will be seen that though her own carcass is lost perhaps forever to the U. States, she has bequeathed them a legacy that will ever remain a splendid monument of her inestimable services, and fully entitle her late intrepid captain to the immediate command of another frigate.

NAUTILUS.

Note. It is proper to add several interesting particulars which, though doubtful at the real truth of the case, may perhaps differ a little from the future statement of captain Porter; for which we look forward with the liveliest anxiety, reserving, in compliance with his request, a more correct account of the action until his official report appears. The Phæbe is 19 years old, and, according to "Steel's List" is rated at 36 guns, but in the engagement with the Essex mounted 48, and had a full crew of 320 men. The Cherub is 7 years old, and by the same author is rated at 20 guns, though she mounted at this time 28 and had a complement of 180 men. The Essex is 14 years old, rated at 32 guns and went into action with a crew of only 260 or 265 men. All her guns are car-
ronades,6 excepting 6, which alone could reach the enemy, who were more fortunate in being enabled to annoy her with 34 of their long cannon. The Essex had 32 men killed and 100 wounded and missing.7 The loss of the enemy could not be ascertained,8 It is stated in addition that the Essex had safely deposited, previous to the battle, two millions of specie in Valparaiso.

Printed, Columbian, reprinted in the Daily National Intelligencer, 22 July 1814.

2. Cherub was launched on 12 December 1807. Collidge, Ships of the Royal Navy, Vol. 1, p. 120.
3. H.M. brig-sloop Euphrates was captured after a forty-five minute action by U.S. sloop of war Peacock on 28 April 1814. The British vessel was severely damaged in her hull and rigging with more than five feet of water in her hold at the time of her capture. Her casualties numbered more than twenty killed and wounded out of a crew of one hundred twenty-eight men. For the after action report of Peacock's commander, Lewis Warrington, see Warrington to Jones, 29 Apr. 1814, DNA, RG45, MC, 1814, Vol. 1, No. 94 (M147, Roll No. 5).
4. According to Porter, Phoebe mounted fifty-three guns of all calibers. Porter to Jones, 3 July 1814, p. 733.
5. Porter states that Essex had a crew of two hundred fifty-five men and mounted forty thirty-two pound carronades and six long twelve pound guns. Ibid.
6. For Porter's complaint to Jones about the disadvantages of his armament, see ibid.
7. Porter reported one hundred fifty-four total casualties. Ibid., p. 737.

**Parole Broken**

*The passage of Essex Junior from Valparaiso to New York was uneventful until the cartel ship arrived off Sandy Hook. There she was overhanded by the British razee Saturn and detained while Saturn's captain determined on the validity of the passport she was sailing under. An enraged Porter considered the terms of the American parole violated and therefore no longer in force. Rather than remain subject to Saturn's captain, Porter made an early morning escape from Essex Junior by boat, landing at Babylon, New York. In his report to Secretary Jones, Porter requested a ruling on the status of his men.*

**CAPTAIN DAVID PORTER TO SECRETARY OF THE NAVY JONES**

N.York July 9th. 1814

Sir,

You have already been made acquainted with the arrangement made with Commodore Hillyar respecting the Essex Junior—

On the 5th. inst. fell in with the British razee Saturn. Captain Nash who examined our passport endorsed it and permitted us to proceed. About two hours afterwards we were again brought too by the same ship and were informed we must remain under her lee next morning as Comme. Hillyar had no authority to make such arrangement with me; I informed them that if the ship met with any further detention I should consider it a violation of the contract and no longer hold myself bound to comply with it but wished them to consider me their prisoner and offered my sword; they refused to receive it and took my passport on board the Saturn— at 7 Oclock next morning perceiving no disposition on the part of the enemy to liberate us I determined to attempt my escape; the

Ships being distant from each other near musquet shot and about 40 miles from the east end of long Island I maned and armed a boat and pulled off, before I had got out of gun shot they discovered my intentions and gave chase to me under a press of canvas but fortunately it suddenly grew very foggy and by changing my course I was enabled to elude them— on its clearing off I discovered the Essex Junior under a press of sail and the Saturn in chase of her and on her firing a gun she hove too— at 5 o'clock that evening I reached long Island landed at the Town of Babylon About 40 miles from N York where I put my boat on wheels and at 5 PM next day launched her at Brooklin— The Essex Junior, (Captain Downs informs me), was detained 24 hours had her hold broke out casks scutled the Warrants and commissions of all the Officers strictly examined the crew mustered and every insult and indignity offered that their motive and ingenuity could invent— it remains only for you to say whether the British government is now entitled to an exchange for the prisoner[s] brought home in the Essex Junior? I have the Honor to be With great respect your obedient servt.

