

# **Naval Documents of The American Revolution**

**Volume 9**

**AMERICAN THEATRE: Jun. 1, 1777–Jul. 31, 1777  
EUROPEAN THEATRE: Jun. 1, 1777–Sept. 30, 1777  
AMERICAN THEATRE: Aug. 1, 1777– Sept. 30, 1777**

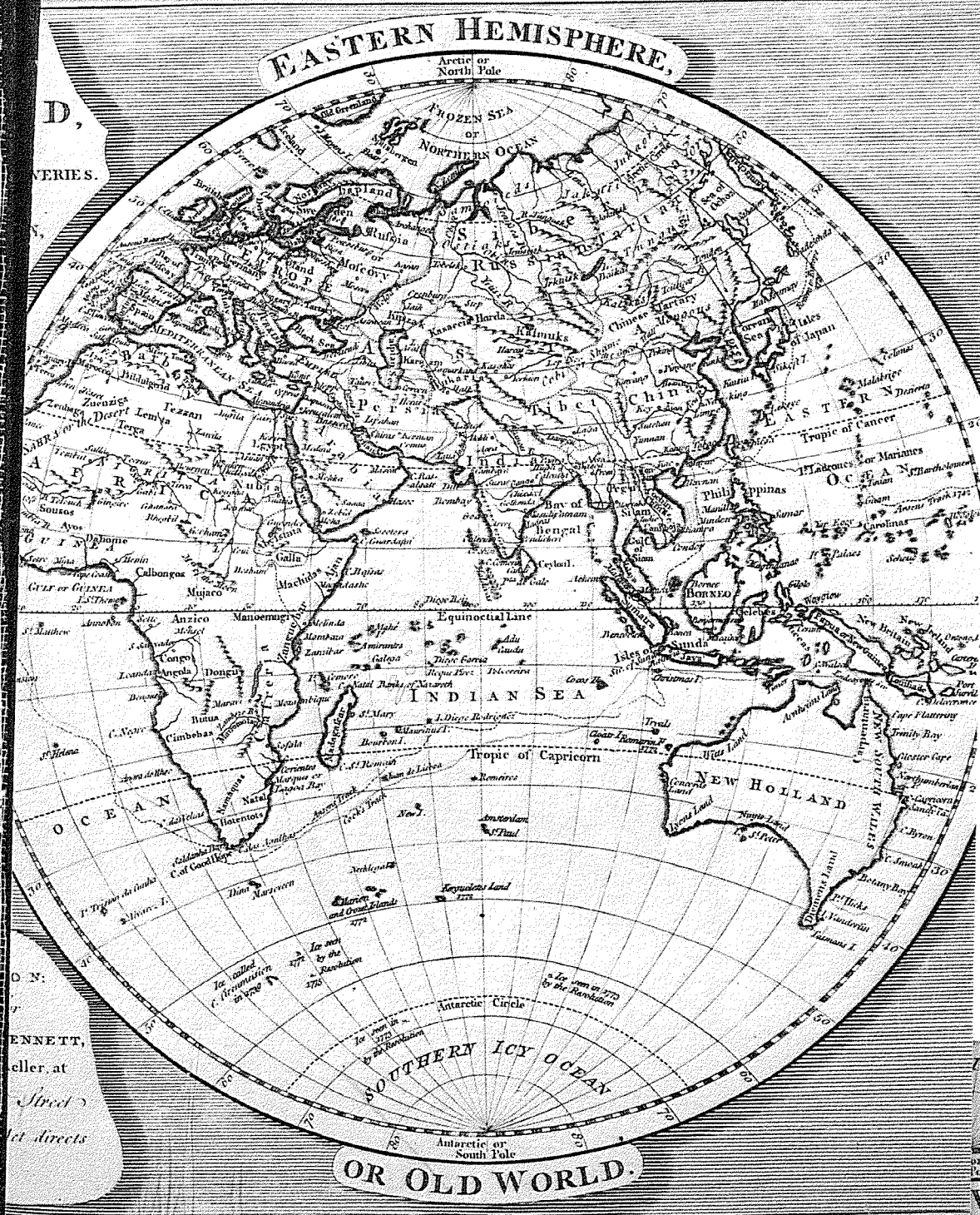
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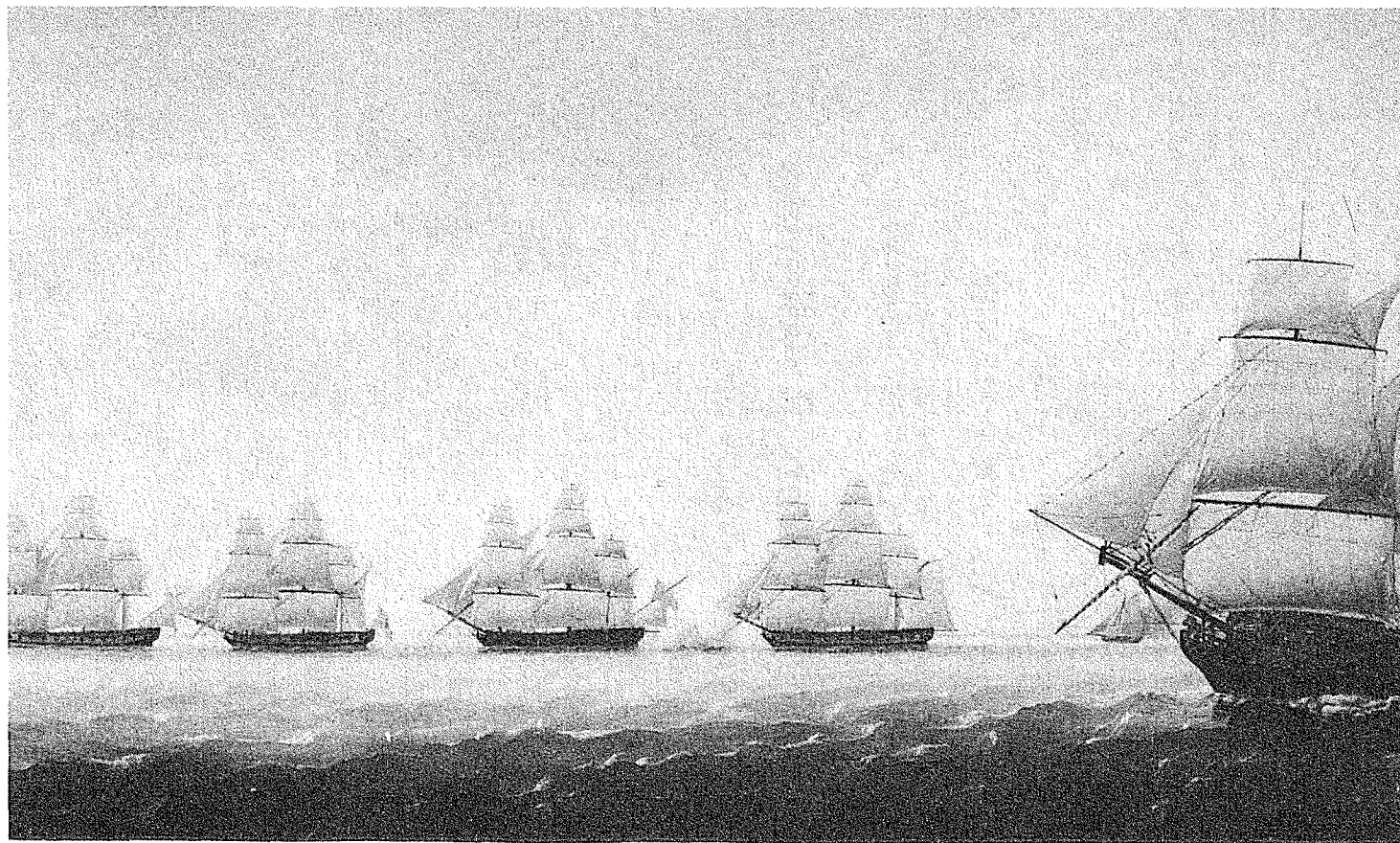


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NAVAL DOCUMENTS  
OF  
The American Revolution



Hancock

Fox

Boston

Flora

*Burning Sloop*

Rainbow

*The Naval Engagement of July 7, 1777*



NAVAL DOCUMENTS OF  
The American Revolution

VOLUME 9

AMERICAN THEATRE: June 1, 1777–July 31, 1777

EUROPEAN THEATRE: June 1, 1777–Sept. 30, 1777

AMERICAN THEATRE: Aug. 1, 1777–Sept. 30, 1777

WILLIAM JAMES MORGAN, Editor

With a Foreword by

PRESIDENT RONALD REAGAN

And an Introduction by

REAR ADMIRAL JOHN D. H. KANE, JR., USN (Ret.)

Director of Naval History

NAVAL HISTORICAL CENTER  
DEPARTMENT OF THE NAVY  
WASHINGTON: 1986

**L.C. Card No. 64-60087**

*Each volume of this series is a reminder of the key role played by the late William Bell Clark, initial editor. Drawing upon his deep knowledge of the Navy in the American Revolution, his initial selections and arrangements of materials compiled over a devoted lifetime provided a framework on which subsequent efforts have continued to build.*

SECRETARY OF THE NAVY'S ADVISORY  
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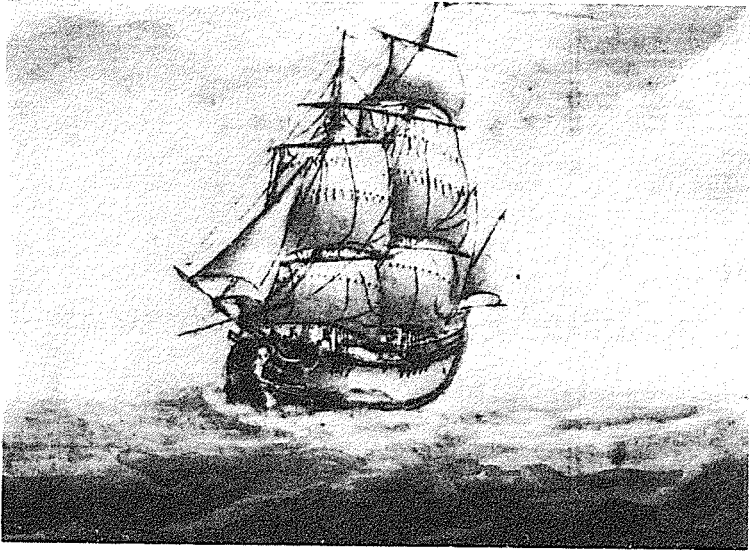
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This drawing and others of similar nature throughout the Volume are from journals kept on board the snow *Minerva*, Nicholas Pocock, Master. (Courtesy of the Mariners Museum, Newport News, Virginia.



THE WHITE HOUSE

WASHINGTON

March 22, 1982

FOREWORD

This Day 12 Months the United States  
of America Declar'd Independent which  
they've Supported one year. God send  
they Ever May ....

This stirring expression of pride and hope for the future came from American naval surgeon Jonathan Haskins, writing on July 4, 1777 while imprisoned in Mill Prison, England. It reveals that indomitable spirit and faith of America's forefathers that have sustained us in our more than two centuries of history. Indeed, they have been at the very heart of our courage and will throughout periods of national crisis.

That same spirit and determination are revealed in the words and deeds of the seafaring patriots encountered within the pages of the Naval Documents. These indefatigable American seamen, with unquestioned daring, risked their lives to ensure the liberty and freedom defended throughout the Revolution and held as cherished blessings by free citizens today. Further, they represent the proud tradition of the United States Navy from its very beginnings -- as a principal defender of America's freedom.

Along with my predecessors, I am pleased to commend the Department of the Navy on this volume of enduring scholarship. It contains many insights and profound lessons of history that can only benefit all who read it.

Ronald Reagan



## INTRODUCTION

Samuel Curwen, an American loyalist refugee in England and a former Admiralty Judge, confided to his journal in July 1777 "that an insurrection excited by an enthusiastic ardor for liberty, rightly or wrongly understood, and in such distant provinces, is not to be easily quelled." Judge Curwen was correct in his perceptions, but he could not, of course, foresee that this particular insurrection in distant provinces would not be quelled until American independence was won.

During the summer months of 1777 all out efforts were being made to strengthen the defenses of the Delaware River approaches to Philadelphia. As a member of a committee appointed for the purpose, John Adams sailed down river to inspect the defensive works and *chevaux de frise*. Adams and the other committee members were accorded a little diversion on their inspection tour. He later told his wife Abigail that they had a "Band of Musick" along, and that it sounded "very agreeable upon the Water."

Although bracing for an expected British Army-Navy attack, Philadelphia did not let the Fourth of July, first anniversary of the Declaration, pass unnoticed. Ships in the river were dressed with American flags and streamers, yards were manned, and a thirteen gun salute was fired "in honor of the Thirteen United States." Similar observances were held in other cities.

Events which are seen unfolding through the documentation in this volume continue to demonstrate dramatically the overwhelming value of British sea strength. Washington confided to the President of Congress that: "The Amazing advantage the Enemy derive from their Ships and the Command of the Water, keeps us in a state of constant perplexity." Richard Henry Lee was more explicit about Admiral Howe's fleet: "Curse on his Canvass Wings—Tis an unfair advantage they take of us." Fair or unfair, the Howe brothers, General and Admiral, used their unchallenged naval superiority to move a large force to the Head of Elk in Chesapeake Bay where the troops were landed to move on Philadelphia.

The cruise of the Continental Navy frigates *Hancock* and *Boston* started with promise of success but ended disastrously when the former ship was captured, the latter forced to run off, and their prize H. M. S. *Fox* retaken. The commanders of the American frigates were at odds, and they paid a high price for their lack of cooperation and coordination.

A growing impatience with the long delay in getting other Continental Navy ships to sea is evident in Marine Committee correspondence. *Raleigh*, Captain Thomas Thompson, and *Alfred*, Captain Elisha Hinman, finally sailed in company for France. On their eastward passage *Raleigh* engaged and heavily damaged H. M. Sloop *Druid*, a convoy escort.

Upon their arrival in European waters, Thompson and Hinman would learn that American naval vessels and privateers, operating from French ports, had the British mercantile community in a state of near panic. From Whitehaven, England,

a resident wrote: "I believe no Time last War were the people on this Coast half so frightened as they have been lately on the Appearance of the American Privateers."

Of course, stepped-up rebel activity in the seas surrounding the British Isles also generated additional Royal Navy ships out on patrol and consequently more American vessels were captured. Increasing numbers of Yankee seamen languished in Mill and Forton prisons. One prisoner observed that the curious citizenry would come by to see the "Americans with horns."

A newspaper item from New York dated September 29, 1777, carried the notice that Captain John Tollemache commanding H. M. S. *Zebra* was killed in a duel with a Captain Pennington of the Guards. The *Zebra* had arrived the day before the duel, and the Guards officer had come a passenger in the ship. Captain Tollemache was buried in New York's Trinity Church yard. Particular notice is taken of this duel here because Tollemache, when commanding H. M. Sloop *Scorpion*, was on the American Station before Lexington and Concord. Through the years, he became a familiar figure to all who have worked on *Naval Documents of the American Revolution* as his actions were followed in every volume since the first in the series.

Dr. William James Morgan, the superlative editor of this unique documentary work, is the Senior Historian in the Naval Historical Center where he is supported by a small group of experienced and highly qualified colleagues. They form the staff of the Center's Historical Research Branch where, under Dr. Morgan's leadership, they share responsibilities for projects in addition to this Revolutionary War series. Prominent among other Research Branch tasks is the preparation of a three volume highly selective documentary history of the Navy in the War of 1812. These dedicated staff members are Dr. William S. Dudley, Mrs. Joye L. DuRant, Mr. E. Gordon Bowen-Hassell, Lieutenant Donna V. Nelson, USN, Mr. George K. McCuiston, Mr. Robert I. Campbell, and Mrs. Katherine J. Huie.

Mr. and Mrs. Henry J. Scheffenacker, that incomparable husband and wife team of editorial assistants whose names first appeared in Volume 1 with expressions of appreciation for their outstanding contributions, retired while Volume 9 was in preparation. They have left an indelible mark of thoroughness and devotion. They set the highest of standards for those who labor on *Naval Documents* to strive for.

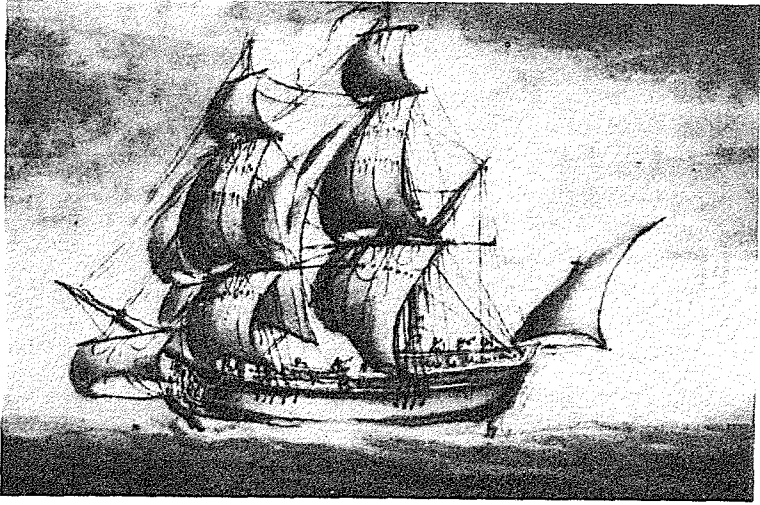
As Volume 9 neared completion, it was also learned that Commander W. E. May, RN (Ret.) was leaving London and would be unable to continue research and manuscript procurement on our behalf at the Public Record Office. For more than a decade, in what has been truly a labor of love, he has provided us with British documents which are absolutely essential to the balanced coverage and timely progress of *Naval Documents* volumes. We are deeply grateful to Commander May.

Madame Ulane Bonnel, distinguished and indefatigable historian in Paris, as always, continued supportive of our needs from French depositories and individuals. Sound foreign document review and translation services were forthcoming from Commander Canio Di Cairano, USNR (Ret.).



Unpublished Crown copyright material in the Public Record Office, London, is reproduced by permission of Her Majesty's Stationery Office. Documents from four additional depositories appear for the first time in Volume 9—Savitz Library, Glassboro State College, Glassboro, New Jersey; Charleston Library Society, Charleston; New York Archives, Albany; Archives de la Marine, Brest, France. These additions bring to ninety-five the number of libraries, archives, historical societies, etc., in as widely separated locations as Florence, Italy, and San Marino, California, which have provided the manuscripts for the *Naval Documents* volumes. The large number of institutions, in this country and abroad, whose holdings are represented in this documentary series is a living testimony to the unstinting assistance and cooperation the project has received since its inception and continues to receive today.

JOHN D. H. KANE, JR.



# DEPOSITORY LOCATION ABBREVIATIONS <sup>1</sup>

AAS	American Antiquarian Society, Worcester, Massachusetts
AGI	Archivo General de Indias, Seville
AHN	Archivo Histórico Nacional, Madrid
AMAE	Archives Du Ministère Des Affaires Etrangères, Paris
AN	Archives Nationales, Paris
APB	Archives de la Marine, Brest, France
APL	Service historique de la Marine, Archives du Port de Lorient, Lorient, France
APS	American Philosophical Society, Philadelphia
ASF	Archivio di Stato, Florence
ASN	Archivio di Stato, Naples
ASV	Archivio di Stato, Venice
Bda. Arch.	Bermuda Archives, Hamilton, Bermuda
BHS	Beverly Historical Society, Beverly, Massachusetts
BL	British Library, London
BMS	Boston Marine Society, Boston
BPL	Boston Public Library, Boston
ChHS	Chicago Historical Society, Chicago
CL	William L. Clements Library, University of Michigan, Ann Arbor
CLS	Charleston Library Society, Charleston
ConnHS	Connecticut Historical Society, Hartford
ConnSL	Connecticut State Library, Hartford
CUL	Columbia University Library, New York
CW	Colonial Williamsburg, Williamsburg, Virginia
CWM	College of William and Mary, Williamsburg, Virginia
DAC	Dominion (Public) Archives of Canada, Ottawa
DARL	Daughters of the American Revolution Library, Washington, D.C.
DCL	Dartmouth College Library, Hanover, New Hampshire
DUL	Duke University Library, Durham, North Carolina
EI	Essex Institute, Salem, Massachusetts
FDRL	Franklin D. Roosevelt Library, Hyde Park, New York
FTML	Fort Ticonderoga Museum Library, Ticonderoga, New York
HCL	Haverford College Library, Haverford, Pennsylvania
HH	Hempstead House, New London, Connecticut
HL	Hayes Library, Edenton, North Carolina
HSD	Historical Society of Delaware, Wilmington

1. This list includes depositories from which manuscripts have been used in this and previous volumes. The *Descriptive List of Illustrations* includes additional sources from which graphic material has been used in Volume 9.