D Porter

ALS, DNA, RG45, CL, 1814, Vol. 4, No. 147 (M125, Roll No. 37).


**SECRETARY OF THE NAVY JONES TO CAPTAIN DAVID PORTER**

Capt. David Porter

U.S. Navy

New-York

July 13th. 1814

Sir,

I have before me your letter of the 9th. which has been exhibited to the President and received his attention.—

The conduct of the commander of the Saturn, has excited in his breast, as it must in every liberal and correct mind, the most indignant feelings.—

The history and the presence of the brave remnant of the crew of the Essex, was alone calculated to inspire a generous sympathy and courteous demeanour, though the highest safeguard known to civilized warfare had not guaranteed their exemption from molestation, and it is difficult to reconcile the absence of those feelings with the character which captain Nash doubtless aspires to.—

The circumstances of your escape from the Essex Junior while under detention, would it be believed sustain yourself and your government in dissolving your parole, but as the Essex Junior was suffered to proceed under the original passport though indecently detained & rudely treated the scrupulously exact and liberal conduct of the Government of the United States in despite of the injustice and illiberality which it has received from the hands of the Enemy may possibly induce the President to wave the right which the violation in this case would enable him to assert,—

The matter however is still under consideration and will be decided upon in due time.—

Your Officers will for the present and until further order can be taken remain attached to the Essex Jr.
Your crew will be immediately paid off upon a requisition being made upon
the Agent at New York for the amount of the Balance due them, which shall
be remitted to him without delay—
I have this day accepted Purser Shaw's Bills for $29,000 approved by yourself.
You will proceed to join your friends at your pleasure and after having con-
soled them for your long absence and reposed yourself we shall be gratified
with your presence here.—
The court of Enquiry will be ordered to be held either in Philada. or New
York as may best suit your convenience.—
I confirm the purchase of the Essex Juno for account of the United States at
the sum of $25000.—
You will please to transmit to this Department the valuation made by the
persons appointed by you for that purpose.— I am respectfully &c.

W. Jones.

1. Navy Agent John Bullus.
3. The prize case papers for Atlantic, renamed Essex Junior, are in DNA, RG21, Records of the
   United States District Court for the Southern District of New York, Case 10 (M929, Roll No. 1).

SECRETARY OF THE NAVY JONES TO
COMMISSARY GENERAL OF PRISONERS JOHN MASON

The Commissary General
of Prisoners

Navy Department

July 16th 1814

Sir,

I have the honor to transmit to you the original passport granted at Val-
paraiso de Chili on the 13th April last by Commodore Hillyar Commander of
the British Frigate Phoebe to the Officers & Crew of the U S Ship Essex Junior and
to the surviving officers and Crew of the U S late ship Essex named in that passport as prisoners of War protecting as well the persons as the said Cartel Ship Essex Junior from any impediment or molestation, I shall immediately transmit to you copies of the letters received from Captain David Porter and Lieut. John Downes on the subject of the outrage and molestation committed by Captain Nash commanding the British Ship of War Saturn—upon the said Cartel from which, while under unwarrantable detention by the said Capt. Nash, Captain Porter after having declared the Cartel Violated and himself no longer bound thereby and offered his sword; made his escape in a boat though pursued and fired at by the said British Ship of War Saturn—

I shall exhibit to you these documents in order that the President of the U States may decide whether under the Circumstances stated, Captain Porter, and those who escaped with him in the boat, can be justly considered as prisoners of War and upon such measures as he may deem necessary to adopt in relation to the violation of said Cartel—

In the event of the brave Officers & Crew of the Essex being considered as prisoners of War, I pray your best efforts to restore them as speedily as possible to the Service of their Admiring Country and in particular their heroic Commander— I am very respectfully your Obt. Servt.