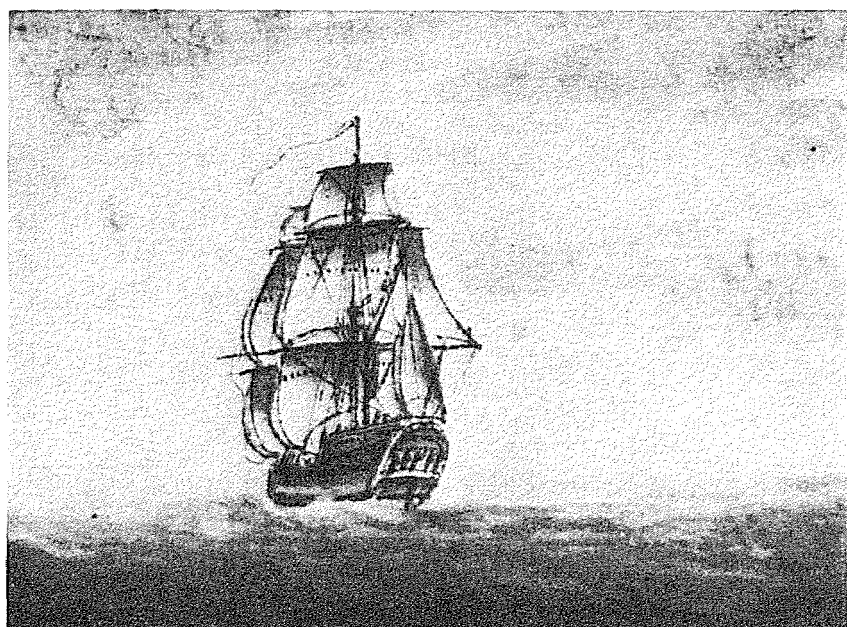
HSP	Historical Society of Pennsylvania, Philadelphia
HU	Harvard University Library, Cambridge, Massachusetts
HUL	Henry E. Huntington Library, San Marino, California
IU	Indiana University Library, Bloomington
JCBL	John Carter Brown Library, Providence, Rhode Island
JHUL	Johns Hopkins University Library, Baltimore
LC	Library of Congress, Washington, D.C.
MarbHS	Marblehead Historical Society, Marblehead, Massachusetts
Mass. Arch.	Massachusetts Archives, Boston
Mass HS	Massachusetts Historical Society, Boston
MCL	Marietta College Library, Marietta, Ohio
Md. Arch.	Maryland Archives (Hall of Records), Annapolis
MdHS	Maryland Historical Society, Baltimore
MeHS	Maine Historical Society, Portland
MHA	Marine Historical Association, Mystic, Connecticut
MM	Mariners Museum, Newport News, Virginia
MNHP	Morristown National Historical Park, Morristown, New Jersey
Mor. Arch.	Moravian Archives, Winston-Salem, North Carolina
NA	National Archives, Washington, D.C.
NCDAH	North Carolina Division of Archives and History, Raleigh
Neth. Arch.	Netherlands Archives, The Hague
NHA	Nantucket Historical Association, Nantucket, Massachusetts
N.H. Arch.	New Hampshire Archives, Concord
NHCHS	New Haven Colony Historical Society, New Haven, Connecticut
NHHS	New Hampshire Historical Society, Concord
NHS	Newport Historical Society, Newport, Rhode Island
NJHS	New Jersey Historical Society, Newark
NLCHS	New London County Historical Society, New London, Connecticut
NMM	National Maritime Museum, London
N.S. Arch.	Public Archives of Nova Scotia, Halifax
N.Y. Arch.	New York Archives, Albany
NYHS	New York Historical Society, New York
NYPL	New York Public Library, New York
NYSL	New York State Library, Albany
Pa. Arch.	Pennsylvania Archives, Harrisburg
PM	Peabody Museum, Salem, Massachusetts
PML	Pierpont Morgan Library, New York
PRO	Public Record Office, London
PS	Pilgrim Society, Plymouth, Massachusetts
PUL	Princeton University Library, Princeton, New Jersey
R.I. Arch.	Rhode Island Archives, Providence
RIHS	Rhode Island Historical Society, Providence
SCDAH	South Carolina Department of Archives and History, Columbia



SCHS	South Carolina Historical Society, Charleston
SCRO	Staffordshire County Record Office, Stafford, England
SI	Smithsonian Institution, Washington, D.C.
SL	Savitz Library, Glassboro State College, Glassboro, New Jersey
UFL	P.K. Yonge Library, University of Florida, Gainesville
UNBL	University of New Brunswick Library, Fredericton, New Brunswick
UNCL	University of North Carolina Library, Chapel Hill
UPL	University of Pennsylvania Library, Philadelphia
USNAM	U.S. Naval Academy Museum, Annapolis, Maryland
UTL	University of Texas Library, Austin
UVL	University of Virginia Library, Charlottesville
VHS	Virginia Historical Society, Richmond
VSL	Virginia State Library, Richmond
WCLAR	Washington Crossing Library of the American Revolution, Washington Crossing, Pennsylvania
WPL	Public Library, Whitehaven, England
WSL	William Salt Library, Stafford, England
YUL	Yale University Library, New Haven, Connecticut

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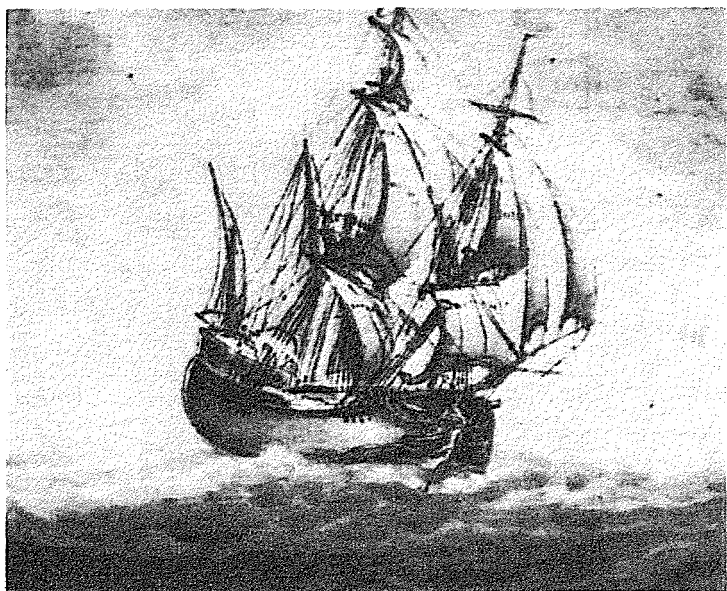
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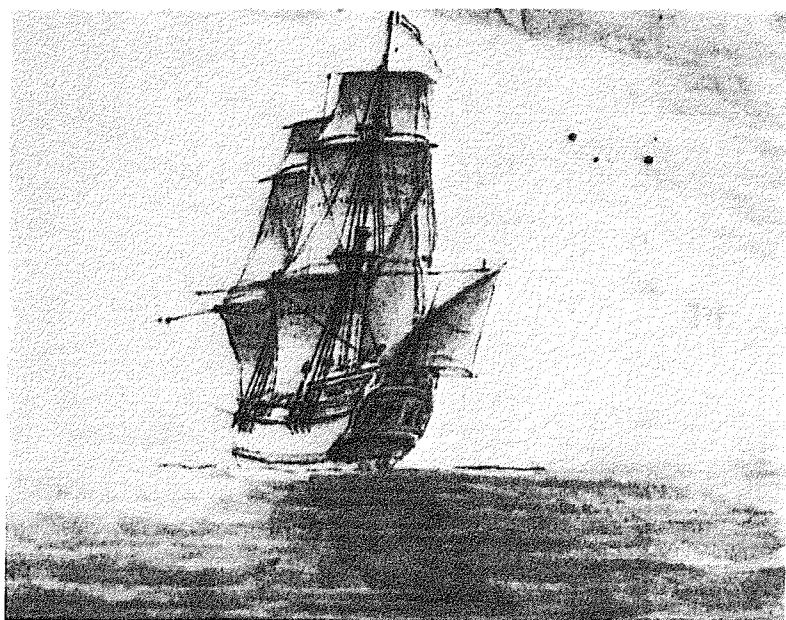
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# AMERICAN THEATRE

*From June 1, 1777, to July 31, 1777*



## AMERICAN THEATRE

From June 1, 1777, to July 31, 1777

### SUMMARY

Manning the Continental Navy ships continued to be a critical problem. Captain John Burroughs Hopkins, commanding *Warren*, received authority from the Rhode Island legislature to employ a press gang. In Portsmouth, Captain Thompson requested permission to recruit men from the Army for the *Raleigh*.

America's privateers and Royal Navy ships were reaping a rich harvest of prizes. One prize made by the Massachusetts Navy brig *Tyrannicide* carried a cargo which would be welcomed by Washington's army—thousands of blankets. Merchants in the British West Indies appealed to naval authorities for increased convoy protection.

The Continental Navy frigates *Hancock* and *Boston*, operating in company, captured H.M.S. *Fox* after a close hot engagement. Following this success, the breach between the American captains widened. Early in July they fell in with a small British squadron. *Fox* was recaptured, and Captain Manley, mistaking frigate *Rainbow* for the 64 gun ship of the line *Raisonable*, surrendered the *Hancock* without firing a shot. *Boston* escaped and found sanctuary on the Maine coast.

The British used their superiority afloat on Lake Champlain to destroy American vessels at Skenesborough and to capture Ticonderoga. Anticipating a naval thrust up the Hudson River, efforts were made to ready the two new Continental frigates in that river to join in the defense.

A huge English fleet, including troop transports, weighed from Sandy Hook and stood southward. Capture of Philadelphia was the objective. Again, the mobility afforded the enemy by water movement, and the uncertainty as to where the attack would be made, proved extremely frustrating to General Washington.

Congress on June 14 resolved that the "Stars and Stripes" would be the United States flag, and on the same day appointed John Paul Jones to command the *Ranger*. The Marquis de Lafayette and Baron de Kalb landed in South Carolina to cast their lot with the American cause.

1 June 1777 (Sunday)

CAPTAIN PHILEMON POWNOLL TO VICE ADMIRAL RICHARD LORD HOWE <sup>1</sup>

My Lord

[Quebec, June 1, 1777] <sup>2</sup>

I received the honour of your orders & instructions of the —— [12th of April] by Capt. [Cornthwaite] Ommaney the [20th] of May, to the senior officer here. I acquainted you by letter of [17th May] by his Majs Schonr the *Gaspee*, of my arrival at Quebec, & inclosed my orders from the Lords of the Admiralty; & informed you of my instructions till I should have the honour of receiving your commands: in consequence of which Anxious to comply with yr Lordships wishes that as few ships as possible might remain inactive here, & at the same time to avoid any blame might fall on my head in case the expedition across the Lakes should require further assistance, agreeable to yr instructions I again consulted Sr Guy Carleton; to know whether the *Apollo* could serve here any assistance that in case she was not I should leave the com[mand] to [Richard] Pearson to w[at]ch the Lakes he assur'd me as the command of the army was in Genl Burgoyne, not to leave the river on any acct till I had his sanction for it; having before been desired by him to see me before he embark; I imm[ediately] set out for St John in order as soon as possible to get his determination on the seamen already on that service; [it] was that he did not think he had sufficient cause to detain his Majs Ship *Apollo* as a fresh supply of men would be at hand on the arrival of the *Blonde* in case he should want them—I therefore End[eavor]ed to put that part of the instructions into execution relative to &c., & which having done I shall lose no time in joinn you at New York.—

1. Sir Henry Clinton Papers, CL. An undated and unsigned rough draft.

2. An approximate date as *Apollo* set sail for New York on 19 June.

JOHN MANLEY, DEPUTY CONTINENTAL AGENT FOR RHODE ISLAND, TO  
CAPTAIN JOHN PAUL JONES <sup>1</sup>

Sir

Providence June 1, 1777 –

John Dobie the bearer, shew'd me the instructions you gave him, he had Enter'd Several in consequence there on but as the *Warren* Wanted Seamen as she was making ready to proceed on her Cruize, Capt [John Burroughs] Hopkins Apply'd to the Legislature for liberty to Press men, & accordingly he Obtain'd leave he therefore has press'd a Number of men, Dobie had enter'd, for you he has therefore Requested he would Release them but was Refus'd, I wrote him a few lines to the Council of Warr, who have not met together since,<sup>2</sup>

Therefore I advis'd Dobie to come down to you for further Instructions, any Services I can render'd you should be glad to serve you and am Sr [&c.]

John Manley

P.S. Capt Jones you must See that the Seamen that was the Cruize along with you are Settled with in regard to the prize money & see that Justice is done them & then Dobie will be Able to Enter what men he wants

John Manley



To Capt John Paul Jones  
in the Service of the United States  
Boston

1. Papers of John Paul Jones, 6578, LC.

2. See Manley to the Rhode Island Council of War, May 30, 1777, Volume 8, 1044.

# CAPTAIN WILLIAM ROGERS TO THE NEW YORK CONVENTION <sup>1</sup>

June 1st, 1777

I have been desired by Zephaniah Platt, Esqr. to let the Convention know what I think of fitting out the sloop *Montgomery* on another cruise. I think that she is too small to cruise, as most of the enemy's ships of value will be of too much force for her to take; and as she is obliged to carry almost as many officers as a larger sized vessel would, it makes the pay come very high for so small a vessel. But if the Convention thinks of keeping any armed vessels for the State, I could not advise them to sell her, as there is no better vessel of her burthen than she is: if the Convention thinks of fitting out any larger vessel, she could always be commanded by an officer out of the other vessel, and manned; which would make her expenses come much lighter than they do now. As for my own part, I would be very willing to serve the State, if they thought proper to employ me, if I had a vessel that I could go alongside of a ship of 16 or 18 guns; for most of the enemy's ships will be well armed. If the Convention thinks of getting any larger vessel, I would take another short cruise in the sloop, if not, I should not choose to go any more in her.

If the sloop is fitted out again on a cruise, she wants the following stores: 11 barrels pork; 10 barrels beef; 3000 wt. bread; 8 barrels flour; 2 barrels peas; 200 wt. powder; 200 swivel shot; some match stuff; 24 flints for muskets; 15 flints for pistols; 30 wt. buckshot.

Provisions remaining on board: 9 barrels beef; 7 barrels pork; 4 barrels bread; 1 barrel flour.

William Rogers.

1. *Journals of the Provincial Congress, Provincial Convention, Committee of Safety and Council of Safety of the State of New-York, 1775-1776-1777* (Albany, 1842), II, 462. Hereafter cited as *New York Provincial Congress*.

## JOURNAL OF H.M.S. *Roebuck*, CAPTAIN ANDREW SNAPE HAMOND <sup>1</sup>

May [June] 1777

[off Cape Henlopen]

Friday 23  
[Sunday 1]

A.M. at 8 weig'd and gave Chace to 3 Sail to SE at 10  
Saw two Sail to the Southw'd tack'd & at 1 half past  
brought too for them at 11 Spoke the *Brune* and a Brig  
her Prize, Rec'd 14 Prisoners from the *Brune*, at Noon  
made Sail and gave Chace to 2 Sail to the NE. Light  
House WbN 5 Lgs.

First pt Fresh Gales and fair, latter light Airs P.M. dis-  
cover'd one of the chace to be the *Ballahoo*, the other to  
be her prize, a Schooner from Curracoa <sup>2</sup> 1/2 past 3

Anchor'd on the lower parts of the Sheers in  $4\frac{1}{2}$  fath.  
 Light House SbE $\frac{1}{2}$ E at 4 Rec'd 10 Prisoners from the  
*Ballahoo's* Prize.

1. PRO, Admiralty 51/4311.

2. *General Washington*, Humphrey Hughes, master, to Virginia with salt and medicines, made  
 a tender to *Roebuck*, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 66.

## 2 June

JOURNAL OF H.M.S. *Ambuscade*, CAPTAIN JOHN MACARTNEY <sup>1</sup>

June 1777  
 Monday 2d

halfway Rock NNE 5 or 6 Leagues  
 at 5 modt and hazey saw a sail to the Etward at 6  
 hoisted the Barge out and sent her manned and Armed  
 wh the Lieut on board a sloop  $\frac{1}{2}$  past she got on board  
 at 8 Halfway Rock NBW 2 Leagues at 9 up fore sails  
 and hove too at 10 filled and made sail saw 3 sail at  
 11 halfway Rock NNE 4 or 5 Leags found The above  
 Sloop to be from Cammden, in Penobscute Bound to  
 Boston Sloop *Success* (One siphonis Fisher Master) have-  
 ing on Board 40 Chord of Wood Barge returned sent a  
 Petty Officer & 3 Men on Board do took her in tow sent  
 the Barge to board another Sloop -  
 Light airs and hazey wr in Chace  $\frac{1}{2}$  past 2 the Barge  
 Boarded the Chace found her to be the sloop 2 *Brothers*  
 from Boston, bound to Kennebeck in Ballast (Geo. Max-  
 well Master) took 6 hands out of her and put a Petty  
 Officer and 4 Men on Board do her along side the wood  
 Sloop to take her Deck load of wood on Board at 5  
 Opened a Cask of Beef No 4099 Cts 168 Pcs 1 Piece  
 short at 7 filled and made sail at 8 light airs & hazey wr  
 thunder and lighting TKd Ship at 10 Lowered down  
 the Top sails in a squall at 11 hoisted them up again it  
 being more modt at 12 light airs and a Thick fogg two  
 Prizes in tow <sup>2</sup>

1. PRO, Admiralty 51/36.

2. Prizes were sent to Halifax, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 67.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN WILLIAM HAYNES <sup>1</sup>

Capt Wilm Haynes,  
 Sir,

War-Office,

Boston June 2d 1777 -

Yours of the 28th of May has just come to hand & the Board of War  
 are very uneasy that you have not been able to procure a Crew for the Ship  
*Union*, which they suppose is compleatly loaded & in other respects ready  
 for Sea, They therefore direct you to go immediately thro' the whole Eastern  
 Country, if necessary, & get a sufficient number of Hands for your Ship on

the best Terms you can obtain them; – They fully expect the next Letters from Mr [William] Frost will acquaint them that you have sail'd [&c.]

Jon<sup>a</sup> Loring Austin Secy

1. Mass. Arch., vol. 151, Letters from the Board of War, 1776–1780, 78.

*Boston Gazette*, MONDAY, JUNE 2, 1777

Boston, June 2.

Capt. Clouston, in a Brig belonging to this State, has taken six Prizes, and was left in chase of a Seventh the 16th of April; the 6th Prize, laden with Salt, Bread, &c. bound from Topsham, in England, to Newfoundland, is arrived at a safe Port; as is also a Brig bound from London for Guinea, laden with Arms, Powder, Cordage, &c.<sup>1</sup> A Snow from Newfoundland, for London, with Fish; and a Sloop from Lisbon, with Wine and Lemons are hourly looked for. Two Brigs laden with Herrings from Scotland for the Streights Capt. Clouston burnt.

We also hear, Capt. Thompson in the *Rising States*, has taken four Prizes, one of which he burnt.

By the Prize from Topsham, which brings us the latest advices from England, we find no mention of Gen. Burgoyne's coming to Boston with 13,000 men, as has been said in all our papers. Six thousand are reported in the London papers as a design'd reinforcement for their whole Army in America; but no place is specified where they are assembled, or where transports are ready to receive them.

The success of the American cruizers has given a prodigious wound to the British trade. It is computed in England that a million and an half sterling has been taken from the West-India trade alone. The consequence has been several capital houses in England have fail'd for large sums, and more are expected to share the same fate.

Yesterday a Brig arrived safe in Port in 21 Days from Guadaloup, with a Cargo of Salt. We hear she brings an Account of many Captures being made and carried in there.

1. Captain John Clouston commanded the Massachusetts Navy brigantine *Freedom*. His two prizes which had arrived were brig *Britannia* from Topsham, William Wicker, master, and brig *Penelope*, from London, William Booth, master. Both prizes were condemned and sold with their cargoes. From *Britannia*, after deduction of charges, the state and captors each received in excess of £1705, and from *Penelope* each profited by more than £3575, Mass. Arch., vol. 159, 501–14, 515–40.

*New-York Packet*, THURSDAY, JUNE 19, 1777

Norwich, June 2.

A Gentleman who arrived in town last evening from New-Haven, informs us, that on Tuesday last, a privateer from Stratford was cruising under Long-Island, when she spied a sail coming out from the main nearly opposite, bearing her course to the Westward; she immediately armed a whale-boat and sent in quest of her; but night coming on, and the wind

being unfavourable, she gave up the chase. While the boat was after the first vessel, the men in the privateer saw another from the main, sailing to the eastward, in which course she continued until dark, (the Privateer thinking it was one of our cruizers, did not attempt to go after her) then thinking she might pass unperceived, tacked about and sailed for the westward, but unlucky for her, she happened to meet our whale boat returning; upon asking the boat from whence she came, was answered, *from the main bound to Long-Island*; they then requested the men to come on board, for they were going to New-York; the boat's men soon complied with their request, took possession and carried her into Fairfield, there being seven men on board, who are now safely confined. The vessel was found to be a coaster, that has been employed by the Continent for some time, but had taken that opportunity to visit the enemy, having a very fine cargo of provisions, &c. on board.

The same night the above privateer took three more small vessels from Long-Island, loaded with wood and other necessities for the British army, and carried them into Fairfield.

"EXTRACT OF A LETTER FROM CAPT. STIRRET OF THE *Falmouth*,  
DATED NEW YORK, JUNE 2, TO HIS EMPLOYERS AT GLASGOW"<sup>1</sup>

After being out four weeks from Glasgow, I fell in with two transports with troops; one was the *Archer*, Coats commander; she mounted eight four pounders, and had 150 soldiers on board. The other the *Prince George*, Fairholm, with 120 soldiers on board. Two days before I spoke with them, they had an engagement with a schooner privateer of 12 carriage guns, who got off from them, but has done a great deal of damage to their sails and rigging. I kept company with them 20 days, when we got safe to New York.

1. *London Chronicle*, July 22 to July 24, 1777.

*New-York Gazette*, MONDAY, JUNE 2, 1777

New-York, June 2.

Saturday last the Brig *Charter-Street*, Capt. [Andrew] Rogers, was sent in here by his Majesty's Sloop of War the *Falcon*, Captain [Thomas] Windsor, from St. Eustatia for Boston, with Salt, &c. taken the 10th of May in Lat. 28. 30.<sup>1</sup>

1. *Charter Street* was libeled against in the New York Vice Admiralty Court on November 10, 1777, PRO, HCA 49/93, 111.