W. Jones

2. Downes to Jones, 11 July 1814, DNA, RG45, MC, 1815, No. 130 (M147, Roll No. 6).

CAPTAIN DAVID PORTER TO SECRETARY OF THE NAVY JONES

Chester 19th, July 1814—

Sir,

I have the honor to acknowledge the receipt of your letter of the 15th.
You no doubt have before this received the passport given by Capt. Hillyar, as well as farther particulars from Capt. Downes of the conduct of the Captain of the Saturn—

Capt. Downes and the rest of the officers are of the belief that my escape alone, was the cause of the liberation of the Essex Junior—

I was a prisoner on parole, the conditions on which that parole was accepted were not respected, I was consequently no longer bound, I had the right of absolving myself from my parole, did so and yielded myself a prisoner offering to return my sword, the acceptance of this was refused, I could obtain no satisfactory information as to their intentions and made my escape— Under such circumstances I hope my country will never subject me to the humiliation of an exchange; it would be the cause of more triumph to the British Naval Officers than even their victory over the Essex— I am willing to take on myself the risk of the consequences which might result from being again taken prisoner. I have the honor to be with great respect Your Obedient Servant

D. Porter

2. Downes to Jones, 11 July 1814, DNA, RG45, MC, 1815, No. 130 (M147, Roll No. 6).
"I have therefore, the honor to announce to you that, Capt. David Porter and other officers and the crew of the U States late Frigate Essex captured in March last, by the British Ships of War under the command of Captain Hillyar, are accordingly declared discharged from their paroles taken by the said Captain Hillyar, and as free to serve, in any capacity, as if they had never been made prisoners.—I have the honor to be with great respect, Sir, Your most obedt. Servt."  

"J: Mason"

1. Vice Admiral Cochrane would later signify to Mason the Admiralty's concurrence with this judgment. Cochrane to Mason, Feb. 1815, UENL, Alexander F. L Cochrane Papers, MS 2549, p. 258. For Cochrane and Mason's earlier exchanges on this subject, see Cochrane to Mason, 7 Sept. 1814, and Mason to Cochrane, 27 Sept. 1814, M/U/C, David Porter Papers.

Pay, Promotions, Prize Money, and Pensions

Money was uppermost in the minds of Essex's surviving crew members once they arrived home. With many of the ship's company having lost all they owned after being made prisoner by the British, the condition of these men was truly desperate. Thus, they eagerly anticipated the payment of back wages and prize shares from the sale of Essex Junior. Relatives of Essex's fallen also sought their financial due, putting forth claims for pay, prize shares, and pensions. In addition, the frigate's officers sought rewards of a different kind—promotion.

ACTING LIEUTENANT JOHN M. MAURY TO SECRETARY OF STATE MONROE

New York  July 19th 1814.

Sir

The enclosed letter I received a few days ago, and very much regret, that it is not in my power, to present it in person. You will perceive by the General's letter¹ my motive for thus troubling you. As my situation has been peculiarly unpleasant. I will relate to you the circumstances attending it which I will thank you to explain to The Honble. Secretary of the Navy. In March 1809 I obtained a warrant as Midshipman dated 16th of January of the same year and at the same time received orders to join the Frigate United States which I did, a few days afterwards, and continued in her until June 1811 when I accepted of an offer made by me friend Lt. Lewis² to accompany him on a trading voyage to the East Indies: my reason for adopting this measure was that I considered the merchant service a much better situation for a young officer to become a proficient in seamanship than on board one of our ships of war as they, in time of peace are more in port than at sea. This plan met with the approbation of the then Secretary of the Navy³ and on your recommendation he granted me a furlough to carry it into execution. Whilst pursuing this voyage I was left at the Island of Nooaheevah. On the arrival of the

1. J. Minor to James Monroe, 13 July 1814, DNA, RG45, MLR, 1814, Vol. 5, No. 51 (M124, Roll No. 64). The letter is endorsed: "General Minor/of Virga."
2. William Lewis, commissioned a lieutenant on 14 March 1807, and promoted to master commandant 3 March 1815. He was lost in Epernay in 1815.
4. Maury was entered on Essex's muster roll as a midshipman on 25 October 1813. Porter promoted him to acting lieutenant on 14 February 1814. DNA, RG45, Essex muster and pay rolls, 1801-14, entry no. 689, p. 267, and entry no. 705, p. 268.
5. Secretary Jones approved Maury's appointment as acting lieutenant on 22 July 1814. On 28 April 1815, he was appointed a lieutenant with his commission dated 9 December 1814. Maury was ordered to the Lake Champlain station on 12 September 1814 and from thence to Epernay at Savannah on 15 October.

MEMBERS OF ESSEX'S CREW TO CAPTAIN DAVID PORTER

New York  20th. July 1814

Sir

We the undersigned, encouraged by the noble and generous conduct we have ever experienced from you since we have had the honor of being under command, beg leave in the most respectful manner to represent our hard case to you, being well assured that the moment you are made acquainted with it we shall meet with redress.— It is not Sir our intention to be guilty of any disrespectful conduct towards those in authority over us, or to make any unnecessary complaints, & it gives us extreme pain to be under the necessity of intruding on the quiet you are about to enjoy with your family, and which you are so justly entitled to after your well earned Laurels, but merely to request that you will see that justice done us which we, who have in our station equally defended the honor of our Country deem ourselves entitled to.— We have now been ten
days on shore without one cent in our pockets, except what we are obliged to borrow from our landlords, who are now pressing for what we are due them on account of board, and the money they have advanced us.—We have applied to the purser,† who has promised from day to day that he should be paid off; we have waited from day to day to no effect, and at last been referred to the navy agent‡ who amuses us with the same promises, our patience is worn out, and we candidly confess our confidence likewise: we are men, sir, who tho’ not in so high a station in life as you are, have some feelings of pride about us, and cannot bear to be dependent on strangers, when we have money due us which we have hardly and honorably earned.—Is this the reward sir we expected to meet from our country, or the conduct for men to receive who have been at all times willing to shed their blood in defence of that country’s rights.—“No; the fault is with those who have the paying of you, & I will see you righted” this we feel confident will be your answer, for we are convinced you would as soon, if not sooner suffer yourself than see those who have fought under you do so.—under this impression we respectfully make known our case to you, and request your immediate interference in our behalf.—These are the sentiments of the whole crew who have requested us to make them known to you.—

Wishing you every happiness, and with the greatest respect we are—Sir Your faithfull servants

Thomas Edwards
Enoch M Midley
Adum Williams
John Wyble
James Galley
Charels Hay
James Smith

LS, DNA, RG 45, MLR, 1814, Vol. 5, No. 64 (M124, Roll No. 64). Addressed: “David Porter Esqr./Captain U.S. Navy/Chester/Pennsylvania.” Porter forwarded this letter to the secretary of the navy, and in response Jones wrote that the money for Essex’s crew would soon be remitted. He stated that the delay in paying off the crew was unintentional and due to bureaucratic procedure. Jones to Porter, 24 July 1814, CMH, Charles T. Harbeck Collection, HR 187. The following day a credit of thirty thousand dollars was forwarded to Porter at New York for the pay of Essex’s crew. Jones to Porter, 25 July 1814, DNA, RG 45, SNL, Vol. 11, p. 385 (M149, Roll No. 11).

Pension Certificate for Sarah Smith

William Smith† of New York in the state of New York, late a seaman acting as a boatswain’s mate on board the United States Frigate Essex David Porter Esqr. Commander having been wounded in the action with the British Frigate Phaebie and ship Cherub on the 28th. day of March 1814 in the gallant defence made by that ship of which wounds he died at Valparaiso while in the line of his duty in the service of the United States, Sarah Smith widow of the said William Smith is entitled to receive nine and a half dollars per month from the commissioner of loans of the state of New York payable half yearly on the first day of January and first day of July in every year for the term of five years to commence on the sixteenth day of April eighteen hundred and fourteen the day of said William Smith’s decease. She producing a certificate that she is and still remains the widow of said William Smith and has not since intermarried with any other person; which certificate shall be signed by one of the principle magistrates of the town or place where said widow resides. And in case of her intermarriage as aforesaid then the said pension shall be paid to the guardian of the child or children, if any there be under the age of sixteen years; of which also a certificate shall be produced to the commissioner of loans signed as aforesaid with proof of the legal appointment of the guardian; and also that the child or children were living within one month of the period of payment of the pension. In default of which proofs this pension shall cease.

Given under my hand and the seal of the Navy Department this fifth day of November 1814

W. Jones—

Registered Benjamin Homans
Secretary to the board of commissioners of the Navy pension fund—

Copy, DNA, RG 45, AF 4, Jan. 1811–Dec. 1827 (M625, Roll No.4). Two documents not printed but filed with Smith’s pension certificate include a receipt for fifty-seven dollars from the New York Office of Discount and Deposit and Smith’s sworn statement affirming that she is the widow of William Smith.