JOSIAH HEWES TO NICHOLAS BROWN<sup>1</sup>

[Extract]

Philada 2d June 1777

... we hear from South Carolina 7 Sail of french Vessels are Arrived their loadd with goods on Private acct. Dispatches are Arrived to Congress. the Contents not yet known, only that they are Armd Ships. one of 20

guns with Dry goods from oald france. General washington has now a prity good Army. and Many passing through this place, Dayly, to him. we here a general Ingagement is Dayly Expected, their is at our Cape 5 or 6 Sail of men of war with as Many tenters [*sic* tenders]. and tis Expected the Enemy will attempt this place by land and water Soon . . .

1. Brown Papers, JCB.L.

JOURNAL OF H.M.S. *Roebuck*, CAPTAIN ANDREW SNAPE HAMOND <sup>1</sup>

May [June]

[off Cape Henlopen]

1777

Saturday 24

[Monday 2]

A.M. at 5 Saw a Brig to the ENE & Sent the *Ballahoo* in chace of her, at 7 Sent the *Ballahoos* Prize after the Chace. First pt Modt & fair, latter fresh Gales and Cloudy P.M. at 4 Saw the Tenders and the Brig they went in chace of to the N.E. ½ past 5 weigh'd & Stood to'd them at 7 Stood into 5 fath. at Overfalls, & brot too for the Tenders at 8 Spoke the *Ballahoo* by whom we were inform'd the Prize was a French Man, they had taken, bound from Guadalupe <sup>2</sup> Sent the Cutter to the Southw'd Anchd in 7½ fath. Light House SbE ¾ Mile.

1. PRO, Admiralty 51/4311.

2. Brigantine *L'Empereur*, Boruau Durcoudroy, master, to Miquelon with molasses, sugar, rum, wine, coffee and dry goods, sent to New York, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 66.

MARYLAND COUNCIL TO CAPTAIN THOMAS WALKER <sup>1</sup>

Sir In Council Annapolis 2d June 1777.

Capt [John] David's Galley <sup>2</sup> is wanted on a Piece of Service, he wants Men, and says you have some at Baltimore belonging to your Galley. You will put them into Capt David's, or as many of them as can be spared, and they will soon again be returned to you. You are also to be attentive to, and have a particular Care taken of the Men who will be left sick at Baltimore by Capt David, that they want for nothing in his Absence, as if they belonged to your own Galley. We are &ca

Capt Walker, or Commanding Officer of *Balt[imore]* Galley.<sup>3</sup>

1. Council Letter Book (1777-1779), Md. Arch.

2. *Conqueror*.

3. The same day similar orders went to Captain Bennett Matthews, *Independence* galley, to send three of his eighteen men to *Conqueror*.

HEWES & SMITH TO DUFF & WELCH, CADIZ

[Extract]

(Copy)

Gentn

North Carolina, Edenton

2nd June 1777.

Your sundry favours P: Capt. Moseley were delivered to Us by him, tho' he was unfortunate enough to lose the Vessel & Cargo; when he got

within a few days sail of our Coast, he was taken by a Boston Privatier fitted out to cruize against British Vessels & he could not convince them she belonged to Americans; in attempting to carry her into Boston (where had she arrived she must have been restored to Us) she was again taken by a British Ship of War & carried to New York, so that we lost her altogether<sup>2</sup> . . .

[Endorsed] In the Lords of the Admiralty's of 19th Sepr 1777

1. PRO, Colonial Office 5/127, 170. An intercepted letter.
2. Brigantine *Joseph*, illegally taken by the Massachusetts privateer schooner *Eagle*, and retaken by H.M. sloop *Merlin*. See Volume 7.

*Gazette of the State of South-Carolina*, MONDAY, JUNE 2, 1777

Charles-town, June 2.

The Scooner *Franklin*, Capt. Green, laden with Arms, &c. was chased ashore upon the Caicos Bank, by an English Frigate, on the 12th of May last; as was also the *Sturdy Beggar* Privateer of Baltimore. The Privateer was got off, but the Scooner not. But Capt. Glanbury, of Virginia, seeing the Scooner the next Day, went to her Assistance, saved part of the Cargo, took off the People, and has brought them to a safe Port. Capt Glanbury is apprehensive that Capt. Garrigues, in a Brigantine for Philadelphia, was taken by an Enemy Sloop on the 13th.

A Brigantine from London to Barbados, taken by the *Oliver Cromwell* Privateer of Philadelphia near St. Bartholomew's (and her 7th Prize) William Gregory, Prize-master, and ordered for Philadelphia, was spoke with, all well on board, on the 23d ult. in Lat. 34.30 N. and Long. 64.00 W from London. Her Cargo, in Dry Goods only, was said to be worth 14,000 Sterling.

An English Frigate came in Sight Yesterday Morning, having in Company, a North Country built Ship and a Brigantine; intercepted some Fishing Canoes that were on the East Bank; then stood to Sea again, steering to the South-East, and were out of Sight at 5 in the Evening, — carrying with them about 23 valuable slaves taken in the Canoes, mostly the property of Persons that will most severely feel the Loss, particularly a poor Widow, and some Industrious Mechanics; and amongst them a valuable Cabinet-maker, belonging to David Rhind, Esq; a Gentleman who is compelled to depart the State, on Account of his scrupulous Attachment to that very Government from which he sustains this Injury.

### 3 June

JOURNAL OF CAPTAIN HECTOR MCNEILL, CONTINENTAL NAVY FRIGATE  
*Boston*<sup>1</sup>

Tuesday 3d	Employd in the Cabin altering & mending the Topsails —
[June, 1777]	nothing worth Notice —
39. 33N Latd	this 24 hours moderate weather we unttock'd our sheat
52-40W Longd	Anchr & Laid him on deck Put the Stream & Kedger into

the hold, to Lighten the Ship by the head; Capt Manley came & dined with me Titles & honours I despise them both – but such a favour must not be forgotten he told me he long'd to kiss me friday last for my Conduct respecting the *Somerset* – a great favr

1. "Journal of Captain Hector McNeill In Frigate *Boston* 1777 (No. 10)," MM. Hereafter cited as McNeill's Journal, MM. Two additional journals of the cruise are known, one by Patrick Conner entitled "A Journal of a Cruise in the Good Ship Called the *Boston* – Hector McNeill Esqr Commander By Conner [No.] 11," MM. Hereafter cited as Conner's Journal, MM. The other, kept by Benjamin Crowninshield, is titled "A Journal of our Intended Cruise in the Good Ship *Boston* Bound out a Cruse by God's parmission, Hector McNeill Esq'r Commander," MassHS. Hereafter cited as Crowninshield's Journal, MassHS.

#### CAPTAIN JOHN PAUL JONES TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

Gentlemen,

Portsmouth New Hampshire June 3d 1777

I take the Liberty, of acquainting you that in obedience to Orders from the Honble the Marine and Secret Committees of Congress, bearing date the 9th ulto, I immediately repaired here in Order to proceed in the French Ship *Amphitrite* from hence to Charlestown South Carolina and thence to France, the intention of the Secret Committee was first to avail of this Ships Guns and Men to make a Cruizing Voyage to France. On my arrival there my Orders are to proceed immediately to Paris, to put a Letter into your Hands, and then to take Command of a "Fine Frigate" and to receive Orders from you respecting my future Proceedings. But the Captain of the *Amphitrite* Monsr Fautrel, has absolutely refused to permit my Proceeding with him in any other Character than as a Passenger, as he thinks it will be a dishonor to the French Flag to suffer an American Commission to supersede his, nor will he consent to Sail for Carolina unless on Conditions such as Colo Langdon the Agent doth not think himself Authorized to Insure. A week hath elapsed since this Account, with duplicates hath been forwarded to the Honble Committee, at the same time Colo Langdon has proposed to them, that I should proceed directly to France in a new Continental Sloop of War of 18 Guns, which he is now fitting, and is in great forwardness,<sup>2</sup> he has also proposed that this Vessell, should be continued under my direction in Order to strengthen my hands and enable me the better to Effect any Services which you may find necessary.

The Captain of the *Mercure*, Monsr Heraut for Nantes by whom I send this, had the Politeness to offer a frank Acceptance of the Proposition which had been made to Monsr Fautrel, but I declined his Offer, as his Ship is of a very inconsiderable force (consisting only of 10 Three pounders) and as I did not think myself Authorized to depart from the Express letter of my Orders. I now wait the Secret Committee's determination which must reach this Place before either the *Amphitrite* or the New Ship, can be got in readiness for Sailing, and I think the probability is, that Colo Langdon's proposition will be Adopted.

I ardently wish to be again in Active Service, and in the meantime the Prospect I have of being shortly under your direction affords me a very

singular Pleasure for altho' I am personally unknown to you, I Altogether Esteem your Characters, and have the Honor to be, Gentlemen [&c.]

Jn<sup>o</sup> P Jones

The Honble. – B. Franklin, S. Dean, & A. Lee Esqrs  
Commissioners at the Court of Paris.

1. Franklin Papers, vol. 6, pt. 1, 45, APS.

2. *Ranger*.

#### JONATHAN GLOVER TO THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

[Extract]

MHead June 3 1777

... Capt Hines in your Spy Schr arrived has Not discovered any thing on his Crews, Neither has he Seen our fleet Sence yesterday week at which time they where Standing to the Estward, the Spy will Sail again in two hours, Should be glad you would Send Me for the Spy Schr two Barrills pork & four Barrills Bread, your Ship *Gural* [*Gruel*] I hope is Saft at Falmouth, as She had a fine Wind down. ...

I am Gentlemen with Grate Esteem [&c.]

Jon<sup>a</sup> Glover

N B. I have not yet found a Boy for Mr Savage

1. Mass. Arch., vol. 152, Board of War Letters, 1776–1777, 232.

#### JOURNAL OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

[Boston] Tuesday June 3d 1777

Petition of Jerathmeel Peirce setting forth That he has fitted & manned the Schooner *Harlequin* James Dennis Commander for a Cruize against the Enemies of America praying that said Dennis may be commissioned as Commander of said Schooner Ordered That the Prayer of said Petition be granted & that a Commission be issued out to the abovementioned James Dennis as Commander of said Schooner – he complying with the Resolves of Congress – Bonds being given a Commission was issued out and Instructions delivered accordingly –

Petition of William Powell & James Bowdoin junr respecting two Captains of Vessels & a number belonging to said Vessels imployed in their Service who are now prisoners onboard the Guard Ship in New York praying that the Commissary of Prisoners of this State may receive Orders from Your Honors to effect their Exchange &c &c Ordered that the Prayer of the Petition be granted & that the Commissary of Prisoners be & he hereby is directed to send under a proper Guard Capt Richard Saint Hill & Capt Martin Cox Capt Young Capt North & Thomas Jolley Prisoners onboard the Guard Ship in this Harbour to Providence advising Governor Cooke thereof that he may send a Cartel for the Exchange of the above Persons Vizt Capt Saint Hill for Capt Collas Capt Young for Capt Barna-



bas Gardiner Capt Cocks & Capt North for Capt Flinn & some other Captain  
& Thomas Jolley Mate for Hayden Capt Gardners Mate all which  
Persons are now Prisoners on Board the Prison Ship at New York –

Petition of Joseph Marquand setting forth That he with Thomas Jones & John Stickney have fitted & equipped for a Cruize against the Enemies of America the Schooner *Washington* Commanded by Thomas Clough praying that he may be Commissioned for that purpose – Ordered that the Prayer of the Petition be granted & that a Commission be issued out to Thomas Clough as Commander of the above mentioned Schooner he complying with the Resolves of Congress –

1. Mass. Arch., vol. 21, 521–22.

# GENERAL SIR WILLIAM HOWE TO LORD GEORGE GERMAIN <sup>1</sup>

[Extract]

New York 3d June 1777

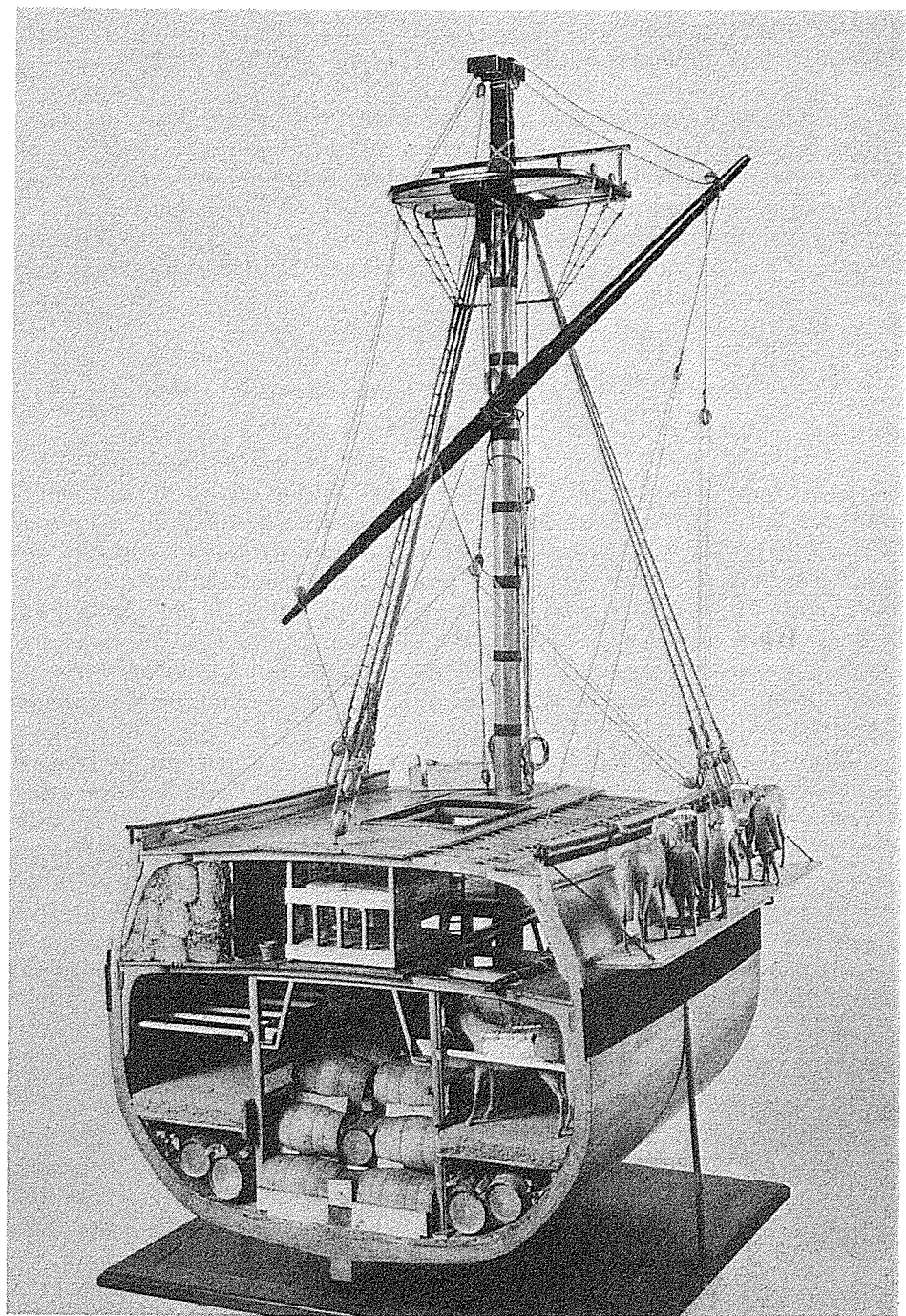
. . . I have communicated to the Admiral the Paragraph in your Lordships Dispatch No 5, respecting a proposed Diversion upon the Coasts of Massachusetts Bay, and I have the Honor to inform your Lordship, we have been sensible of the Advantages arising from that Mode of distressing the Enemy, but in this Instance we agree in Opinion, it is not practicable, without interfering materially with the more important Operations of the Campaign, that have received the Royal Approbation, and which are already too much curtailed by the Want of Land Force, to admit of a further Reduction. . . .

The Remount Horses for the 16th and 17th Dragoons are arrived in good Order, with the Loss of ten Horses on the Passage. The Officers of the Guards and British Recruits also arrived on the 24th May, the Anspach Troops, 432 German Recruits, and 51 German Chasseurs on the 3d Instant convoyed by the *Somerset*. The Troops appear to be in very good Health, and have disembarked upon Staten Island to refresh for a short Time. . . .

1. PRO, Colonial Office 5/94, 210–11.

## JOURNAL OF H.M.S. *Orpheus*, CAPTAIN CHARLES HUDSON <sup>1</sup>

June 1777	At Single Anchor in Newport Harbour
Monday 2nd	AM Recd Water Served fresh fish to the Ships Company. First part Mode and fair Middle and latter fresh Breezes and Cloudy. At 5 PM weighed and made sail in Company with the <i>Juno</i> and <i>Amazon</i> . at 8 Rhode Island Light house NW 3 or 4 Miles.
Tuesday 3rd	at 4 AM set small sails. at 6 Block Island NW 5 or 6 Leagues. at 9 AM the <i>Amazon</i> made the Sigl to come within hale, the purport of which was to propose that the



*British Horse Transport*

three Ships Shou'd Share Prize Money together during the  
Cruise which was unanimously agreed to by an Exchange  
of Three Cheers

1. PRO, Admiralty 51/650.

RESOLVE OF THE CONTINENTAL MARINE COMMITTEE <sup>1</sup>

In Marine Committee

June 3rd 1777

Resolved that in all Instances where Continental Vessels of War are captured by the Enemy, the Officers and Men are to be deemed as in the Service, and they or their Attorneys are to receive Pay until such Time as it shall be known that they have abandoned the Service, either by entering with the Enemy, or refusing or neglecting to return to their Country when a fit Opportunity presents.

Extract from the Minutes

pr Jos Pennell

1. Papers CC (Reports of the Commissioners of Accounts for the Cloathing, Hospital and Marine Departments, 1777-88), 31, 115, NA.

JESSE HOLLINGSWORTH TO GOVERNOR THOMAS JOHNSON <sup>1</sup>

Sir

Baltimore June 3d - 1777

I Was yesterday On Bord the Brig *friendship* With Capt [John] Martin and John Crockket She is Very Leeky and Must Bee hove Down at any Rate, to Stop the Leeks, shee has Never Been Corkd Since shee Was Lanst [Launched], and as shee Must have a Over hall Would itt Not Bee Best to fit her for See and Send her Out with a Bout 14 hands and 4 or 6 of her Smallest Guns and in that Case shee Will Carry from 60 to 70 hhd of Tobacco, With Sum Bread and flowr, for at Present the Whole Vesell is Taken up to a Coma Date the Men With Rooms and Platforms - shee will Want 3 Co[i]lls of Riging and a Repair of Sails. thene Will Bee Wanted 1 New Cabbie But shee should Purchase that in the West indias and a Hevier anker - and to Bee Cork'd from her keell to her back if this is thought Best to Put her in Order and Lode her it is No Matter how Soon But Pleas Excuse this freedum as it is Done By the Requ[es]ts of Mr Crockket Otherways I should taken the Brig Out of Martins hands as By you[r] Direction But Mr Crockket told Mee you thought of fiting her Out But Was Told By Martin that shee Could Not till shee Was Cut in Two Which is a Mean Joke for Sartin it is that shee has Made Voiges and Can again <sup>2</sup> from [&c.]

Jesse Hollingsworth

Pleas Excuse this freedum and if Shee is to Bee Laid up With a plan to take Care of her it shall Bee Emedatly Done On the Next Notis, Tobacco here 40/ shillings Inspected -  
she is Not Loded till the Capes is Clear it Will Not Bee Done in time But

have her Over hald and Loded and when there is a Open at the Capes then  
Push for it But Must Leave this to your Better Judgment J: H

1. Red Books, XVIII, 106, Md. Arch.

2. In a letter to Governor Johnson, June 4, John Crockett agreed with Hollingsworth's findings, Executive Papers, Box 7, Md. Arch.

LORD GEORGE MACARTNEY, GOVERNOR OF GRENADA, TO  
VICE ADMIRAL JAMES YOUNG <sup>1</sup>

(Copy)

Grenada

St Georges June 3d 1777.

Sir Inclosed I have the honor to send You the Copy of a Letter, which I this day received from some of the principal Merchants of this Island requesting me to solicit You to grant a Convoy to their Ships bound for New York, in case that none is already appointed. I have only to add that the Fleet intended for that Port, is a very Valuable one, and that the principal Owners of it are some of the most respectable and opulent Men of this Colony I therefore must intreat that You will be so good as to give them such assistance and indulgence on this occasion as the public Service seems to require and the particular Circumstances of Your Squadron will permit. I have the Honor to be with great truth and Regard [&c.]

Macartney

[Enclosure]

(Copy)

My Lord

St Georges 3d June 1777

There are Six Vessels here loaded with the produce of this Island to a very considerable Value, Destined for New York for the Supply of His Majesty's Army and Navy on that Continent. We are well informed that there are five Vessels at Barbados in the same Situation, which with Vessels from the other Islands of which we have no particular Account, will when assembled at St Christophers, make a Fleet so considerable as to merit a direct Convoy for New York; to which Service we hope Admiral Young hath already appointed some one or more of his Majesty's Ships, either of his own Squadron, or of Lord Howe's; that may occasionally be returning to north america; but lest that should not be the case, and that the Importance of this Service should have escaped the Admirals early notice, we beg leave to Solicit Your Lordship's Interest with Him by a Letter requesting his attention to this object, with which we will immediately send off an Express Boat to Antigua. We have the Honor to be with great respect [&c.]

(Signed)	{	Tho <sup>s</sup> Campbell & Co	Robert Threlfall
		Jam <sup>s</sup> Campbell & Co	Houstoun & Patterson
		Black & Woolsey	Will <sup>m</sup> Eccles & Co

His Excellency Lord Macartney

[Endorsed] Lord Macartney's Letter to Vice Admiral Young with Copy of

Letter from the Merchants of Grenada requesting a Convoy In the Admirals letter No 2. dated 12 July [*sic* June] 1777 <sup>2</sup>

1. PRO, Admiralty 1/310.

2. On June 8 Admiral Young responded to Lord Macartney: "it is not in my power to grant the Convoy they ask; having no Ship belonging to the Squadron under my Command that can be spared," PRO, Admiralty 1/310.

#### 4 June

JOURNAL OF H.M.S. *Ambuscade*, CAPTAIN JOHN MACARTNEY <sup>1</sup>

June 1777

Sequine Island NEBE $\frac{1}{2}$ E 4 Leagues

Wednesday 4th  $\frac{1}{2}$  past 12 do wr taken aback filled and stood up at 3 saw land on the larboard Bow TKd ship at 4 saw a sail to NW made sail out 2 Reefs top sails and set top gallt sails gave Chace set steering sails at 7 Sequine Island NBW $\frac{1}{2}$ W 7 or 8 Leagues Dist at 8 modt and Clear still in Chace at 9 got 4 12 pounders from forward Aft to bring The ship by the stern at 11 fired 2: 6 pounders to bring the Chace Too, she not bringing too we Continued Chace –

Modt and fair Sequin Island NW $\frac{1}{4}$ N 16 Leagues shortened sail brot too and sent the Cutter on board Chace found her to be The *swallow* Schooner (E: Woodberry Master) Bound to Gauduloo laden wh salt, fish and Lumber took the People out of her, sent an Officer and 3 Men on board to proceed to Hallifax at 3 Opened a Cask of Pork No 1144 Cts 300 Pcs short 1 Piece Took in 2d reef top sails  $\frac{1}{2}$  past 4 Parted Compy wh the Prize do wore ship hoisted the Cutter in and made sail at 7 modt breezes and Cloudy saw a sail to the NW out all reefs and made sail and gave Chace at 10 Chace a Sloop bearing NW at 11 fresh breezes and squally at 12 took in 2d reef top sails hauled main sail up

1. PRO, Admiralty 51/36.

CAPTAIN THOMAS THOMPSON TO THE NEW HAMPSHIRE GENERAL ASSEMBLY <sup>1</sup>

Gentn/

Portsmouth June 4th 1777.

Being inform'd by Congress that the Honbl the Council & Assembly for the State of New Hampshire had made a tender of their Services to give every assistance in their Power toward Maning and equipping the *Raleigh* whenever she should be ordered to Sea; in consequence of which I beg leave to acquaint you that half of the Guns are now on board & the remainder will Come to hand in a few Days – chief of the Stores & provisions are on board But what is most wanted at present is Men – I therefore in the Name of the United States of America beg your Assistance – what I have chiefly in view is to beg permission of your Honours to Inlist Men from

the Different Companys now in the Service & pay of this State amongst which there are a number of Seamen, some of which have at different Times made Application to Enter on board & have been refus'd: If we could for the future be indulged with the Liberty of taking such Men as may Offer from those Companies, it would be a very great help towards compleating our Compliment (particularly from the Forts where there are many Seamen) and Seamen employ'd at Sea must be most Serviceable – had we been lucky enough to have procured the Guns during the Embargo we should have Man'd the Ship with less difficulty than now, when Trade & intercourse is free – but what most engages Seamen's attention is Privateers, not seeing the Wages & other Encouragement given by the Continent far exceeds any other Service whatever; If your Honours can assist me in any way to procure Men, I think it will be the only trouble I shall have occasion to give you – I should have waited on you myself had not my Duty required me on board – I am with great Respect, Gentn [&c.]

Tho<sup>s</sup> Thompson

✓ P. S. The Bearer Capt [George Jerry] Osborne will wait your Answer – To the Honble The Council & Assembly for the State of New Hampshire <sup>2</sup>

1. N.H. Arch.

2. This letter was received on June 5 and referred to a committee of the House of Representatives with the following action being taken later that day:

The Committee Appointed to Consider of the Letter & Request of Capt Thomas Thompson Commander of the Ship *Raleigh*, made report as their Opinion that he have liberty to Enlist any men in this State who are not Actually Engaged in the Continental Service – Signed Nichs Gilman Chairman – which report being read & Considered, & was received & Accepted, Journal of the New Hampshire House of Representatives (1776–1778), 133–34, N.H. Arch.

The Council concurred on June 6, New Hampshire Council Records, Council Book VII (1776–1778), 187, N.H. Arch.

#### JOURNAL OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

[Boston] Wednesday June 4th 1777

Petition of Daniel Martin & Thomas Adams, Agents & Owners of the Privateer Schooner *Buckram*, setting forth That in the late Storm she was much Damaged & obliged to return & refit – that Thomas Snoden being more agreeable to the Men than Capt Marony praying that a new Commission may [be] issued to said Snoden as Commander of said Schooner –

Ordered that the Prayer of the above Petition be granted and that a Commission be issued out to Thomas Snoden as Commander of the above mentioned Schooner he complying with the Resolves of Congress – Bonds being given a Commission was issued out & Instructions delivered accordingly –

1. Mass. Arch., vol. 21, 523–24.

#### DIARY OF FREDERICK MACKENZIE <sup>1</sup>

[Rhode Island] 4th June About 7 o'Clock this Morning a Rebel Sloop weighed from Howland's ferry, and having a favorable wind she went to

Sea. Seven shot were fired at her from the Redoubt at Fogland ferry, but without effect. She appeared to be Armed, and was full of men. It is surprising the Commodore does not station a vessel in the Seconnet passage, to prevent those of the Enemy from going out in this manner. The Galley or an armed transport would be sufficient. The *Diamond* Frigate is now stationed near Dyer's Island; but as The *Lark*, and the Galley are advanced above her, she does not appear to be of any use there. She certainly would be of some service in the Seconnet.

At 12 oClock this day, a Privateer brig and an Armed Sloop came out of Providence River, and stood down the Bay. When they came as far as the N. end of Prudence the Brig went in by Warwick point, and the Sloop stood down towards our Galley, which was stationed ahead of the *Lark* near Papasquash point. When she came within about a mile and half of her she fired a shot at the Galley, and then put about. The Galley immediately got under way and chased her, but the Sloop having the advantage got off. The Galley then fired 2 18 prs at her, both of which fell short, on which she gave over the Chace and returned to her station. When the Galley tacked the Sloop did the same, and kept plying back and forward in the bay till she was joined by the Brig, when they both made sail, and in the Evening returned towards Providence.

Several Sloops appeared in the mouth of Taunton River to day, and two of them came down to Howlands.

It having been found this morning and represented to General Prescott, that our battery at Fogland could not get so many shot at the Sloop which passed, as it could have done had the Guns been placed En Barbette, he ordered the Merlons to be taken down, which was completed by the Evening.

The *Unicorn* Frigate came in from a Cruize this day. She spoke with the *Isis* of 50 Guns, and the *Swift* Sloop off Block-Island yesterday, bound to New York, having parted from their Convoy of 17 sail of Victuallers, &c, in a gale of wind. No particular news from Europe by the *Isis*.

1. *Diary of Frederick Mackenzie* (Cambridge, 1930), I, 135-36. Hereafter cited as *Mackenzie's Diary*.

*Connecticut Journal*, WEDNESDAY, JUNE 3 [*sic* 4], 1777

New Haven, June 4.

Capt. David Hawley, of Stratford, in a small privateer, in the States service,<sup>1</sup> one day last week, captured three small vessels, to the westward of Huntington; two of them were loaded with wood, from Long Island, bound to New York; the other had taken in a cargo of provisions at Derby, which the Skipper pretended was to be carried to New London, where the vessel was owned, but in fact was bound to New York; they are all in safe ports.

1. Connecticut Navy sloop *Schuyler*.

ACCOUNT OF PROVISIONS FOR VICE ADMIRAL

Account of Provisions remaining on board sundry Victuallers off of New  
under the Command of the Vice Admiral the

Bread in Pounds	Rum in Gallons	Pieces of		Pounds of		
		Beef	Pork	Flour	Suet	Raisins
2,288,164	187,646	206,866	435,564	658,602	15,819	181,093
The above Provisions will serve Ten						
Bread	Rum	Beef	Pork	Flour, Suet and Raisins as Beef		
Days						
228	300	20	43	21		

1. PRO, Admiralty 1/487, 398-99.

JOURNAL OF THE CONTINENTAL CONGRESS <sup>1</sup>

[Philadelphia] Wednesday, June 4, 1777

The committee to whom was referred the memorial of the State of North Carolina, of the 23 of December last,<sup>2</sup> together with the papers accompanying the same, brought in a report, which was taken into consideration; Whereupon:

*Resolved*, That it be recommended to the State of Massachusetts bay, to order diligent enquiry to be made concerning the matter complained of in the said memorial; and, unless the master and owners of the privateer, mentioned in the said memorial, can shew good and sufficient cause to the contrary, to order full restitution to be made, and the offenders to be punished for their violation of the rights of our fellow citizens, and of the laws of nations; and to report to Congress the proceedings which shall be had in the premises.

- 1. Worthington C. Ford, *et al.*, eds., *Journals of the Continental Congress, 1774-1789* (Washington, 1904-1937), VIII, 415-16. Hereafter cited as Ford, ed., *JCC*.
- 2. Regarding illegal seizure of brigantine *Joseph* by Massachusetts privateer schooner *Eagle*. See Volume 7.

NATHANIEL COOPER TO GOVERNOR THOMAS JOHNSON <sup>1</sup>

On board the Ship of warr  
*Defence* June the 4, 1777

To his Excellency Thomas Johnson Esqr  
The Petition of Nathaniel Cooper Humbly Begs Leave to Inform your Excellency that he is desirous of Leaving the Ship of Warr *Defence* but he is prevented by Capt George Cook Esqr

Your Petitioner has navour Sined the Artickels of Said Ship nor navour had any in tention of going in the [*sic*] her this Cruise he only Staid In the



RICHARD LORD HOWE'S FLEET IN NORTH AMERICA <sup>1</sup>

York for the Service of His Majesty's Fleet employed in North America  
Viscount Howe the 4th of June 1777.

Pease		Oatmeal		Rice as Oatmeal in Pounds	Butter in Pounds	Oil		Vinegar in Gallons
Bushs	Gs	Bushs	Gs			Galls	lbs	
16,143	4	14,498	5	282,948	184,272	12,377	3	25,890
Thousand Men at whole Allowance, as under (Vizt)								
Pease		Oatmeal		Rice as Oatmeal	Butter as Butter & Cheese	Oil as Butter & Cheese		Vinegar
Weeks								
51		31		18	24	13		41

Howe

Ship to oblige Capt Cook untill he Could Supply himself with proper Officer[s] wich he has done Your Petition[er] has Acted as Mate heretofour But Now Capt Cook has Supplied himself with one Your Petitioners Buisnis Calls him otherways therefour hopes your Excellency will have him Re-leas'd, and he as in duty bound will for hevour pray.<sup>2</sup>

1. Red Books, XIX, 26, Md. Arch.

2. In response to the petition, the commanding officer of *Defence* was ordered to bring Cooper before the Council, and to "be as well prepared as you can, to give us Information of the Reasons wherefore he is detained, if detained against his Will," Council Letter Book (1777-1779), Md. Arch.

"EXTRACT OF A LETTER, FROM A GENTLEMAN ON BOARD THE *Lustre*  
ORDNANCE STORE-SHIP, DATED DOMINICA, JUNE 4." <sup>1</sup>

The 1st instant we arrived here; a few days before one of his Majesty's armed cruisers; she brought in a vessel from St. Eustatia, laden with guns, and bound to Martinico; as the master of her said; but it is thought she was bound to America, as one of her seaman has declared so, since which, however, the French have detained all the English ships in the ports of that island.

1. *London Chronicle*, July 26 to July 29, 1777.

JOURNAL OF H.M.S. *Ariadne*, CAPTAIN THOMAS PRINGLE <sup>1</sup>

June 1777                      Madeira No 64.24    Et    872 leags  
Wednesday 4              at 2 pm Saw a Sail in the SW and gave Chace    at 5 saw  
the Island Barbados bearing W diste 10 leagues.    at 10  
pm came up with the Chace after firing several Shot and  
Volleys of small arms at her – proved to be the *Musquito*  
Brig privateer last from Guadaloupe & belonging to Vir-

ginia John Harris master Exchanged the Prisoners and sent a Mate Midshipman and 12 Seamen on board. —

1. PRO, Admiralty 51/60.

## 5 June

### JOURNAL OF H.M.S. *Mermaid*, CAPTAIN JAMES HAWKER <sup>1</sup>

June 1777

Seal Islands N about 4 Leagues

Thursday 5

AM gave Chase — at 6 Fir'd a Shot & brought To the Chase, She prov'd to be the *Two Bettseys* a Brig taken in the Channel by an American Privateer took the Prisoners out of her.<sup>2</sup>

Squally with some Rain Cape Sable N 8° 22' W Distant 10 Leagues.

1. PRO, Admiralty 51/4260.

2. From Gibraltar to London with nuts and wine, sent to Halifax, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 68. She had been taken by the Massachusetts Navy brig *Freedom* on April 23. See Volume 8, 793, 793n.

### JOURNAL OF H.M.S. *Ambuscade*, CAPTAIN JOHN MACARTNEY <sup>1</sup>

June 1777

Sequin Island NW  $\frac{1}{4}$  N 16 Leagues

Thursday 5th

at 1 TKd ship at 2 modt and Clear fresh breezes and Cloudy at 4 TKd ship set main sail at 2 [5] out reefs top sails saw the land on the Lee Bow Dist 8 or 9 Leagues at 9 fresh breezes and fair  $\frac{1}{2}$  past TKd ship read the Articles of War Relative to the treatment of Prisoners taken on board off Prizes  $\frac{1}{2}$  past 9 saw a sail to the Etward: Divided to the Captain Officers and Ships Company seven Hundred and Seventy eight Dollars four shillings Congress paper Money taken on Board The Prize Sloop *Two Brothers* Agreeable to Act of Parliament at 12 Manhigan Island NW 4 or 5 Lgs Wooden Ball Island 7 or 8 Leagues TKd ship —

Fresh breezes and Cloudy shared some potatoes taken out of the *swallow* schooner among Officers and ships Company at 4 modt and Cloudy  $\frac{1}{2}$  past TKd ship at 6 do wr Down top gallt Yards at 8 TKd ship Manhigan Island NW 3 Leagues

1. PRO, Admiralty 51/36.

### MASSACHUSETTS BOARD OF WAR TO JONATHAN GLOVER <sup>1</sup>

Colo Jona Glover,  
Sir,

War-Office,  
[Boston] June 5th 1777

Inclos'd you have Copy of a Letter from Governour Cook to the President of the Council: —<sup>2</sup> The Fleet therein mention'd are suppos'd to be intended to interrupt & destroy if possible our Fleet under Commodore Manly: — You will therefore dispatch the first Spy Boat that may be with

you, in quest of our Fleet with a Letter to the Commodore, & a Copy of Governour Cooke's Letter inclos'd that he may be upon his Guard & not suffer himself to be deceiv'd or decoy'd by any stratagem of our crafty Foe. We are, respecty [&c.]

By order of the Board,  
Sam<sup>l</sup> Phps Savage Prest.

1. Mass. Arch., vol. 151, Letters from the Board of War, 1776-1780, 77.
2. Cooke's letter of June 4 informing of several British ships coming out of Newport and standing to the eastward, Mass. Arch., vol. 152, Board of War Letters, 1776-1777, 23, 23a.

JOHN BRADFORD TO LEONARD JARVIS <sup>1</sup>

[Extract]  
sir

Boston 5th June 1777

I am without any of your late favrs I Last Evg Recd a Ltr from Mr [Robert] Morris he Says the *Esther* was Chased a Shore Near the Capes Virginia and he hopes the loss wont be great as the Cargo and Materials are sav'd and will sell high.<sup>2</sup> he is much pleas'd with the purchase of the *Active* pray by next post send me the Cost & outfit as he is desirous to have it Speedily please to compleat the Ac/c and I leave it with him as to the Commissn Wither 5 or 2½ PrCt on the purchase & outfit . . .

J Bradford

Mr Morris writes it is impossible to pass the Capes . . .

1. John Bradford Letter Books, vol. 1, LC.
2. Ship *Esther* was a prize of the Continental Navy brig *Cabot*, and was purchased for use by Congress. See Volumes 6 and 7.

LIBELS FILED AGAINST FIVE BRITISH PRIZES IN THE MASSACHUSETTS  
ADMIRALTY COURT FOR THE MIDDLE DISTRICT <sup>1</sup>

State of Massachusetts-Bay, }  
Middle District.                    } To all whom it may concern.

Notice is hereby given, That Libels are filed before me, against the following Vessels, their Cargoes and Appurtenances, viz. in Behalf of John Skimmer, Commander of and all concerned in the Continental armed Schooner *Lee*, against the sloop *Betsey*, of about 58 Tons burthen, Nat. Homek, late Master; in Behalf of Jonathan Harriden [Haraden], Commander of the armed Brigantine *Tyrannicide*, in the Service of this State, and concerned in said Brigantine, against the Ship *Lonsdale*, of about 200 Tons burthen, James Grayson, late Master; in Behalf of John Clouston, Commander of the armed Brigantine *Freedom*, in the Service of this State, and all concerned in said Brigantine, against the Brigantine *Penelope*, of about 130 Tons burthen, William Booth, late Master, and against the Brigantine *Brittania*, of about 130 Tons burthen, William Wicker, late Master; in Behalf of Benjamin Dean, Commander of the private armed Sloop *Revenge*, and all concerned therein, against the Brigantine *Betsey*, William Smith, late Master. All which Vessels and their Cargoes so libelled, are said to have been taken and brought into the Middle District aforesaid; and for the trial of the Justice of these Captures, the Maritime Court for the

said District will be held at Boston, in the County of Suffolk, on Tuesday the 24th Day of June, 1777, at the Hour of Ten in the Forenoon; when and where the Owners of said Captures, and any Persons concerned, may appear and shew Cause (if any they have) why the same, or any of them, should not be condemned.

N. Cushing, Judge of said Court.

1. *Independent Chronicle*, Boston, June 5, 1777.

CAPTAIN SETH HARDING, CONNECTICUT NAVY SHIP *Oliver Cromwell*, TO  
GOVERNOR JONATHAN TRUMBULL<sup>1</sup>

May it please your Excellency,

Bedford, June 5th 1777. —

With Satisfaction I inform your Excellency that we have got the Ship fitted in good Order for the Sea, have about 150 Men on board, and propose to sail on a Cruise this Day, and hope by the Blessing of God to be able to give your Excellency a Satisfactory Account of our Success in a short time. I am With the greatest Respect [&c.]

Seth Harding

1. Conn. Arch., 1st Series, IX, 174, ConnSL.

JOURNAL OF H.M.S. *Orpheus*, CAPTAIN CHARLES HUDSON<sup>1</sup>

June 1777

Thursday 5th

Cape Codd No 67° 12' Wt Diste 19 Leagues  
at 4 AM Spread P Sigl at 8 set Spritsail Topsail & Driver.  
at 10 Chaced P Sigl at 1½ past made the sigl for seeing  
a Sail in the NWt Qr *Amazon* made our Sigl to Chace.  
Made sail.

First part fresh breezes and fair Wr middle and latter  
Mode & Cloudy Wr

at 1 shortened sail & brot too Main T:Sail to the Mast.  
found the Chace to be the *Lucy* Brig from Cork for Que-  
bec, had been taken by the Privateer *Providence* Sloop.<sup>2</sup>  
sent 1 Man onboard & received from her 3 Men belonging  
to the above Privateer. at 6 the Brig bore away for Hali-  
fax. at 7 Dble Reefed fore and Main Top Sails

1. PRO, Admiralty 51/650.

2. *Lucy* had been captured on May 19 by the Continental Navy sloop *Providence*, Lieutenant Jonathan Pitcher, N. S. Arch., vol. 495, Vice Admiralty Register, vol. 5, 1769-1777, 544.

GOVERNOR NICHOLAS COOKE TO REAR ADMIRAL SIR PETER PARKER<sup>1</sup>

State of Rhode Island &c.

Sir

Providence June 5th 1777.

I send by the Cartel Vessel, Five Prisoners Seamen who lately belonged to the *Grey-Hound* Man of War, they were sent to me by the Commissary of Prisoners in the State of the Massachusets Bay in order to be exchanged for John Turney, Thomas Robins, John Tar, — Flint, & James Macom Inhabitants of the Massachusets, who were Captivated by the *Milford* Frigate, & put on board the *Renown* Ship of War, — I should be extremely

obliged to you, to cause the above Named Five Persons to be released, & sent up by the Cartel. I am Sir [&c.]

N. C. —

1. Letters from the Governor, vol. 2, R. I. Arch.

#### DIARY OF FREDERICK MACKENZIE <sup>1</sup>

[Rhode Island] 5th June A Rebel Sloop attempted to pass the battery at Fogland this morning, in order to proceed to Sea; when the advantage of having the guns En Barbette was fully demonstrated. Ten shot were fired at her before she came opposite the Redoubt, three of which struck her, and damaged her so much that she was obliged to give up the attempt, and run into the bottom of the little bay behind the N. point of Fogland. She remained there till 6 in the Evening, when having a fair wind she went back to Howland's ferry. Our battery had four shot at her as she was going off, some of which fell very near her. Had the Battery been originally constructed in this manner, very few of Rebel vessels would have been able to pass, without being considerably damaged.

1. *Mackenzie's Diary*, I, 136-37.

#### JOURNAL OF THE NEW YORK COUNCIL OF SAFETY <sup>1</sup>

[Fishkill] Die Jovis, 10 HO. A. M. June 5, 1777.

A letter from John Broome relative to salt was read and filed.

The committee to whom was referred the application of Captain [William] Rogers of the armed sloop *Montgomerie*, belonging to this State, delivered in their report, which was read, and thereupon

*Resolved*, That the sum of one thousand pounds be advanced to Captain Rogers, to enable him to pay the wages of the crew of the armed sloop *Montgomerie*, and to reimburse him sundry sums of money by him advanced for the said vessel.