1. William Smith shipped as a seaman in Essex on 25 September 1812. He was promoted to acting boatswain’s mate on 1 June 1813. He died at Valparaiso on 16 April 1814. DNA, RG 45, Essex muster and pay rolls, 1801–14, entry no. 517, p. 259, and entry no. 612, p. 265.

JAMES HUGHES TO SECRETARY OF THE NAVY CROWNINSHIELD

Philadelphia 18th. February 1815

Sir,

I have to inform you that I have in my possession a will & power for to recover and act for George Martin§ and Joseph Holly§ late seamen belonging to U.S. Frigate Essex, Captain Porter objects paying there prize money although knowing they left there wills & powers with Lavina Hickey† widow when they left Philadelphia on the Account of being indebted to her when they shipped hands in her house Lieut. Downes & Midshipman Odenheimer R.O.—in 1812—Holly was left ashore in the boat & George Martin the captain§ of the English Frigate knew him and threatened he would try him by a court marshall, the Purser‡ of the Essex disguised him and gave him forty dollars and sent him back in the country at Valparaiso and ordered him to make the best of his way to the United States—

I hope you will have the goodness to forward me an order for the recovery of their prize money & wages during their time of servitude on board the said ship on Captain Porter or otherwise I shall consider wills & powers void hereafter

1. John R. Shaw.
I beg you to have the goodness to answer this Letter informing me how to proceed in behalf of the poor widow with Children to Support and I believe her house has produced as many (Seamen) for the States as any other in America. I remain Sir with every Sentt. of Respect Yours
J Hughes

Your answer addressed to James Hughes No. 27 Penn St will be gratefully recd.

LS, DNA, RG45, MLR, 1815, Vol. 2, No. 71 (M124, Roll No. 69).

1. George Martin shipped as a gunner's mate in Essex on 25 September 1812. DNA, RG45, Essex muster and pay rolls, 1801-14, entry no. 139, p. 256. There is conflicting information in the ship's rolls as to Martin's ultimate fate. The muster roll records that he was detached at Valparaiso on 25 April 1814. The pay roll records that he deserted after the action with Phoebe. See entry no. 139, p. 276. The list of casualties printed in Journal of a Cruise numbers Martin among the missing. Porter, Journal of a Cruise, p. 465.

2. Joseph Holly or Hawley shipped as a boatswain's mate in Essex on 25 September 1812. The ship's muster roll records that he deserted at Santa Catarina on 24 January 1813. DNA, RG45, Essex muster and pay rolls, 1801-14, entry no. 134, p. 256.

3. Hickey also tried to recover money owed her for boarding and clothing seamen from the U.S. brig Vixen. Hickey to Jones, 24 Dec. 1813; DNA, RG45, MLR, 1813, Vol. 7, No. 126 (M124, Roll No. 59), and, Jones to Hickey, 31 Dec. 1813, DNA, RG45, MLS, Vol. 12, p. 69 (M209, Roll No. 4).

4. James Hilliar

5. John R Shaw

6. Secretary Crowninshield informed Hughes that David Porter was responsible for distributing the prize money and Purser Shaw the back wages owed to Essex's crew. Crowninshield to Hughes, 23 Feb. 1815, DNA, RG45, MLS, Vol. 12, p. 279 (M209, Roll No. 4).

Mutiny in the Marquesas

There would be no hero's homecoming for the small detachment of men Porter left behind at Nuku Hiva in charge of several prize ships. Within five months the entire company of twenty-one men had either mutinied, been taken prisoner, or died. Among the fatalities was Midshipman William Feltus, whom Te I'i warriors killed in May of 1814. Excerpts from his journal printed below provide a glimpse into the mounting disciplinary problems of the detachment's commander, Marine Lieutenant John M. Gamble, faced. Gamble's own report describes how his small band of loyal officers and men survived first a mutiny, then a native uprising, only to suffer capture by the British in the Hawaiian Islands. The unlucky marine officer and his remnant crew were to endure a hard, twelve-month captivity in enemy hands before finally gaining their freedom.1

JOURNAL OF MIDSHIPMAN WILLIAM W. FELTUS

[Extract]

[nuku hiva] thursday january 20th. [1814]

filling water At 8 P M went on board the Sering and found that the crew had brought off Girls contrary to Ordins punished the men also the women and turned the latter on shore.1 cloudy...
four—Thomas Belcher, James Bantum, Martin Stanley, and Robert White—were part of Essex's original crew, although White had deserted Essex after a confrontation with Porter.