That Captain Rogers render his accounts relative to the said vessel of war and of the expenditure of the money advanced to him, as soon as may be, to this Council of Safety or a future Legislature of this State, that a final settlement may be made relative thereto.

That Lieutenant-Colo. John Broom[e] be requested and directed to see that the officers and crew of the said vessel are immediately discharged, and to sell or cause to be sold, the vessel of war, the *Montgomerie*, with her stores, to the best advantage for this State; and that as soon as the crew is discharged, he appoint some proper person to take the care and charge of the said vessel until she is sold.

Die Jovis, 4 ho. P. M. June 5, 1777.

A letter from Genl. Putnam, dated the 4th inst. was received and read, and is as follows, to wit:

Gentlemen — The armies are still inactive except in preparations for the ensuing campaign; our expectations of an attack in some quarter are daily corroborated by intelligence through different channels. We are distressed for the ships and galleys to

guard the river. Genl. Washington expects they are now at the chain. A single galley of the enemy is constantly cruising up and down the river at pleasure, has been as far as Fort Independence, and can stop the ferry at any time; we have nothing on water that can oppose her. The crew land, and plunder the inhabitants for more than 50 miles, without molestation. I have desired Genl. Clinton to write you on this subject, and beg leave to enforce the urgency of it in the strongest manner.

I am, Gentlemen, [&c.]

Israel Putnam.

*Ordered*, That the said letter be referred, and delivered to Mr. Robert R. Livingston and Judge Hobart.

1. *New York Provincial Congress*, I, 954, 955-56.

BRIGADIER GENERAL GEORGE CLINTON TO PIERRE VAN CORTLANDT, PRESIDENT  
OF THE NEW YORK COUNCIL OF SAFETY<sup>1</sup>

[Extract]

Sir,

Fort Montgomery 5th June 1777

I was desired by General Putnam two Days ago to write to the Council of Safety of this State requesting they would use every Means in their Power to forward the Continental Frigates down to this Post,<sup>2</sup> he likewise desired me to mention that as very Considerable Additional works at the public Expence were directed to be made for the more effectual Obstruction of the Navigation of the River at Fort Montgomery, in which this State is so much Interested, it was expected that the two State Privateers would be sent down to the Chain with the other Vessels, to which I presume there can be no Objection as at that Place they may be of great Service & I cant see that they can be of any in any other Place in the River, especially since the Shipping are out of the Creek & will be armed for their own Defence. . . .

1. George Clinton Papers, no. 533, N.Y. Arch. Portions burned in the 1911 New York State Library fire have been supplied from the printed version, Hugh Hastings, ed., *The Public Papers of George Clinton, First Governor of New York* (Albany, 1899-1914).

2. *Montgomery and Congress* lying off Poughkeepsie.

VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS<sup>1</sup>

Number 30.

*Eagle* Off New York

Sir,

June the 5th 1777.

By the *Augusta* I had the Satisfaction to receive your Dispatch of the 4th of March, signifying the Intentions of the Lords Commissioners of the Admiralty respecting the Destination of the *Apollo*, *Proteus* and *Porpoise* for Quebec; and the Appointment of the *Isis* and *Swift*, together with the *Camel* and *Bute*, for convoying several Transports with Stores and British Recruits for this Port.

In a second Letter of the same Date, I had the further Satisfaction to be advised that their Lordships had been pleased to order the *Albion*,

*Somerset*, *Nonsuch* and *Raisonable* for this Service. – I am extremely happy to learn at the same time that my Endeavors in the Discharge of my Duty, have been honored with their Lordships Approbation.

The *Nonsuch* arrived here the 25th past. And the *Camel* and *Bute* the 28th with all the Transports, three excepted, of the Convoy that sailed at the same time from Portsmouth. They had continued under the Conduct of Captain Finch of the *Camel* only, since the 6th of May: The *Isis* and *Swift* having been separated on the Passage. Two of the missing Transports came in a few Days before, and the third a few Days after Captain Finch. But the *Isis* and *Swift* are still absent.

On the 3d Instant Captain Ourry arrived in the *Somerset*, with the Transports he had in Charge; But the *Mercury* parted Company the third Day after they left the British Coast. The Troops by both these Convoys are in good Health.

As there was reason to believe it might be soon requisite to embark on a considerable part of the Army, timely preparation has been made for the purpose. And as my Attendance wou[ld] be necessary with the Transports in consequence I have recalled Commodore Hotham from the Delaware, to direct the Naval Operations having reference to the Defence of this Capital Post, and for carrying on the current Service of the Port.

I shall probably be obliged to leave the *Preston* and *Centurion* with the Commodore, and one or two Frigates besides those stationed in the Sound, as specified in the General Return inclosed; Many of the Seamen from those two Fifty-Gun Ships, with a part of the *Eagle's* Complement, being now ordered for Duty dependant on the earlier Movements of the Army. The *Eagle*, *Nonsuch*, *Augusta* and *Somerset*, are the only two-decked Ships I can yet be assured of having properly fitted to take with me when it may be necessary to leave this Port.

I wrote by the *Success* Merchant-Ship the 18th past, being the earliest Opportunity to inform You of the Arrival of the *Augusta*, and the Event of the Landing on the Coast of Connecticut to destroy the Magazines at Danbury in that Province. A Duplicate of the Letter is transmitted herewith.

I have little to communicate by this Conveyance regarding the Service of the detached Squadrons, more than is explained of their particular Destinations in the General Return. The Ships appropriated for the Delaware and Chesepeak Bay, have been confined to the requisite Anchorages within the Capes, on each Station: For preventing the Export of the American Produce to France, which appears to be a capital Object of the Enemy's Attention and Dependance. The Number of Captures will be less, but the Benefits greater to the public Service. Those principal Channels being secured, Detachments of lesser Force are made at times to disturb the Commerce of the Enemy in the many shoaler Inlets along the Coasts of the middle Provinces. And as soon as the *Hinchinbrook* has released the *Galatea* off of Augustine, the three Frigates so appropriated in the Return, will be solely employed to obstruct the Intercourse with the rebellious Inhabitants of the Southern Provinces.

The Difficulties to effect that Restraint, will become greater in the Northern Colonies by tempestuous Weather in the Winter, and almost incessant Fogs in the milder Seasons.

Besides the Frigates necessary to be stationed on cruising Service, it is evident that an adequate Number must be appropriated for the successive Relief of the Ships, as well as Seamen, for whom little Refreshment can yet be procured, even during their Stay in port.

You will receive herewith a particular of the Captures made by this Fleet since the Commencement of the present Year. Some Ships with Military and other Stores are said to have arrived in, and some Armed Vessels escaped from, the different ports on this extensive Coast. Such Resources I presume to think unpracticable to prevent, more especially with respect to Vessels of the smaller Classes in each Kind, until the Enemy can be dispossessed of their posts. Several Privateers have been chased by different Cruizers: But from the better Sailing-State in which the former can with facility be kept, and other local Advantages, without Effect.

The Preparations of the Transports for the Reception of the Troops, having engaged many Carpenters who were before assisting in the temporary Yard, the Works have not been lately carried on there with the usual Dispatch. The small Number of Artificers otherwise to be procured (mostly furnished from the *Eagle*) have been employed in fitting the *Vigilant*, and an Armed Brig mounting Fourteen four-pounders that I have ordered to be taken upon Valuation into the Service, to replace the *Hinchinbrook* Schooner.

This Brig, fitted out from South Carolina, and called the *Defence*, was intercepted by the *Roebuck* and *Perseus* on their Return from the West Indies. I have moved Lieutenant Ellis with the Crew of the Schooner into the Brig, with an Addition of thirty four Men to complete her Complement in Proportion to the Difference in Force of the two Vessels. Being now ready for the Sea, Lieutenant Ellis will immediately proceed to his Station on the Coasts of East Florida.

The *Vigilant* will be completed in every respect by the End of the Week. And as no proper Artillery can be otherwise provided for her, she will be furnished with Fourteen twenty-four Pounders that can be spared from the *Centurion*.

The Occasion for the Service of the Workmen in the Yard having fully employed the Number that could be procured, it became necessary to contract with a Master Shipwright resident in the Town of New York to refit the *Raven*, which struck some time since on a Rock in the Passage up the East River, and received so much Damage as to be with Difficulty brought back for the purpose. Being hove down, it appeared that she had lost a piece of the After part of the Keel, and of the Stern-post; And the whole Sheathing was so much decayed, that it was judged expedient to rip it off. The Sloop is now refitted for Summer Service; But being on a single Bottom, must return to Europe in the Fall of the Year. The *Rose*, which



other more pressing Services would not admit of having earlier inspected; must be next put into Condition in the same Manner.

The *Repulse* has been missing ever since the 16th of last December. She separated in a Gale of Wind from the *Galatea* and *Nautilus*, off of the Bermuda Islands. For some time, I flattered myself the Separation might have been caused by some Injury to her Masts; And that Advice would be received in due time, of her Arrival at one of the West India ports. But the last Letters from the different Islands not exceeding a Month in Date, I think it certain that some fatal Accident has happened to the Ship: Whereby, exclusive of other Considerations, the King's Service has suffered a great Loss in the person of Captain Davis, the Commander.

The *Camel* will be soon ready to proceed to Sea. But as I am only instructed, with respect to that Ship, the *Bute*, *Proteus* and *Porpoise*, that they are meant generally to convoy the Trade from the West Indies, without Distinction of the Stations for which they are respectively intended; And as the *Isis*, by which I shall probably receive those particulars, is still absent, I am induced, the Season of the Year considered, to order Captain Finch away immediately to the Leeward Islands, with Advice to Vice Admiral Young of the Circumstances, that he may retain the *Camel*, or direct her to Jamaica, as he thinks expedient for the purpose of her destined Employment. I have been the rather so induced, in consequence of Letters from Vice Admiral Gayton informing me that he shall detain the *Lively* to proceed with Convoy about this time to England; as the Ship was found on Examination, incapable of being properly fitted abroad.

The Rudder of the *Bute* being loose, and the Ship otherwise in a very impaired State, as expressed in the enclosed Report, her Departure is necessarily postponed. But their Lordships may be assured, no time will be lost in putting her into Condition for proceeding after the *Camel*, or as otherwise appointed in the Orders I expect to receive by the *Isis*.

I forward by this Opportunity an Extract from Captain Jacobs's Answer to the Inquiry I was directed to make by your Letter of the 27th of last October, touching a Complaint from the Spanish Ambassador concerning a Spanish Vessel called the *Vergen del Carmen*; And two Letters (to be disposed of as their Lordships see fit) addressed to Monsr de Sartine, and found onboard a French Schooner named the *Marie*, stopped by His Majesty's Ship the *Pearl* close in upon the Coast of Maryland the 10th of last April.

On the 22d of last January Captain [John] Brisbane sailed in the *Flora*, to convoy some Victualling Transports in the Service of the Army, to the Leeward Islands. He arrived at Antigua the 3d of March. By Sickness, Desertion of several Men to serve in the Armed Vessels fitted by Individuals in that Island, and other incidental Delays, he was not able to proceed on his Return to this port after the Ship had been careened, until the 4th of May. He arrived the 31st of the same Month, after an Absence of more than Eighteen Weeks. – Not seeing Cause of Censure in the Conduct of the

Captain on that Account, I only take Notice of the Retardment, as it may affect the Service of the Ships careening in the West Indies; and that their Lordships may the rather approve of the Expedient, if necessary in future (for facilitating the timely Repair of the Cruizing Ships) to apply to Commissioner Arbuthnot that a Part of the Artificers may be sent from Halifax, for being employed here during the Season of the Year which will not admit for sending the Ships to be refitted at that Port.

The time approaching when it may be requisite to employ the Transports on Military Duties, I have thought it reasonable and highly beneficial for the King's Service, to order a Gratuity to the Masters and Crews of Transports who distinguished themselves by a particular Zeal and Spirit in the Operations of the last Campaign, as I have had the Honor to communicate in my former Dispatches, in the Proportions as shewn in the Account enclosed. I have reason to believe it will be attended with very good Effects, and therefore hope their Lordships will approve and authorise the Allowance.

Sir George Collier will be attentive to afford all possible Protection to the Fisheries at Canso and Isle Madame. And I hope there may be Opportunity to employ one of the Frigates in the St Laurence for the same purpose, with respect to the Fisheries on the Western Shore of the Gulf; according to the Instructions already given to that Effect.

The *Townsend* Ordnance Transport will be cleared with all Dispatch, And employed, with a View to her timely return to Europe before the Term of her Engagement ceases, as the King's Service may require.

By the *Somerset*, I received your Letters of the 3d and 5th of April; And the Notice signified by their Lordships Order of the 27th of March, that the King had been most graciously pleased to grant His pardon to James Woolspring, under Sentence of Death for Desertion from the *Phoenix*.

I shall with great Satisfaction receive such Lights as their Lordships shall judge fit to furnish me with, for my Guidance in the Construction of the Act of Parliament for the Government of the King's Forces by Sea: Many, and some material Disadvantages accruing to His Majesty's Service, from the Difference of Opinions that now subsist in the Fleet thereon.

I expect to receive Advices daily from Quebec concluding that the earliest Information will be given to Sir William Howe of the Movement of the Northern Army. I shall upon Receipt thereof, be better enabled to judge what alterations are requisite to be made in the General Instructions that were sent to Captain Pearson by the *Tartar*; And shall endeavor to adapt the same as will be most for the Benefit of His Majesty's Service accordingly.

I must beg leave by this Opportunity to mention again the very great Occasion for a Supply of Beds and Slops of all Kinds in the Fleet. And the Want of Beds for the Troops when embarked in the Transports, as more particularly communicated by Captain Bourmaster to the Commissioners of the Navy.

You will receive herewith an Account of the State and Condition of

the Ships of this Fleet collected from the latest Returns; And of the Remains of Provisions for the time and Number of Men therein expressed.

I am, with great Consideration, Sir [&c.]

Howe

Philip Stephens Esqr

Secretary of the Admiralty.

[Endorsed] R 10 July/ (9 Inclosures)

1. PRO, Admiralty 1/487, 381-87.

DISPOSITION OF VICE ADMIRAL RICHARD LORD HOWE'S FLEET IN NORTH AMERICA <sup>1</sup>

*Eagle*  
off New York  
5th June 1777. }

Disposition of His Majesty's Ships and Vessels employed in North America  
under the Command of the Vice Admiral the Viscount Howe.

Rate	Ships Names	Guns	Men	Commanders	Appointments	
3	<i>Eagle</i>	64	520	{ V. Adml Ld Howe Capt Duncan		} OF New York
—	<i>Nonsuch</i>	—	500	Curtis		
—	<i>Augusta</i>	—	—	Griffith		
—	<i>Somerset</i>	—	520	Reynolds		
				Ourry	Watering at Staten Island	
4	<i>Preston</i>	50	367	{ Commo Hotham Capt Uppleby		
—	<i>Centurion</i>	—	350	Brathwaite		
—	<i>Isis</i>	—	—	Cornwallis	Watering at Staten Island	
Sloop	<i>Raven</i>	14	125	Stanhope	ordered to Prince's Bay	
—	<i>Dispatch</i>	—	—	Mason	Arrived the 7th inst.	
—	<i>Swift</i>	—	—	Lieut Titcher }	Watering	
A. Sh.	<i>Vigilant</i>	22	150	Capt Henry	Fitting for Sea	
Bomb	<i>Carcass</i>		70	Howorth		
—	<i>Thunder</i>		80			
F. Sh.	<i>Strombolo</i>	8	45	Clayton		

H. Sh.	<i>Jersey</i>		140		Halsted	
A. Sh.	<i>York</i>	12	50	Lieut	Wallbeoff	
Brig	<i>Hinchinbrook</i>		74		Ellis	{ Ordered to the Delaware River & from thence to St Augustine
St Sh.	<i>Adventure</i>		40		Hallum	
—	<i>Elephant</i>				Bechinoe	
5	<i>Richmond</i>	32	220	Capt	Gidoin	} Up the North River
Gally	<i>Dependance</i>		40	Lieut	Clarke	
5	<i>Niger</i>	32	220	Capt	Talbot	} In the Sound
Sloop	<i>Swan</i>	14	125		Ayscough	
—	<i>Falcon</i>	—	—		Harmood	
—	<i>Scorpion</i>	—	—		Browne	
Brig	<i>Halifax</i>			Lieut	Quarme	
A.V.	<i>Cornwallis</i>		40	Lieut	Brown	} In Rariton River
Gally	<i>Crane</i>			Mr	Hitchcock	
6	<i>Rose</i>	20	160	Capt	Reid	At Sandy Hook

DISPOSITION OF VICE ADMIRAL RICHARD LORD HOWE'S FLEET IN NORTH AMERICA <sup>1</sup>—[continued]

Rate	Ships Names	Guns	Men	Commanders	Appointments
4	<i>Chatham</i>	50	367	Commo Sir P. Parker Capt Caulfield	To the Northwd of Gould Island
—	<i>Renown</i>	—	350	Banks	Between the No Ferry on the Narrhiganset Shore & the Island of Conanicaught
5	<i>Amazon</i>	32	220	Jacobs	Between the NE Part of Prudence Island & Arnold's Point on Rhode Island
—	<i>Diamond</i>	—	—	Feilding	Off Boston
—	<i>Lark</i>	—	—	Smith	Sent to convoy the <i>Mercury Packet</i> 100 Leagues into the Sea
—	<i>Juno</i>	—	—	Dalrymple	To the Northwd of Dyer's Isld between Coggeshill's Point and the Isld of Prudence
—	<i>Orpheus</i>	—	—	Hudson	Between Calf Pasture Pt on the Narrhiganset Shore & Pine Hill upon Prudence Isld
6	<i>Cerberus</i>	28	200	Symons	Sent to convoy Victuallers 50 Leagues into the Sea & then to cruize off Fisher's Island
—	<i>Greyhound</i>	—	—	Dickson	Off Boston
—	<i>Unicorn</i>	20	160	Ford	Off Nantucket Shoals
Sloop Gally	<i>Kingsfisher Alarm</i>	16	125	Graeme D'Auvergne	In the Seaconnet Passage

Under the Orders of the Commodore  
Sir Peter Parker  
By Disposition dated 18th May

5	<i>Ambuscade</i>	32	220	Capt Macartney	Sent to cruize from the No Part of St Georges Bank to the opposite Coast of Nova Scotia; thence to repair to Rhode Island Do Do & to repair to Halifax
6	<i>Mermaid</i>	28	200	Hawker	
5	<i>Flora</i>	32	220	Capt Brisbane	Sent to Rhode Island to receive Orders from Sr P. Parker
5	<i>Phoenix</i>	44	280	Capt Parker	} On the Coasts of Virginia
—	<i>Emerald</i>	32	220	Caldwell	
—	<i>Thames</i>	—	—	Howe	
Sloop	<i>Senegal</i>	14	125	Molloy	
5	<i>Roebuck</i>	44	280	Capt Hamond	} In the River Delaware
—	<i>Pearl</i>	32	220	Linzee	
6	<i>Camilla</i>	20	160	Phipps	
Sloop	<i>Merlin</i>	18	125	Reeve	
A.V.	<i>Haerlem</i>		50	Lieut Knight	
5	<i>Brune</i>	32	220	Capt Ferguson	} On the Coast of Carolina South- ward to the Port of St Augustine  Ordered from St Augustine to this Port
6	<i>Galatea</i>	20	160	Jordan	
—	<i>Perseus</i>	—	—	Elphinstone	
—	<i>Daphne</i>	—	—	Chinnery	

JUNE 1777

DISPOSITION OF VICE ADMIRAL RICHARD LORD HOWE'S FLEET IN NORTH AMERICA<sup>1</sup>—[continued]

Rate	Ships Names	Guns	Men	Commanders	Appointments
5	<i>Repulse</i>	32	220	Capt Davis	Missing. Last Orders to cruize off Bermuda
6	<i>Lively</i>	20	160	Bishop	detained at Jamaica
—	<i>Solebay</i>	28	200	Symonds	Heaving down at Jamaica, the 5th May
Sloop	<i>Nautilus</i>	16	125	Collins	At Bermuda
Sloop	<i>Otter</i>	12	125	Capt Squire	Sent to Antigua to clean and refit
5	<i>Rainbow</i>	44	280	Capt Sr G. Collier	<div>           At Halifax and on the            Coasts of Nova Scotia            and New England         </div>
6	<i>Syren</i>	28	200	Furneaux	
—	<i>Milford</i>	—	—	Sr W. C. Burnaby	
—	<i>Scarboroughh</i>	20	160	Barkley	
—	<i>Sphinx</i>	—	—	Hunt	
Sloop	<i>Albany</i>	16	125	Mowat	
—	<i>Hope</i>	8	80	Dawson	
—	<i>Hunter</i>		110	Boyle	
—	<i>Vulture</i>		125	Feattus	
Brig	<i>Diligent</i>		30	Lieut Dod	



6	<i>Tartar</i>	28	200	Capt	Ommanney	Gone to Quebec	} In the River St Lawrence
—	<i>Triton</i>	—	—		Lutwidge	dismantled in the Cul de Sac at Quebec	
—	<i>Garland</i>	20	160		Pearson		
Sloop	<i>Viper</i>	10	110		Graves		
Brig	<i>Canceaux</i>	—	55	Lieut	Schank	At Sorel	
—	<i>Gaspee</i>		30		Scott	At Coudre	
Schr	<i>Magdalen</i>		30		Ley		
—	<i>Brunswic</i>				Longcroft	At Chamblee	
<hr/>							
6	<i>Camel</i>	20	160	Capt	Finch	Under Orders to proceed to	
A.V.	<i>Bute</i>				Hill	Antigua	
						Refitting	

Howe

[Endorsed] Disposition of His Majesty's Ships & Vessels employed in North America under the Command of the Vice Admiral the Viscount Howe. 5th June 1777. No 1 In Lord Howes No 30

1. PRO, Admiralty 1/487, 388-89.

JOSEPH TRUMBULL, COMMISSARY GENERAL, TO JARED TRACY <sup>1</sup>

[Extract]

Dear Sir

Camp Middle Brook 5th June 1777.

Your Favr of 19th Ultio is before me & observe the Contents. The Enemy and not the Governor of Virginia has Embargoe'd our Vessells in Chesepeak Bay – they have so many Ships & small Craft in the mouth of the Bay, that they cannot get out to Sea, all the small Vessells are unloaded of their flour and the Vessells employed in Transporting Pork, Bacon, Corn Pease &c &c &c to the Head of Elk – and so across to Christiana Bridge, thence to Phila & Trenton by Water & thence here for the use of this Army. The Larger Vessells are Watching their opportunity to get out. . . .

1. Miscellaneous Letters, Force Transcripts, LC.

JOURNAL OF THE CONTINENTAL CONGRESS <sup>1</sup>

[Philadelphia] Thursday, June 5, 1777

*Resolved*, That Mr. [Roger] Sherman, Mr. [Henry] Marchant, and Mr. [Nicholas] Vandyke, be added to the Marine Committee.

1. Ford, ed., *JCC*, VIII, 417, 420.

JOURNAL OF H.M.S. *Roebuck*, CAPTAIN ANDREW SNAPE HAMOND <sup>1</sup>

May [June] 1777

[off Cape Henlopen]

Monday 26

[Wednesday 4]

A.M. at 8 the *Pearl's* Barge & Cutter came on Board at 9 Saw 3 Sail in the Offing and Sent the *Ballahoo* & Prize Schooner after them.

First & latter pts Modt & fair P.M. This being his Majesty's Birth Day fired a Salute of 21 Guns, as did all the other Ships, at 4 the *Ballahoo* return'd with Advice that one of the Chace had run into Indian River, and the Prize Schooner Lay off Shore, Sent the Boats and weighed and made Sail after 2 Sail to SSE at 8 Spoke the *Ballahoo* which inform'd us the Chace was the Prize Schooner and another taken by the *Merlin* Anch'd in 12 fath. Light House WSW 1½ Miles and Sent the Cutter & Yaul to Indian River after the Vessel that had got in there <sup>2</sup>

Tuesday 27

[Thursday 5]

A.M. at 4 Sent the *Ballahoo* to Indian River, at 8 Sent the Prize Schooner to Indian River & weighed and made Sail, Anchd 12 fath. Light House SSW half Mile from the Beach, at 10 Saw the *Camilla* underway, Sent to bring off a Man from the Beach, Made the *Camilla's* Signal to Anchor

Do Wr P.M. *Camilla* Anch'd 3 Miles to the Eastwd at

4 *Ballahoo* return'd weigh'd & drop'd into Old Kiln Road in 7 fath. Light House SbE $\frac{1}{2}$ E 1 Mile.

1. PRO, Admiralty 51/4311.

2. Three unnamed schooners, burnt in Indian River, one described as a new vessel bound to the West Indies with tobacco and beeswax, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 66.

JENIFER & HOOE TO GOVERNOR THOMAS JOHNSON <sup>1</sup>

Sir,

Alexandria June 5th 1777

This Instant Capt [Robert] Conway in the *Molly* arrived from Martinico & we send by Capt Kelty the Letters for Your Excellency that came by him.

The Capt informs us he left Martinico on the 16th of May in Compy with a Phila Armed Brig & an Armed Sloop of ours bound here – that he parted with them in a Gale of Wind just off soundings; that he has been chased but escaped by sailing, & often gave chase but every Vessell he overhauled were Friends – that he passed the Capes on Friday Night last, saw two Frigates, & was inform'd by a Vessell he brought too in the Bay that an Armed Brig lay in the North Channell – that he believes none of them saw him as he came in – that he thinks there is no chance of Capt Keltys getting out at present – And he is of opinion two such Vessells as Capt Davys and his could easily keep the North Cape open, as large Ships cannot reach them & they would be an overmatch for Tenders. He has on board 125 Barrls Powder for the Congress. 11 Casks 2 Cases & 4 Bales dry Goods for us, amongst them but 20 Blanketts, wch if you think worth sending for may be added to those already sent. Capt Conway informs us he is still at your Command either upon a Cruize, or to take out a Cargo – but says with the necessary Stores the Sloop will not take in more than 40 hhds Tobacco. if he is order'd to Sea the Vessell wants a Sett of Shrouds, if only on any Station about the Bay the old ones will do, in the former event orders to Mr Lowndes to furnish them will be necessary, as rigging cannot be had here. We have the Honor to be [&c.]

1. Executive Papers, Box 7, Md. Arch.

VIRGINIA NAVY BOARD TO LIEUTENANT ROBERT BLAWS <sup>1</sup>

To Lieut Robert Blaws of the *Caswell* Galley

Sir

The Board have received your Commission, in a manner which they cannot but think ungentee, and evidently reflecting on you, for besides that, the rule of Propriety dictates the Board should have received information thereof from the Captain, to whom you ought to have intimated an Intention to resign, – another good reason points out that no Officer be Permitted to resign his Commission to relieve himself from the Stigma of arrest and Censure or Punishment for ill conduct, which may sometimes be the case. These reflections have induced the Board to return the Commis-

sion wishing you to adopt other means of resignation, less unbecoming an officer to use or irksome in them to receive. —

Navy Board  
June 5th 1777. }

Signed,  
Thomas Whiting 1st Comsr

1. Navy Board Letter Book, VSL.

JOURNAL OF H.M.S. *Emerald*, CAPTAIN BENJAMIN CALDWELL <sup>1</sup>

June 1777                      Cape Henry N 8° W   8 Leagues  
Thursday 5th      at 5 AM saw a Sail ahead, Answered Her Signal, at 8 AM Joined His Majesty's ship *Phoenix*.  
at 5 PM the *Phoenix* in Company, saw 3 Sail to the WBS, gave Chace, saw 10 Sail off Cape Henry, afterwards 19 Sail running up the Bay, in Chace of them, fired at them 6 Six pounders Shotted, at 8 standing into Chesapeake Bay, lost sight of the Chace, anchor'd with the small Bower in 8 fathom Water, at 10 Anchored here His Majesty's Ship *Phoenix*

1. PRO, Admiralty 51/311.

*North-Carolina Gazette*, FRIDAY, JULY 18, 1777

Charles-Town, S.C. June 5.

On Saturday the Brigantine of war *Comet*, Capt. [Edward] Allen, returned from a cruize, in which he took one prize, mentioned in our last to have arrived. On Sunday the 25th of last month, after a very hard gale of wind, early in the morning he descried two sail, one a large ship right astern in shore, the other a sloop on the weather quarter; the ship appeared to be at anchor, or lying to; the sloop bore down on the *Comet*, and came within half a league of her, then returned towards the ship. Captain Allen having got every thing ready to engage, stood after them. At twelve o'clock the sloop and ship were observed to speak, the *Comet* being then about three leagues to windward. By an observation taken then, Capt. Allen found he was 20 leagues to the southward of St. Augustine bar. Wind at S.E. The ship and sloop bore away before the wind with a crowded sail; the *Comet* gave chase; upon the enemy's perceiving it, both ship and sloop hove too. At half past two the *Comet* came up within musket shot of them, when the ship was discovered to be armed; she carried 16 guns, and the sloop, supposed to be Captain Moubray's, 14. Capt. Allen immediately run under the ship's stern, as if intending to go on her lee side, gave her three broadsides, and then run in for the land. The sloop thereupon tacked, and the ship weared immediately, and both gave chase. Capt. Allen, finding the sloop weathered and got ahead of him, and the ship coming up astern, wore ship, and with all the sail he could set stood along shore. with the wind large. The ship came up on the *Comet*'s weather quarter, and three or four broadsides were exchanged; the ship's rigging and sails being much hurt, she fell astern

to refit; then the sloop came up on the lee quarter within half pistol shot, and after giving three cheers, poured in a broadside; the compliment was soon returned by the *Comet*, and there ensued a very hot engagement, which lasted upwards of half an hour; after which the sloop, being greatly damaged in her hull, sails and rigging, fell to leeward. The ship having refitted, came up on the *Comet*'s weather quarter, and within musket shot exchanged several broadsides; she then dropped astern. Night coming on, Captain Allen kept his wind, in hopes of drawing the ship from the sloop, but as soon as she could get room to wear under the *Comet*'s stern, she bore away for her consort. The *Comet* kept her wind all night, and next morning saw nothing of the enemy. On board both vessels were a number of soldiers, whose musketry did most of the damage sustained on board the *Comet*, which was two men killed, and four wounded.

Capt. Allen informs us that, notwithstanding the great disparity between his vessel and the *Apalachicola*, taken by him the 21st. ult. Capt. [William] Morwick did not strike till most of his sails and rigging were cut away, and all his shot expended. The cargo of his prize turns out more valuable than at first imagined; the invoices being thrown overboard, the precise quantities cannot be ascertained. The following articles are in it, viz. 126 barrels of flour 67 casks of beef, 40 casks of butter, 50 muskets, 2000 lb. of gunpowder, 30 cwt. of lead balls, 2 cwt. of saltpetre, 246 pair of mens shoes, blankets, a large quantity of British, Irish and German linens, a large assortment of most kinds of ironmongery, canvass, silver gorgets, bracelets, ear bobs, vermilion, tomahawks &c. for the Indians, broadcloths, plains, flannels, ready made linen and check shirts, huckaback, checks, stripes, calicoes, chintzes, stationary, 20 casks of porter, 40 do. of bottled beer, cheese, hats, cotton romals, a variety of saddlery, pewter, haberdashery, earthen and glass ware, &c. &c. &c.

Captain Ogilvie, who was master of the *Apalachicola* on the voyage to London from St. Augustine, and was a passenger in her when taken by Capt. Allen, informs us, that in the end of December last, a few leagues to the westward of Bermuda, he fell in with the sloop *Mary*, Thomas Jones master, from Edenton to Cape Nichola Mole, then a mere wreck. Captain Ogilvie took the master and his six sailors on board, and carried them to England. In the Downs the sailors were pressed by a boat from the *Speedwell* sloop of war; some of them giving information that Capt. Jones had been lieutenant of an American privateer, he was also taken away, and was on board the *Speedwell* the last time Capt. Ogilvie heard of him.

## 6 June

JOURNAL OF CAPTAIN HECTOR MCNEILL, CONTINENTAL NAVY FRIGATE  
*Boston* <sup>1</sup>

Friday 6th	at 7 A M Sounded in 45 fath on the Grand Bank
[June]	the first part this 24 hours the Weather Clear'd so that we
43 . 18N. Latd	Saw Several Sail of Fishermen on the bank, Manly order'd

50. 10W Longd a brig from Dartmouth to be burn'd after taking out the people –

1. McNeill's Journal, MM. Conner's Journal: "Friday June 6th 1777 This 24 hours Begins with plesent Weather at 3 p.m. Capt manly in Boat Come on Bord a 4 pm Saw a Sail Leeyard a 6 Come up with hir She proved to be a Brig from St John's a fishing on grand Bank histed out our Boat and went on Bord took out the priseners and Set hir on fire Saw a Small Schooner to Leeyard," MM.

TRIAL IN NOVA SCOTIA VICE ADMIRALTY COURT OF THE RECAPTURED  
BRIG *Charles* <sup>1</sup>

Nova Scotia Court of Vice Admiralty 31st May 1777	}	James Hawker Esqr Commander of his Majesty's Ship of War the <i>Mermaid</i> , VS the Brigantine <i>Charles</i> , & her Cargo, Jefferey Tapley Master. –
	}	Libell filed, & entred, Order made thereon, as on file Register's Office June 3d 1777 –

Peter Martin Midshipman on Board his Majestys ship of War the *Mermaid*, being duly sworne Deposeth that some time in May last, being then to the southward, of Port Rosaway on the Coast of Nova Scotia, the said Ship *Mermaid* fell in with, the Brigantine *Charles* one Jefferey Tapley Master, which Brig they Boarded and found she was in the, Possession of the Rebels who were proceeding with her, to the first Port, they could make, in the Rebelious Colonies, that Capt Hawker, took Possession of her, took out the Rebels, & mann'd her with, his own, People, & sent her into this Port where she now is

Peter Martin

Sworne before me Charles Morris junr Regr  
Jefferey Tapley Master of the Brig *Charles*, being duly Sworne deposeth, that on the 11th day of May last, being at Anchor on the Banks of Newfoundland, a Privateer Schooner, calld, the *Lee*, John Skimmer Master, mounting 10 Carriage Gunns, & 18 Swivells, & 4 Cohorns, took the said Brig and, took out of her, 10 Men, and, then mann'd her with the Rebels, and shap'd their Course, for Boston in New Englan'd, that on the 23d day of May, they, fell in with, the *Mermaid* Man of War, who retook the said Brig and, brought, her safe into, this, Port of Halifax – <sup>2</sup>  
Jefferey Tapley

Sworne before me Charles Morris junr Regr –		
Monday 4th June	}	Claim of the Brigantine <i>Charles</i> file'd & entre'd as on file Agreeable to the order of Court, a Warrant of Survey, & Appraisement issue'd as on file
Friday 6th June, 1777	}	Court open'd by makeing Proclamation as usual Libell, order, & return, thereon rea'd Claim of Mr Elliott Elmes for and in behalf of the owners

insurers, & all Concern'd rea'd The, Warrant of, Survey,  
 & return thereon rea'd –  
 The Depositions taken, before, the Register also read –  
 The Advocate, Genl then, mov'd, for a Decree which was  
 Pronounce'd as on file  
 Court adjourn'd without Day –

1. N.S. Arch., vol. 495, Vice Admiralty Register, vol. 5, 1769–1777, 530–31.

2. *Lee* was the last of Washington's armed schooners still in commission. The prize crew, William Hooper, prize master, Richard Pendrick, John Patsey, and Samuel Hicks, was sent to the prison ship in Halifax harbor on June 16, 1777, Muster roll, H.M.S. *Mermaid*, PRO, Admiralty 36/7761.

### JOURNAL OF H.M.S. *Orpheus*, CAPTAIN CHARLES HUDSON<sup>1</sup>

June 1777 Cape Ann So 66°.51 Wt Diste 19 Leagues.  
 Friday 6th at 5 AM made the Sigl for seeing a Sail in the NW Qr do  
 the *Amazon* made the Signal to Chace. made sail. at 11  
 set Studding Sails and Driver.  
 First part Mode and Cloudy Wr Middle and latter fresh  
 Breezes and hazey Wr  
 at 1 PM shortened Sail and Spoke the Chace, a Sloop from  
 Carolina, laden with Rice<sup>2</sup> sent 2 Men onboard her and  
 brot her People onboard the Ship. at 3 parted Company  
 with the Sloop she being bd to Halifax made sail at 8  
 Tacked P Sigl at 11 up Fore Sail.

1. PRO, Admiralty 51/650.

2. Sloop *Betsey*, Samuel Wardwell, master, from South Carolina to Boston, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 68.

### JOURNAL OF THE NEW YORK COUNCIL OF SAFETY<sup>1</sup>

[Fishkill] Die Veneris, 9 HO. A. M. June 6, 1777.

Mr. Robert R. Livingston reported the draft of a letter to General Putnam, in answer to his of the fourth instant, relative to the Continental ships and row galleys, which was read and approved, and is in the words following, to wit:

Sir – The Council has desired me, in answer to yours of the fourth instant, to inform you that the late Convention were sensible of the importance of equipping the Continental ships in Hudson's river, and repeatedly wrote to Congress and applied to His Excellency the General, on that subject. Had the means been in their hands, they would, without waiting any further directions, have employed them for that purpose. But such is the situation of this State, from the loss of its seaport, and the dispersion of its inhabitants, that it would be utterly impossible to procure seamen enough to man a single galley, or if even they could be obtained, the want of cannon and many other stores would be an insuperable obstacle to fitting out the ships. Many of the cannon that belong to or could be purchased in this State, have been lost or transported

out of this State. We were obliged to borrow a few from the State of Connecticut for the forts in the Highlands.

The Council understood from Major-General Greene's letter, that His Excellency the General, would provide means for arming and manning the ships, and accordingly sent them down at his request. It gives them great pain to find from your favour, that any thing should be expected from this State, which their unfortunate situation puts it out of their power to procure.

They beg leave to suggest to you whether the most speedy and effectual means for equipping the ships would not be to obtain men and guns from one of the neighbouring States, or from the ships that are blocked up at Providence and are like to be useless for sometime. Marines might be furnished out of the Continental troops.

As, sir, you seem sensible of the importance of this business, the Council rely upon your endeavours to see it accomplished; in doing which, they will give you all the assistance which the slender means in their power enable them to afford.

As the Council are informed that the post at Peekskill is now strongly guarded, they flatter themselves that scouting parties in the county of Westchester will prevent any future depredations of the enemy, and deprive them of all supplies from that county.

I am, sir, &c.

Major-General Putnam.

*Ordered*, That a copy be signed by the President, and transmitted.

Die Veneris, 4 ho. P. M. June 6, 1777.

A letter from the Honourable Phil. Livingston and William Duer, Esqr. at Congress, dated the 31st May, enclosing a resolution of Congress, of the 23rd May, were read, and are in the words following, viz:

Philada. 31st May, 1777.

Sir – We transmit you the resolution of Congress, of 23rd May, 1777, relative to the manning and fitting out two galleys for the defence of the North River. We wish that Mr. [Lewis] Morris who was desired by Convention to write on this subject, had transmitted his letter to the board of war through us, as we then should have been able (in all probability) to have obtained a resolution for fitting those gallies at the Continental expense. For want of previous information, the resolution enclosed was passed without that attention which might otherwise have been paid to it.

We by no means are of opinion that there is any similarity betwixt the State of New-York and other States who have fitted out vessels of this nature.

The use of these vessels in Hudson's river is chiefly to protect the chain near the forts in the Highlands, and by that means keep up the communication betwixt the southern and eastern States. In other States they have been built for the purpose of protecting their own harbours and towns. The purpose, therefore, for which



the vessels on Hudson's river are intended, being Continental, the expense ought, in our opinion, to be the same.

If the Council of Safety should be of the same opinion with us, and write to Congress on this subject, we shall procure a reconsideration of this resolution, and exert ourselves to make the fitting and manning these vessels a Continental charge. In the mean time, we think it will be for the interest and safety of the State to exert themselves in equipping and manning these vessels with the utmost despatch.

We are directed by Mr. [Francis] Lewis to inform you that the accounts of the sloop *Montgomery* will be forwarded in two or three days, together with the share of prize money due to the captors.

We are, sir, with great respect [&c.]  
Phil. Livingston,  
Wm. Duer.

To the Honble Pierre Van Cortlandt,  
President of the Council of Safety  
of the State of New-York.

P.S. Capt. Cook having no money to carry him out of town, we have furnished him with a loan of seventy dollars, for which we enclose you his receipt.

1. *New York Provincial Congress*, I, 957-58.

BRIGADIER GENERAL GEORGE CLINTON TO CAPTAIN JOHN HODGE <sup>1</sup>

Sir, Fort Montgomery 6th June 1777

I am directed by his Honor Genl Putnam, to desire that you will exert yourself to the utmost of your Power in fixing & bringing down with all possible Expedition to the Chain at this Place, the Continental Frigate under your Command, where you will receive Guns for her & such additional Men as you may want to Man her - His Excellency Genl Washington expects the Frigates and Gallies are already at that Station which renders us more anxious for their Speedy Arival. I am with Esteem [&c.]

Geo. Clinton

We shall be obliged to put 9 Pounders on Board one of the Ships is not a pity we could not have the 18 pounders at Sallisburry.

To Capt Hodge

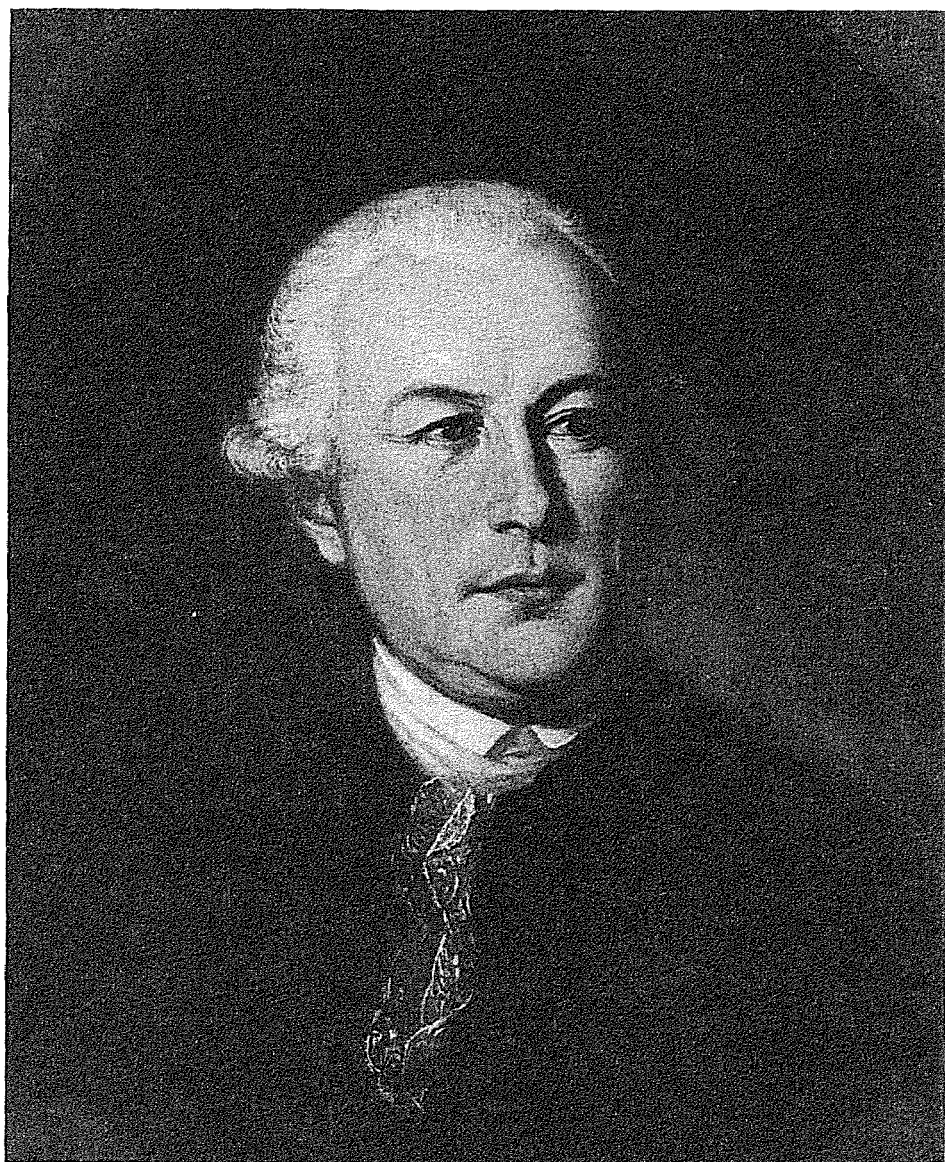
[Endorsed] 7th June 1777 Copy Letters to the Cpts of Frigates at Poughkeepsie

1. George Clinton Papers, no. 535, N.Y. Arch. Hodge commanded the Continental frigate *Montgomery* at Poughkeepsie.

JOURNAL OF THE CONTINENTAL CONGRESS <sup>1</sup>

[Philadelphia] Friday, June 6, 1777

That a commission be granted to Elias Boudinot, Esqr. as commissary general of prisoners of war; the said commission to be dated the 15 day of April last, and Mr. Boudinot to be allowed the pay and rations of a colonel:



*Elias Boudinot*

That Elias Boudinot, Esqr., commissary general of prisoners be empowered to appoint two deputy commissaries of prisoners; the said deputies to be allowed the pay and rations of majors.