CAPTAIN JOHN M. GAMBLE, U.S.M.C., TO SECRETARY OF THE NAVY CROWNINSHIELD

NEW YORK, August 28th, 1815.

Sir,

I have the honour to inform you that on the 12th of December, 1813, (the day on which the Essex frigate and Essex junior took their departure from Nossheevah,) I was left in Port Anna Maria Bay, with eighteen men under my command, and six prisoners of war in charge of the establishment on shore, together with the prize ships Greenwich, Seringapatam, Sir Andrew Hammond, and New Zealander, with orders from captain Porter to remain five and a half calendar months at that place; at the expiration of which time, should he not return or send me further instructions how to act, I was, if possible, to man two of the ships, and after taking every article of value out of the other and burning her, repair to the port of Valparaiso, where, in the event of not finding the frigate, or additional orders, I was authorized to dispose of one of the ships to the best advantage, and take all the men under my charge, as well as the prize crews of the different ships then in that port, on board of the other, and proceed to the United States.

After receiving these instructions my first object was, agreeably to captain Porter's wish, to fill the New Zealander with oil from the other ships, and on the 28th day of December, she took her departure for the United States, with a cargo of 1950 barrels, and well found in every respect for so long a voyage.

It is with regret I inform you, that the frigate had scarcely got clear of the Marquesas, before we discovered a hostile disposition in the natives, and in a few days they became so insolent, that I found it absolutely necessary, not only for the security of the ships and property on shore, but for our personal safety, to land my men and regain by force of arms the numerous articles they had in the most daring manner stolen from the encampment; and what was of still greater importance, to prevent, if possible, the execution of threats, which might have been attended with very serious consequences to us; as duty required my men to be much separated. I, however, had the satisfaction to accomplish my wish without firing a musket, and from that time lived in perfect amity with them, until the 7th day of May following, when my distressed situation had nearly placed me in their power. Before, however, mentioning the lamentable events of that day and the two following days, I will give you a brief account of a few preceding occurrences, which were sources of great uneasiness:

The first was the death of John Witter, (a faithful old marine who was unfortunately drowned in the surf on the 28th of February), and the desertion of four of my men; one of them a negro named Isaac Coffin, had deserted from the Essex the day before she left the bay, and was then a prisoner for making the second attempt. They took advantage of a dark night, and left the bay in a whale boat, unobserved, (all, except the prisoners, having the watch on deck),
and carried off several muskets, a supply of ammunition, and many things of but little value. I was prevented from pursuing them, as they had in a measure destroyed the only remaining boat at that time seaworthy.

On the 12th of April we commenced rigging the Serampore, and Sir Andrew Hammond, which, as I had calculated, kept the men employed until the 1st of May. All hands were then engaged in removing the remainder of the property from the Greenwich to the Serampore, as I began to despair of being rejoined by the frigate at that place.

Finding it impossible to comply with that part of my instructions, directing me to remain in the bay until the 27th of May, I thought it most advisable to repair to the port of Valparaiso, and with that view, all hands, assisted by George Ross and William Brudenell, (who were living on the island for the purpose of collecting sandal wood,) exerted themselves in making the necessary preparations to depart. My first object was to put the Sir Andrew Hammond in such a situation, that we might get under way at any moment. After which, all hands were engaged in getting the few articles of value from shore, and in endeavouring to recover the property stolen from the Sir Andrew Hammond, when the savages made an unprompted and wanton attack upon us, in which I have with the deepest regret to inform you, that midshipman William Feltus, John Thomas, Thomas Gibbs, and William Brudenell, were massacred, and Peter Coddington dangerously wounded, who, with William Worth, made his escape by swimming some distance, when they were both taken out of the water by acting midshipman Clapp, who, as I afterwards learned, was not only instrumental in promoting the mutiny, but, in my absence, plundered the Sir Andrew Hammond) of our defences at the most desperate. The savages put off in every direction for the purpose of intercepting the boat and boarding the ship, but were driven back by my firing the few guns we had just before loaded with grape and cannon shot. Before the boat returned and the guns were re-loaded they made a second attempt, and afterwards repeated efforts, first to board the Greenwich and then the Sir Andrew Hammond, but we were repulsed by our keeping up a constant fire. During this time several hundred were employed in pulling down the hatches and plundering the encampment, whilst others were in the fort, endeavouring (assisted by Wilson, who had received several casks of powder from the mutineers) to get the spikes out of the guns. As soon as William Worth had recovered a little strength, after having been so long in the water, I sent the boat to the Greenwich for John Pettinger, a sick man, and some things that were indispensably necessary, with orders to burn that ship and return with all possible despatch, as our ammunition was nearly expended, and we had no other means of keeping the savages off. We then bent the jib and spanker, cut the moorings, and luckily had a light breeze, which carried us clear of the bay, with only six cartridges remaining.

We now found our situation most distressing, for in attempting to run the boat up she broke in two parts, and we were compelled to cut away from the bows the only remaining anchor, not being able to cast it. We mustered altogether eight souls, of whom there were one crippled confined to his bed; one man dangerously wounded; one sick and helpless; one cut off by an essay of the scurry; and myself unable to lend any further assistance, the exertions of the day having inflamed my wound so much as to produce a violent fever; leaving midshipman Clapp and two men only capable of doing duty.
In that state, destitute of charts, and of every means of getting to windward, I
saw but one alternative; to run the trade winds down, and, if possible, make the
Straits of Malacca, in hopes of either falling in with the English ships in the China
sea (that being their principal place of rendezvous) or of obtaining some assistance
from Tamaahmaah, king of the Windward Islands. 13 No time was lost in bending
the topsails, and on the 10th of May we took our departure from Robert's Is-
land, on the 25th of the same month made Owhyhee [Hawaii], and on the
90th, after suffering much, came to anchor in Whyteee [Waihihi] Bay, at the
Island of Woshoo [Oahu]. 16 I here found captain Winship, 17 several officers of
ships, and a number of men, from whom (particularly captain W.) I received
every assistance their situations could afford me. The natives, though at first sur-
prised at our deplorable condition, and inquisitive to know the cause, of which
I did not think prudent to inform them, supplied the ship with fresh meat,
fruits and vegetables, partly on condition that I would take the chief man of
the island and some others, with their property up to the Windward Island, 18
where I found it necessary to go (after shipping some men 19) in order to procure from
the king, 20 a supply of provisions. Thence, it was my intention to have pro-
ceeded to Valparaiso, in compliance with my instructions from captain Porter,
but I was unfortunately captured on the passage by the English ship Cherub,
of twenty guns. 21 I was some what surprised to hear captain Tucker say (when I
pointed out a valuable canoe and many other articles, which I assured him was
the property of the natives, and that I was merely conveying them and it from
one island to the other, the weather being too boisterous at that time for them to
make the passage in their canoes) that everything belonged to the captors. I thus had the mortification to see the people, from whom I had received so much kindness, sent on shore, deprived of all they had
been collecting for twelve months, and were about to present to their king as a
tribute.

The Cherub proceeded to Atooi [Kauai], where she captured the ship Charon, 22 and made many fruitless attempts to get the cargo of that ship, and of some others, which I should have been deposited on the island at the instigation of
the protection of the king of the Leeward Islands. She took her departure on the
15th of July, and on the 28th of November arrived at Rio de Janeiro with her
prizes, touching on the passage for refreshments at Otaheite [Tahiti] 23 and Val-
paraiso. During her stay at the latter place, the frigates Briton and tagus arrived from the Marquesas, where they had been in search of the ships left under my
charge. 24 On the 15th of December the prisoners were sent on shore, having re-
ceived the most rigorous treatment 25 from captain Tucker during their long
confinement in his ship, and the greater part of them, like the natives, left desti-
tute of every thing, save the clothes on their backs. The men belonging to the
Essex had little to lose, but those I shipped at Woshoo, had received in part
money and goods, for one, two, and some of them three years services in the
Canton ships.

On the 15th of May (by the advice of a physician who attended me,) I took
my departure from Rio de Janeiro in a Swedish ship 26 bound to Havre de
Grace, leaving behind acting midshipman Benjamin Clapp and five men, hav-
ing lost one soon after my arrival at that place, with the small pox. No opportu-
nity had previously offered by which I could possibly leave that place, the Eng-
lish admiral 27 on that station, being determined to prevent, by every means in
his power, American prisoners returning to their own country.

On the 10th instant, in latitude 47 north and longitude 18 west, I took pas-
sage on board the ship Olivier Ekwirth, captain Roberts, 15 days from Havre de
Grace, bound to New York.