*Resolved*, That the Secret Committee and the Marine Committee be, and they are hereby, directed to lay before Congress, an account of their proceedings, and of the public money by them expended:

*Resolved*, That any five members of the Marine Committee be empowered to form a board and proceed to business.

1. Ford, ed., *JCC*, VIII, 421-22.

#### MINUTES OF THE PENNSYLVANIA NAVY BOARD <sup>1</sup>

##### State Navy Board

[Philadelphia] June 6. 1777

Captain Blewer, and Joseph Marsh being appointed yesterday by the Board to survey the Chevaux de Frize, and to sound the middle Channel, do report, that there is sufficient Water for a Vessel drawing from Twelve to Eighteen feet water.

Resolved, that Mr Marsh be appointed to attend the building of a sufficient number of Chevaux de Frize for the Obstructing of the Middle Channel.

1. Record Group 27, Navy Board Minute Books, vol. 1 (Feb. 13-July 7, 1777), Pa. Arch. Hereafter cited as Navy Board Minute Books, vol. 1, Pa. Arch.

#### MARYLAND COUNCIL TO BENJAMIN RUMSEY <sup>1</sup>

[Extract]

Sir.

In Council Annapolis 6th June 1777.

We have no Prospect of being able soon to get the Row Gallies which we have already commissioned, rigged or manned, we can get neither Cordage or Hands, and therefore believe nothing better can be done with that at Joppa than is already done with her; we shall be obliged to you to continue the Hands to keep her upper Works wet and take Care of her . . .

1. Council Letter Book (1777-1779), Md. Arch.

#### MARYLAND COUNCIL TO CAPTAIN ROBERT CONWAY, ALEXANDRIA <sup>1</sup>

Sir.

In Council Annapolis 6th June 1777.

We learn from Mr Hooe that your Sloop must have new Shrouds before she goes out again. You will therefore apply to Mr Lowndes, who we request to furnish you in preference of any, except the *Defence*, and proceed to Annapolis. Mr Hooe writes <sup>2</sup> that it would be agreeable to you to go on a Cruise, we are inclined to fit you out for that Purpose, as the Freights and small Cargoes do not appear to us to justify the Expence of the Number of Men necessary for an armed Vessel, we will soon determine, on seeing you, whether the *Molly* is to fight or trade. We are &ca  
Capt Conway

1. Council Letter Book (1777-1779), Md. Arch.

2. See Jenifer & Hooe to Governor Thomas Johnson, June 5.

VIRGINIA NAVY BOARD TO THE COUNTY LIEUTENANT OF ACCOMACK <sup>1</sup>

To the County Lieut of Accomack. –

Sir, The *Lewis* Galley Capt [Celey] Saunders is Ordered by the Board to repair to your Shore and stationed at Cherrystones for the Protection of the Trade and Inhabitants. – Capt Saunders is directed to abide by and pay obedience to any Orders you may from Time to Time judge necessary to be given. You will therefore be pleased to give him such Instructions as may appear proper. –

Navy Board

6th June 1777

Signed,

Thomas Whiting 1st Comsr

Same Letter written to the County Lieutenant of Northampton. –

1. Navy Board Letter Book, VSL. On June 18 the Commissioner wrote again to both county lieutenants, advising them that the *Safeguard* Galley, Captain George Elliott, was being sent to the Eastern Shore also, Navy Board Letter Book, VSL.

GOVERNOR EDWARD HAY TO THE LORDS COMMISSIONERS, TREASURY <sup>1</sup>

My Lords,

Barbadoes 6th June 1777

I have the honor to acquaint your Lordships that Thomas Pringle Esqr Commander of His Majs Ship *Ariadne* has taken an American Privatier called the *Musquito* of Fourteen Guns and seventy men and upwards, and brought her Yesterday into Carlisle Bay in this Island. Capn Pringle purposes to take all the officers of the Privatier with him, and to leave the common Men here, who will be landed this afternoon to the Number of Sixty and upwards.<sup>2</sup> I have given Orders to the Deputy Provost Marshall to receive them and to put them under close Confinement in the common Goal with a sufficient Guard to prevent their Escape, and that a moderate and competent daily allowance of Provision be given to each man, the Expence of which I make myself answerable for. These men will be kept under Confinement until I receive your Lordships Commands in what manner I am to dispose of them. I will likewise beg the Favour of your Lordships to give me directions who I may apply to for my Reimbursement of the Charges I shall have been at in maintaining these prisoners, and other Expences relative thereto.

As I have hitherto received no Instructions relative to Rebel Prisoners I hope your Lordships will do me the honor to give me such general Orders as may be a rule for me to act by, upon any future occasion of the like nature.

French or Spanish Prisoners in time of War with those Nations used sometimes to be dispersed among the Merchant Ships of the homeward bound Convoys. I do not dare to venture to do so with these Americans for fear they should be put on Shore in England and left at their Liberty. I have the honor to be with great respect Your Lordships [&c.]

Edw<sup>d</sup> Hay

1. PRO, Colonial Office 5/127, 415.

2. Journal of H.M.S. *Ariadne*, June 6, "sent on shore 56 of the Prisoners," PRO, Admiralty 51/60.

## 7 June

JOURNAL OF CAPTAIN HECTOR MCNEILL, CONTINENTAL NAVY FRIGATE  
*Boston*<sup>1</sup>

Saturday 7th [June]  
44. 37N Latd  
48-26W Longd

at 5 A M saw a Ship which we Joined at 7 She Exchanged a broadside with manly & then run – we Made all the Sail after her We possibly Could, Lost Jas Taylor,  
at half P M Manley came alongside the chace & Engaged her Verey close about 40 Minuets before we got up on firing a few guns from our Ship She Struck – it prove'd to be the *Fox* a british Frigate of 28 Guns, commanded by Captain Patrick Fotheringham  
a great Number of fishermen came down to us we Shewing British Collours after the Action was over – on board some of these Capt Manley Order'd the prisoners to be put<sup>2</sup>

1. McNeill's Journal, MM. Conner's Journal: "Satterday June 7th 1777 a 5 AM. we maid a large Sail Laying by our two Ships Stood for him at 6 am Capt manly and She Exchanged Som Guns and then She Run & We in full Chace after hir this 24 hours Begins with a fres Breas and Cleer Weather betwixt the hour of 12 and one p:m Capt Manly Began to Engaige Broaide Side & Broad Side our Ship Coming up fast as posable at last up we come and Gave them a noble Broad Side Which maid them to Strike a medeatly a Bout half after one Capt manly had Som men killed and So had the frigate Cald the *fox* Besides Both frigates Ware Damaged in thire Sails & Rigin the *fox* had Som of hir yards Shot a way We had But littil Damage Done to us now Lifes Lost thanks be to god after the Engage[ment] was over the fishing vesels taking us to be british Ships they Come Down to us for purtection," MM.
2. McNeill's journal lists by name seventy-two British prisoners put on board the fishing boats, and seventeen, mostly commissioned and petty officers, taken on board the *Boston*. William Jennison, Marine Lieutenant in the *Boston*, gives more information about the prisoners; "by 3 oClock p m All the prisoners were brought on board the Commodore and *Boston* – The Capt of the *Fox* first came on board the *Boston*, but was ordered on board the Commodore's Ship much against Capt Frothingham's Wishes, as Capt McNeil was a more Gentlemanly Character than Commodore Manly – at 6 p m upwards of 30 Vessels had collected under our Flags which had all English Ensigns kept up as a Decoy – Among the number of Vessels was [a] Brig into which the Commodore ordered all the prisoners to be put on board under a [commis]siond Officer to proceed to Saint Johns in Newfoundland to release an equal numb[er of] Prisoners – Capt McNeil remonstrated against this Measure, which the Commodore persisted in – We supposed our Ships not farther from St Johns than 200 miles, and on the Arrival of the Brig (as a Cartel) a Sail Boat impelled by Wind & Oars could pass to Halifax in 12 hours – which would give the Admiral on that Station a Chance of intercepting our Squadron in its Return to Boston – The Brig sailed at 9 oClock p m – named *Polly*," William Jennison's Journal, LC.

*Providence Gazette*, SATURDAY, JUNE 7, 1777

Providence, June 7.

The Officers and Men, late belonging to the Privateer *Hawk[e]* commanded by Arthur Crawford, who have not received the Whole of their Prize-Money, in the first Division, are hereby notified that the Subscriber is at last enabled to pay them off; for which Purpose he requests them to call on him, at his Father's, as soon as possible.

Geo. Olney, (one of the Agents.[])

JOURNAL OF THE NEW YORK COUNCIL OF SAFETY <sup>1</sup>

Die Sabbati, 10 HO. A.M. June 7, 1777.

*Resolved*, that the Honourable the Congress, have from the commencement of the war with Great Britain, considered the security of Hudson's river as an object of the utmost importance to the safety of America: and thereupon, ordered at the Continental expense the erecting of fortifications thereon, and by various resolutions empowered the Commander-in-Chief, and the late Convention of this State, to obstruct the navigation thereof and to build vessels of war for its security.

*Resolved*, That it appears to this Council from the representations of the Honourable Major-General Putnam, of the fourth instant, that it is necessary for the defence of the river that the Continental galleys now in Hudson's river be fitted and manned; and that the general cause of America may not suffer by any delay in manning the same.

*Resolved*, That Captain Cook, who is commander of the *Lady Washington* galley, by appointment from His Excellency General Washington be requested to cause the said galleys to be properly manned and fitted for service and that this Council will advance the money necessary for that purpose.

1. *New York Provincial Congress*, I, 999.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO FOUR NAVAL LIEUTENANTS <sup>1</sup>

By Captain Andrew Snape Hamond &amp;ca

An attack being intended upon the Rebels Vessels now in Maurice River by the Boats of the Squadron this night at 12 O'Clock, You are with the Tender under your command to hold yourself in readiness to proceed in the evening towards that River to assist the Boats in their operations against the Said Vessels, and obey any orders you may receive from Captain [Charles] Phipps who commands the expedition.

As it is understood from the difficulty of the Navigation into the River, that it cannot with Safety be entered in the night, you are to take care to be as near the entrance as is thought prudent by day break in the Morning so as to go into the River on the rising Tide which at that time will Serve.

Given on bd the *Roebuck* in  
Delaware Bay the 7th June 1777

A. S. H.

To

Mr Hele – Comg the <i>Hotham</i>	} Tender
Whitworth <i>Stanley</i>	
Brewere <i>Ballahoo</i>	
Rogers <i>Gl Washington</i>	

The Watch Word for the Night is Cape MayAnswer – Ballahoo

1. Hamond, Orders issued 1776–1777, UVL.

## 8 June (Sunday)

THREE BRITISH NAVAL LIEUTENANTS TO CAPTAIN THOMAS PRINGLE, R.N. <sup>1</sup>

To Captain Pringle late Commander of His Majestys Fleet on the Lake Champlain

Sir

A letter from you to the secretary of the Admiralty dated on board the *Maria* at Crown Point Octr 15th 1776 appeared in the *London Gazette* of Novr 23d following,<sup>2</sup> which has only reached us now, wherein you congratulate with pleasure their Lordships upon the victory compleated on the 13th of that month by His Majesty's Fleet under your command on the lake Champlain, and proceed to claim the merit of that service to yourself and Lieutenant [James Richard] Dacres as the principal agents without mentioning the name of any other officer employed in it – Now Sir in order to do justice, and to undeceive the public who must have formed a very wrong idea of that affair from your letter, we do affirm it to be untrue! And that in the preparing and fitting out of the fleet, and also in its operations afterwards, no officer or other person employed therein had so small a share as yourself. But to proceed and trace your letter throughout – “upon the 11th I came up with the Rebel fleet command by Benedict Arnold: They were at anchor under the island of Valcour and formed a strong line extending from the island to the west side of the continent” – Although you had information of their being there the night before, you formed no plan nor made any disposition of the fleet under your command to attack them, which you was advised to do the next day before you had seen them; this neglect, whether proceeding from want of capacity or want of inclination, was the true reason of their not being brought to action, and not so very unfavourable a wind as you are pleased to say. It is farther to be observed that when the rebel fleet was discovered, and the *Inflexible* and *Carleton* went in chace of them, the *Thunderer*, the *Loyal Convert*, and the Gun boats also followed, but irregularly, having no order how to proceed: But each endeavoring to the utmost of his power to attack and destroy the enemy, and did effectual service on the occasion, while yourself in the *Maria* lay too with the topsails, and was the only person in the fleet who showed no inclination to fight. You farther say “the *Carleton* schooner commanded by Mr Dacres by much perseverance at last got in to their assistance; but as none of the other vessels of the fleet could then get up I did not think it by any means advisable to continue so partial and unequal a combat.” – Nothing can be more untrue & ungenerous than this assertion. The *Inflexible* was in the bay and fired several broadsides with much effect, having sunk one of the rebel Gundalos, and was the cause of the *Royal savage* being run on shore and abandoned by the rebels. The *Loyal Convert* was also in the bay, whose commander boarded the *Royal savage*, made some of her crew not then escaped prisoners, turned her guns upon the rebel fleet, and fought till half of the men who boarded with him were kill'd; from which circumstance, and the *Convert* having fallen to leeward, he was obliged to quit her, which vessel was most shamefully lost, by your

not sending the assistance to get her off as he (Lieut Longcroft) desired. The *Maria* which was the best sailer you brought to an anchor yourself, Lieutenant Starke having refused it as an act truly unbecoming on such an occasion. But let us proceed, you say "consequently with the approbation of His Excellency General Carleton, who did me the honor of being on board the *Maria*, I called off the *Carleton* and Gunboats, and brought the whole fleet to an anchor in a line as near as possible to the rebels, that their retreat might be cut off." This Sir is also untrue! The fact is, your signals were confused and not understood as Mr Dacres declared; the Gunboats were called off by the generals aid de camp by his order, and the *Carleton* was towed off by the *Inflexibles* boats independent of you: and the fleet was not brought to an anchor as near as possible to the rebels, for the *Maria* weighd and run out about half a mile from the place where you had anchored her before as did also the *Carleton* still farther, and the *Inflexible* was ordered by you to anchor near the *Maria* not to make the line too extensive: By which means, the rear of the British line was at least one mile from the western shore, and the van beyond the small island at the Southern end of Valcour. From this disposition Sir, and not from the extreme obscurity of the night as you are pleased to say, the rebels escaped:— And had it not been for a most fortunate shift of wind from NNW to South, you never would have seen them more. The Gunboats also which were a very considerable part of the fleet, were not put in the line, nor formed into any order whatever, nor was any order or signal for attack given to the officers commanding them, in case the rebels had been discovered making their escape. But to proceed "upon the 13th I again saw eleven sail of their fleet making off to Crown Point, who after a chase of seven hours I came up with in the *Maria*, leaving the *Carleton* and *Inflexible* astern"; — It is true the *Maria* got up with the rebel fleet owing to her being the best sailer, and not owing to you, who took in your oars and lowered the topgallant sails, and also kept at a greater distance when abreast of the *Congress* galley, than any officer inspired with true courage in his countrys cause would have done. But let us ask you why the *Maria*, as also the *Inflexible* and *Carleton* did not continue the chase after the rest of the rebel fleet, when the *Congress* and the four Gondalos had run on shore, instead of being ordered to ply to windward again to prevent the rebels from burning them, which was then seen to be already effected? Had this been done, the Galley, the Schooner and the Gondal that escaped, must inevitably have been taken; or shared the same fate. But how the narrowness of the Lake, or the wind being off[f] shore, which were not true, were circumstances in their favor we can not conceive —

As to the number of killd and wounded in the fleet you never took the trouble to know it, and had not others, touched with compassion for the widows and orphans of those brave men who fell in their countrys cause, made enquiry into the matter, they must have been deprived of the benefits His Majesty is pleased to allow them.

As to the Modesty and merit of Mr Dacres which you are pleased so strenuously to recommend we do not call them in question, but we think



it no proof of either, in him or you, to suppress that of others, particularly of the officers of the Artillery who commanded the Gunboats, that did more service in the first days action than all the rest of the fleet, and exerted themselves with a spirit & intrepidity equal to british seamen, or any other men that ever existed – But we must observe as a mark of the modesty & merit so well recommended, that your letter such as it is here shewn to be was smuggled from the fleet in so clandestine a manner, that no other officer had any notice of such design till about half an hour before its departure. But you will certainly acknowledge that you received a copy of Lieutenant Schank's letter to Captain Douglas on the same occasion, which was sent you from Quebec, as the account of the action therein related differed so widely from yours, no part of which you ever denied, as may be seen by Captain Douglas's letter to Mr Schank, in answer.

It may now be inferred from what is here related, which we are ready to give proof of to those who have authority to decide thereon, that in addition to the promotion you have already received for your valour & good conduct, you are still entitled to a farther reward by act of parliament, clearly pointed out in the 12th & 13th articles of war – We call upon Lieutenant [George] Scott and Lieutt [Thomas] Butler of the Royal Navy, as also the officers of the 29th Regt and of the Royal artillery, who were witnesses of almost every transaction here related – To the truth of which we set our hands at St Johns June the 8th 1777

Signed John Schank John Starke Edw<sup>d</sup> Longcroft  
[Endorsed] A true copy of the original which was designed to be published –  
Jn<sup>o</sup> Starke

1. FTML.

2. See Volume 6, 1274–75.

JOURNAL OF CAPTAIN HECTOR McNEILL, CONTINENTAL NAVY FRIGATE  
*Boston*<sup>1</sup>

Sunday	this 24 hours Cloudy Squalley weather and a large Sea
June 8th	the people on board the Prize employ'd putting her in a
44–47N [Latd]	condition to keep company, the head of her Miz Mast be-
47–48W	ing gone they lost the Miz Topmast <sup>2</sup>
[Longd]	

1. McNeill's Journal, MM.

2. H.M.S. Fox.

JOURNAL OF H.M.S. *Mermaid*, CAPTAIN JAMES HAWKER<sup>1</sup>

June 1777	Cape Negro NWbW Distce 10 Leagues
Saturday 7	at 4 AM Seal Isds NNW 6 Leagues, at Noon Saw a Sail
	in the NW gave Chase.
	Do Wr The Land just in sight The Chase Run into
	Barrington Bay, came to with the Br in 6 fathm water,
	sent the 1st Leauten and the Master with the Boats mann'd
	and Arm'd in Chase of Her, at 5 weighed & Run further
	in

Sunday 8

at 1 AM. The Boat returned from pursuing the Chase which proved to be a Privateer without being able to Board her, as She was apprized of their Intentions & made her Escape through the SW passage of Barrington, at 7 Saw a Sloop in Diable Bay sent the Long Boat & Pinnace with the Master to Examine her Moderate & Clear Seal Isld NW $\frac{1}{2}$ bW Dist 4 or 5 Leagues PM the Boat return'd from the Sloop having taken possession of her,<sup>2</sup> gave chase to a Sail in the N.W.

1. PRO, Admiralty 51/4260.

2. *Elizabeth*, N.S. Arch., vol. 496, Vice Admiralty Register, vol. 6, 1777-1782, 13.

VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS<sup>1</sup>

Number 31.

*Eagle* Off New York

Sir,

June the 8th 1777.

The *Isis* arriving here with the *Swift* the 7th Instant, I have received the Orders from the Lords Commissioners of the Admiralty of the 18th of March last, regarding the Destination of the *Camel* and *Bute*; and your several Letters of the 19th, 20th and 22d of that Month.

I received the same Day from Sir peter Parker, the Particulars respecting the Escape of the Ships armed by the Rebels at Boston, as contained in the paper of Intelligence, which with the Commodore's Letter and my Answer, is sent enclosed.<sup>2</sup>

The Commodore not mentioning any other Circumstances in his Letter relative to that Matter, besides the Day the Armed Ships sailed from Boston, and the time the *Diamond* returned to Rhode-Island, I am not able to form any satisfactory Opinion of the Course and probable Destination of those Ships. My present Instructions to the Commodore have therefore been confined entirely to the farther Security of the Transports sent to receive the Forage collected in the Bay of Fundy.