I arrived here last evening, and have the honour to await, either the orders of
the Navy Department or the commandant of the marine corps. 28 I have the hon­
our to be, &c.

J ohn M. Gamble.

Printed, Brannan, Official Letters, pp. 362-66. Gamble was promoted to captain on 15 June 1814. He had three other brothers in the naval service, Thomas, Peter, and Francis. Peter was killed in action on 11 September 1814 at the Battle of Lake Champlain.


2. A tally of the names cited in Feltus's Journal, Gamble's letter of

3. Before departing Nuku Hiva, Porter had placed Master's Mate John King in command of the prize ship New Zealand with orders to sail her and a cargo of whale oil to the United States. She was captured on her voyage to the States by H.M. Frigate Belvidera. Porter, Journal of a Cruise, pp. 395, 443.

4. Porter also directed Gamble to maintain friendly relations with the natives and "to introduce among them the cultivation" of various garden vegetables from seeds. Gamble would later claim that his "good relations with the Nuku Hivan islanders." Wilson would later claim that Gamble's men had

5. Natives had killed and stolen some of the swine left behind by Gamble's men. On 24 December the mariner commander landed a detachment of men and marched on the natives who were responsible for the thefts. He detained two chiefmen aboard Greenough to insure compliance with his demands for return of the swine. Porter, Journal of a Cruise, pp. 498-502.


10. Surgeon's certificates describing Gamble's gunshot wound to the ankle can be found among

11. Surgeon's certificates describing Gamble's gunshot wound to the ankle can be found among

12. Surgeon's certificates describing Gamble's gunshot wound to the ankle can be found among

13. Surgeon's certificates describing Gamble's gunshot wound to the ankle can be found among

14. Surgeon's certificates describing Gamble's gunshot wound to the ankle can be found among

15. Surgeon's certificates describing Gamble's gunshot wound to the ankle can be found among

16. Surgeon's certificates describing Gamble's gunshot wound to the ankle can be found among

17. Surgeon's certificates describing Gamble's gunshot wound to the ankle can be found among
20. Tamahamah..
22. American merchant ship Charon, Captain Whittenmore commanding. Charon was captured in battle on 18 June 1814. Whittenmore and his crew shared a twelve-month captivity with Gamble and his shipmates. On 22 June Tucker sent Charon and Sir Andrew Hammond to Rio de Janeiro to be condemned in admiralty court. Acting Midshipman Clapp sailed in the former vessel to give testimony in the proceedings. Porter, Journal of a Cruise, pp. 531, 532.
24. Cherub arrived at Valparaiso on 23 September. There Gamble was reunited with Midshipman Clapp. Gamble visited the frigate Briton shortly after her arrival. Her captain confirmed that Midshipman Feltus and Seamen Thomas and Gibbs had been killed by the Te Ii; but that the trader George Ross had survived. Gamble also discovered that deserter Peter Swook and his three companions had sailed safely to the Marquesan island of Tahuata. Swook had shipped on board Briton. For events at Valparaiso during Gamble’s stay there, see Porter, Journal of a Cruise, pp. 539-45.
25. For examples of Tucker’s maltreatment of Gamble and his men, see Porter, Journal of a Cruise, pp. 532-33, 546.
26. The Swedish ship Good Hope.
27. Vice Admiral Manley Dixon, R.N.
28. Lieutenant Colonel Commandant Franklin Wharton.

Appendix

REPORT ON THE STATE OF THE U.S. NAVY, JUNE 1814

Secretary of the Navy Jones to President James Madison

Navy Department
June 6, 1814

Sir

In obedience to your order of the 3d. Inst. I have the honor to Report the Several documents herewith enclosed lettered from A to H containing all the information in this Department on the various Subjects of your enquiry. I am with great respect Sir your Obdt. Servt.

W. Jones

LS, DLC, James Madison Papers, Series 1 (Roll No. 16).

[Enclosure A]

United States’ Naval Force on Lake Champlain.

* Schooner Ticonderoga ........ 16 Guns
  Sloop President ................. 10 "
  4 Ditto ........................ each 1 "

# The Vessels marked thus, * entered the Lake on the 26th. Ulto. and sailed, immediately, in pursuit of the enemy.

Navy Department
June 6th. 1814.

W. Jones

DS, DLC, James Madison Papers, Series 1, enclosure A (Roll No. 16).