The Attendance of the Ships of War which might otherwise be spared from occasional Service within the Limits of this Port, being necessary to co-operate in the expected Movements of the Army, I am not able, at this Crisis, to make any Detachment from the Number, to proceed in pursuit of the Enemy, which under other Circumstances would be proper. The Return transmitted with my Letter of the 5th, will shew the Appointments made for the Guard of the port of Boston when the Enemy put to Sea.

Captain [Christopher] Mason arrived here also on the 7th Instant in the *Dispatch*; with the *Springfield* and two more Transports, part of the Convoy that sailed from England under the Charge of Captain [Richard] Onslow. As the Separation happened when they were not more than one h[undred] and fifty Leagues from this port, the Arrival of [the] *Saint Albans* with the rest of the Transports may be daily expected.

The *Camel* will proceed immediately for Antigua: Captain Finch being charged with the Packet that was to be conveyed by that Opportunity to Vice Admiral Young; Together with the Dispatch of which the Copy is

hereunto annexed. The same Information will be communicated to Vice Admiral Gayton by the *Bute*, as soon as the most necessary Repairs stated in the Account of that Ship's Defects enclosed with my former Letter, can be completed.

I am with great Consideration, Sir [&c.]

Howe

Philip Stephens Esqr

Secretary of the Admiralty

[Endorsed] 8 June 1777 Ld Visct Howe R 10 July (4 Inclosures)

1. PRO, Admiralty 1/487, 401-02.

2. See Volume 8, 1049.

VICE ADMIRAL RICHARD LORD HOWE TO REAR ADMIRAL SIR PETER PARKER <sup>1</sup>

Copy

*Eagle* Off New York

Sir,

June the 8th 1777.

I was last night favored with your letter of the 31st of May by the *Kingfisher*, respecting the Contents of a Paper of Intelligence received from Captain Feilding therewith enclosed.

As you have not mentioned any other Circumstances of the Case in your Letter besides the day the Enemy's Ships are said to have escaped from Boston, and the time the *Diamond* arrived at Rhode Island, I am unable to form any Opinion of the Course & probable Destination of the Rebels, since their Departure from Boston. But as some Transports have been employed to collect Forage at the different Ports in the Bay of Fundy as expressed in the Return enclosed, and I have not been informed that they have yet sailed from thence, for Halifax or this Port; I think it advisable that the *Flora* (now on her passage to Rhode Island) should be immediately dispatched to the Station of the three Frigates You had ordered to Sea under Capt Jacobs. That being joined by one of those Frigates, or by the *Mermaid* and *Ambuscade* or either of them, Capt Brisbane should forthwith Repair to the Bay of Fundy; And taking the Transports under Convoy if still in that Bay, or otherwise proceeding to Halifax to make further Enquiry concerning them, to conduct them (in case he meets them) to this Port.

Having performed that Service he will be to return to you at Rhode Island, [or] elsewhere to proceed as you may direct; if he [does] not receive any contrary Instructions on his arrival here as aforesaid.

If he should not fall in with either of the several Ships of the Squadron before mentioned [in] six days after his Arrival off of the East End of Georges Bank, I would then have him repair for Intelligence of the Transports to Halifax. He is on his arrival there, to communicate the Information of the Escape of the Continental Armed-Ships from Boston, to the Senior Captain of the Ships of War at that Port, and to the Lieutenant Governor, and Commander of the Land Forces [in] the Province: And afterwards to conduct himself for the purpose of his present appointment, as [the] Service may require.

You will however be pleased to observe, that these General Ideas, oc-

curing upon such knowledge of the Enemy's Motions as I have yet only received, are not meant to preclude you from making any Change in the Appointments which you see reason, upon more perfect Information [of] the Enemy's Intentions, in your Discretion to direct. I have the honor to be, Sir, [&c.]

Howe

The Commodore Sir Peter Parker

[Endorsed] 8th June 1777 Copy of a Letter to Sir Peter Parker. No. 3,  
In Lord Howe's No 31

1. PRO, Admiralty 1/487, 407.

VICE ADMIRAL RICHARD LORD HOWE TO VICE ADMIRAL JAMES YOUNG <sup>1</sup>

Copy.

*Eagle* Off New York

Sir,

June the 8th 1777.

Enclosed herewith I have the Honor to transmit to You a Dispatch from the Lords Commissioners of the Admiralty, which I received yesterday by the *Isis*.

The *Camel* being ready, Captain [William Clement] Finch puts to Sea immediately as their Lordships have directed, to take your Orders for his further Proceedings.

I think it proper to trouble You at the same time with a paper of Intelligence I received last Night from the Commodore Sir peter Parker, who commands a detached Squadron stationed at Rhode Island. As the Commodore does not mention in his Letter relative thereto, any other Circumstance besides the Day the Armed Ships are said to have escaped from Boston, the 21st past; and the Day the *Diamond*, by which he received the Intelligence, arrived at Rhode Island, being the 29th of the same Month; I am not able to form any satisfactory Opinion of the Course and probable Destination of the Enemy's Ships since such their supposed Departure from Boston.

If you will please to fix a Longitude at which the Convoys from the Leeward Islands shall attempt to pass the Meridian of Bermuda, and the time near about which they will be to sail at the different Seasons; I will endeavor by suitable Appointmen[ts] from this Squadron, to co-operate effectually in the Means for securing a safe Passage to the homeward-bound Trade on their return to Europe.

The Nomination You have been pleased [to] make to vacant Offices in the Ships of the Squadron under my Command touching lately at Antigua, being inconsistent with the Authority annexed [to] my Appointment, it became incumbent on me to displace the Officers upon their Arrival. And as I am to presume that their presence may be necessary in the Ships to which they properly belong, Lieutenant [Thomas] Windsor and such of the other Officers who are prepared to profit by the Opportunity, have been directed to take their passage in the *Camel*, to receive your Commands for their further Proceedings in Consequence.

I have the Honor to be, Sir, [&c.]

Howe

The Vice Admiral Young

Commander in Chief

&ca &ca &ca Antigua

[Endorsed] Copy 8th June 1777. Letter to Vice Admiral Young.

No 4 In Lord Howe's No 31

1. PRO, Admiralty 1/487, 411-12.

VICE ADMIRAL RICHARD LORD HOWE TO CAPTAIN WILLIAM CORNWALLIS,  
R.N.<sup>1</sup>

By the Viscount Howe Vice Admiral of the  
White and Commander in Chief of his Maj-  
esty's Ships & Vessels Employ'd & to be  
Employed &c in No America –

Pursuant to the Instructions I have received from the Lord Commis-  
sioners of the Admiralty, for the employment of his Majesty's Ship the *Isis*  
according to their further Intentions: You are hereby Authorised & re-  
quested to apply for, and in your future proceedings be gove[r]ned by the  
Directions you shall from time to time receive from me, or any other Chief  
Officer of the Division or Detachment of the Squadron under my Command  
wherein you may be hereafter placed –

You are to Comply with the several Signals and Instructions for the  
Government of the Squadron and establishment of a more uniform disci-  
pline in the Ships, which you will receive herewith untill further Orders.<sup>2</sup>

Given on board his Majesty's Ship

*Eagle* off New York the 8th of June 1777

Howe

To The Honble Captn Wm Cornwallis

Commander of his Majesty's Ship *Isis*

By Command of the Vice Admiral Jos<sup>h</sup> Davies

1. Captain William Cornwallis Papers, Order Book (January 12, 1777–May 20, 1778), NYHS.

2. The signals and instructions received by Captain Cornwallis, and routinely by other ar-  
riving commanding officers, were:

Distinguishing Signals respecting the Officers of the Navy

General Signals for the Officers of the Army to Repair on board the Admiral

Signals Respecting the Colonels or other Commanding Officers and Adjutants  
of Particular Regiments

Instructions and Standing Orders for the Government and Discipline of the  
Ships of War [14 pages]

Additional Instructions respecting the Conduct of the Fleet preparative to, and  
in Action with the Enemy

Signals & Instructions for the Conduct of the Officers commanding Schooners or  
other Armed Vessels stationed to give Notice of any attempts of the Enemy during  
the Night

Signals & Instructions for the Out Guard boats and Others when on duty during  
the Night

Captain William Cornwallis Papers, Order Book (January 12, 1777–May 20, 1778),  
NYHS.

VICE ADMIRAL RICHARD LORD HOWE'S STANDING INSTRUCTIONS  
TO THE FLEET <sup>1</sup>

Instructions and Standing Orders for the Government and Discipline of the  
Ships of War

Whereas an Uniform system of discipline established in this Squadron, would be productive of many essential Benefits; the subsequent Regulations prepared in that view, are to be conformed to, and Continued in force 'till further Order.

I

Every Ship is to be provided with a Publick Orderly Book wherein is to be Entered all Orders and directions issued for the current daily services; likewise such parts of all General Orders given from time to time and extracts of these Instructions, as may be necessary for the Instruction of the inferior Officers, and Ship's Companys in the duties required of them; for which purpose the Officers summoned by signal on board the Admiral, or Commander of any Division, whereof they make a Part are to attend with the Orderly Book of the Ships to which they belong, to transcribe from that of the Admiral or other Commanding Officer's Ship, such Orders & directions as are then to be given out.

The Orderly Book to be kept on the Quarter Deck, Subject to the inspection of every Person belonging to the Ship —

II

The Petty Officers & Seamen of the Ship's Company, are to be formed into two or three divisions, according to the Complement and Classes of the Ship; each Division to be under the inspection of a Lieutenant, & subdivided into Squads, with a Midshipman appointed to each, who are respectively to be responsible for the good Order & discipline of the Men entrusted to their Care. In forming these divisions & subdivisions, regard is to be had to make them as convenient as may be to the Mens Stations, in the Quarter & Watch Bills, & to their Berths; and each Officer is to keep an exact list of the Names of the Men in their divisions & Squads, noticing thereon their several stations & number of their hammock: and the like references are to be made on the Watch & Quarter Bills, to their division or Squad, for the more ready calling them to their duty, or being able to account for their absence —

In Port they are to Call the Men over by the said lists, morning & evening, at such hours as the Captain of the Ship shall appoint, and finding any Absent or faulty, report it to the Commanding Officer on board at the time; & to enable them to perform this part of their duty with regularity, notice is always to be given them when any man under their Care has leave of Absence, or otherwise, or for what time, that they may attend to the time of his return —

III

The Marines and Soldiers are to be put into divisions under their Proper Officers, as in the Preceding Article —

At Sea their relieves & tours of duty (except when placed as Centry) are to be the same as the seamens' but in Port when the more necessary services of the Ship and their Number will admit of it, they are to be divided into three Guards, and to mount for twenty four hours, or a shorter time as the Captain of the Ship sees fit; They are always to mount their Guard in their Uniforms, and after sunset, the Centinels are to give the Word, All's Well, every ten Minutes or quarter of an hour, beginning with the one on the starboard side of the Poop, repeating it forward on that side, and round back again on the Larboard; In case of not being answered the Centinel who repeated the word last to alarm the Guard. —

The Centinels are to challenge all boats coming to, or passing near the Ship in the Night: And not permitt any to come on board, nor any Persons to enter, or go from the Ship after sunset and before sunrise without leave first obtained from the Officer of the Watch; They are not to suffer any noise to be made on their Posts other than what is necessary in the business of the Ship; and in Case of any Misdemeanor or Neglect of Duty, they are to be regularly relieved before any Punishment is inflicted on them upon that account —

The Marines are not to be forced to go aloft, nor, on the other hand, are they to be restrained from rendering themselves expert in a seamen's duty, at proper Opportunitys agreeable to the Standing Instructions —

#### IV

It is recommended to the Captains to form their Ships' Companys at three Watches at Sea, whenever their Number, health, abilities & diligence will admit of that Indulgence, especially the Petty Officers, that they may execute their duty with greater Punctuallity and exactness whilst it is their turn to be upon the Watch: In order to facilitate this arrangement, the Admiral has the Intention to give timely notice whenever he is about to Tack, or to make any other alteration that may require more Assistance —

#### V

Cleanliness & wholesome Air between decks, being of the utmost Consequence to health, every convenient means of Preserving, and obtaining those important requisites, are to be used: The upper deck washed daily, the lower deck twice, or Oftner, & the Orlop at least once a Week, the Weather and other necessary services admitting thereof —

The Beams & Plank over the sick Berths are to be occasionally washed with Vinegar; these Also to be fumigated once a Month or oftner in damp Weather, by burning tar with a logger head, or firing small quantities of gunpowder, if the sick are in a State to Admit their being moved up from between decks; as it will be necessary the Ports & Hatches should be Closed during these Operations —

The Wind sails are to be kept down the hatches in day time; and the ventilators worked uninterruptedly, night and day —

The Hammocoes are to be got up in fine weather and stowed in the nettings, or constantly lashed up when not occupied; and no greather Number of Chests, or other incumbrances, allowed between decks, to inter-

rupt the free Circulation of Air, than what are absolutely necessary for the requisite accomodation of the Ship's Company —

The times of washing the lower & orlop decks, fumigating the Ship, and every other means taken for the preservation of health, are to be set down in the log book; or the reasons why they were omitted —

#### VI

As a sufficient quantity of dry, warm cloathing, to afford the men a change when needfull, will much contribute to the beneficial Purposes before mentioned, it is highly necessary an accurate account should be had of the several articles each man is furnished with as well as to prevent thefts & frauds. The Lieutenants having command of divisions are always therefore to take a muster of the cloathing of each man under the degree of a Petty Officer in their respective divisions, as soon as may be after the Ship puts to Sea, and cause an entry to be made thereof in a book provided for that Purpose. Every casual alteration by loss, exchange, purchase, or donation is to be noticed therein; that it may be had recourse to for comparing the claimant's demand on any Complaint of theft, to ascertain the facts: And the men for whose peculiar benefit this regulation is calculated, should be exhorted to punctuallity in giving notice of such alterations to their Officers, for the mutual Justification of all Parties —

No Person is to appropriate to his own use any cloaths, of what kind soever, negligently left about the decks, under pretence of not being able to find an Owner for them; But he is to bring such Cloathing to the Officer of the Watch, for his directions in the disposal of it. And if it is discovered to be in his Possession for any other intent, it shall be deemed a theft, and the Offender punished accordingly —

The Midshipmen are to examine the cloathing of their respective Squads weekly; to take care that the men keep themselves clean; that they do not lose or otherwise dispose of their necessary cloathing; and that their hammocks are scrubbed & washed at proper intervals: For which Purpose the ordering up a certain number every morning in succession, will probably be necessary. They are to make due reports on these heads to the Commanding Lieutenants of their divisions —

The Lieutenants are to see the Midshipmen carefully perform this part of their duty, and acquaint their Captains from time to time what necessary cloathing each man wants; that orders may be given for supplying them, as far as it may be done consistent with the General Instructions concerning slops —

On the First Muster of the Cloathing the Lieutenants are to direct such Part thereof as may be requisite for the Men at Sea, to be stowed in their hammocks; that there may be no Occasion to keep between decks a greater Number of Chests than are absolutely necessary —

#### VII

Whenever boats are sent from the Ship on duty, or otherwise, care should be taken that none go in them but the regular boats Crews; or such others as shall be appointed by the commanding Officer, instead of any one



sick or absent; and it is Particularly recommended to the respective Officers, not to keep nor suffer the Boats to remain on Shore longer than is absolutely necessary, and never after dark, which is too frequently the cause of desertion —

When boats are sent for water or Stores, the Officer of whatever Rank he be, who is sent in the charge of them, is to stay and attend Punctually to that duty, and be carefull to keep the men together; and so soon as they have got in their lading, he is to proceed directly, (wind & tide permitting) back to the Ship. The touching on Shore and letting the Men leave the Boat, is generally productive of the embezzlement of Stores, if they have any in, and other irregularitys —

Upon all Occasions where boats are sent on any service, in the execution of which they may expect opposition, care shu'd be taken to furnish them with Proper Arms and Ammunition, & likewise with water & Provisions, if they are likely to be absent for so long a time, as to make it necessary for the men to have refreshment —

Particular Attention should be had, never to suffer the boats to lye beating alongside the Ship, but always to keep them moored astern, with proper boat keepers, & the fenders out, & at night to hoist them in, having a boat on each side, with the tackles on her, ready to be put into the Water, on any emergency —

### VIII

A Midshipman of the Watch to inspect between decks once at least every hour during the Night, to see no tobacco is smoaked, or lights burning in any Part of the Ship, but such as are allowed; that the Centinels are not negligent on their Posts and that the Ventilators are worked —

### IX

A Mate or Midshipman is to attend the several Warrant Officers to their storerooms, when any stores are wanted, to prevent accidents by carelessness and inattention to the Lights: And the Warrant Officers respectively are strictly enjoined not to receive or lodge in their Storerooms, any Spirituous Liquors, or other Articles whatsoever, except the Stores committed to their Charge, for the Service of the Ship —

### X

A Constant lookout is to be kept at the Mast heads while at Sea, or in any other situation where it may be necessary to watch the approach or passage of Strange Ships: The Men appointed to this duty are generally to be relieved every half hour: But in case they are the first discoverers of any such Ship or the land, then, by way of reward, they are to be relieved immediately: As on the Contrary, they are to be kept up for double duty, if, through their neglect, such discovery is first made from any other Part of the Ship —

The Midshipmen of the Watch, or other discreet Persons, are to be successively charged with looking out for Signals from the Admiral's or any other Ship; And no Signals are to be made but on very extraordinary and urgent Occasions without the previous knowledge & direction of the Commander of the Ship —

## XI

The Lieutenant of the Watch is to see marked in the logbook all Signals; every Change of Sail; the Proportion of leeway the Ship shall in his judgement make; and all other observations & occurrences that may happen while he is in Charge of the Ship, by day or night, and attest such entrys with the initial letters of his Name —

## XII

The Ship's Companys are to be exercised at all convenient times with the Great Guns & Small arms, untill they become expert in the Use & Management of them agreeable to their several Stations in the Quarter Bills. And the sooner to perfect them, this is to be practiced every day at sea in fair Weather when at third Watch by a certain Number off duty, but when at watch and watch, confined to those on duty. When the Seamen quartered to the Great Guns have acquired a compleat knowledge of that part of their duty, they are to be instructed in the use of small arms, and lists kept of those so qualified, in readiness to make a report of their Number to the Admiral when called upon —

The Captains are at liberty to fire in the exercise of the small arms when they see fit. But are never to use Powder or Ball in that of the Great Guns without an Order or Signal from the Admiral —

## XIII

It is expected the Captains will take every opportunity when fitting or getting ready for sea, and all other seasonable times, to accustom their raw men to go aloft, and to have them instructed & Practiced in the several dutys incident to fitting or working a Ship, that they may be qualified, as soon as possible, to do the duty of Able Seamen; For this hand they are at liberty to loose, hand, furl, or unbend a Course, or topsail when they see fit, without regarding the Admiral's example in those instances: They will with the same view also be permitted to change a topmast or topsail yard then aloft; first signifying such their desire to the Admiral, and no Particular [signal] occuring to the contrary —

## XIV

A Sufficient Number of Guns are to be kept loaded with Powder only, for making Signals, and False Fires and Signal Lanthorns always brought up, and Placed ready for that purpose at the Close of Day. When Signals are made in the Night, care is to be taken to keep the Lanthorns covered till Placed; and then to show all the Lights at once: Spare ones are to be in readiness to replace any that may be blown out, and when the Signal is taken in, they are to be covered again. The utmost care is also to be taken (especially in Flag Ships) when any Signal is to be made that no other Lights, except the distinguishing ones, be seen from any other Part of the Ship, nor any carried about uncovered when sailing or cruizing at Sea; in order to Prevent the Inconveniencies which might arise, by such lights being mistaken for a Signal —

## XV

As it is highly Proper all the Ships should be kept in a Constant State of readiness for Action, Particularly to prevent any surprize in the Night,

it is strongly recommended to the several Captains to see the Officers in their different departments, have every thing depending on them in that state: Slings for the yards, Puddings, Dolphins, preventer Braces, and Stoppers, ready to apply at the shortest notice; fire buckets at hand, Spare tiller fitted, wings clear, fire booms Placed conveniently for use, passages to the Magazines always clear before night, after Platform in state to receive the wounded, a Sufficient Number of Lanthorns prepared; & that the Casks of Drinking Water (disposed in proper Places for the refreshment of the men at their Quarters in time of Action) be kept Constantly filled and in good Condition —

Spare Arms, Spikes, Ammunition, &c should at all times be ready, & carefully disposed for the seamen quartered on the upper deck & forecastle, for either boarding or being boarded, and Great advantage may be derived from the use of fine Sennet splinter nettings, when time & materials can be had for making them —

When at Anchor the Bow Chace should be loaded with grape shot, and broad axes always laid at hand to cut; and Slip buoys put on the Cable to slip whenever directed so to do —

#### XVI

On Discovery of Strange ships in the night, the Officer of the Watch is to make it known to the Captain, without loss of time: but if they are seen near, & suddenly, his first attention is to be directed to get the Ship immediately under Command, by filling sail without delay if before lying to; making more, or less sail, as shall be requisite to keep her disengaged, untill duly Prepared for Action, or that he receives the Captain's further Orders thereon. In such exigency he is to give Notice of his discovery by a Midshipman to his Commander, and the other Principal Officers of the Ship, according to the directions which he shall have received in that respect —

#### XVII

On the beat to Arms, or other general call of the Ship's Company to Quarters in the Night, it is meant that the divisions of the Ship's Company, not of the watch, with the commissioned and inferior Officers appropriated to them, should attend to see the crows, handspikes, rammers, sponges, Powder horns, Priming wires, or tubes, and shot, & Wads provided and properly placed for the Guns on the lower deck; the Guns unlashed, but not run out; the tackles bighted in lengths, and laid along by the side of them; match carefully disposed in the tubs; one lighted lanthorn hung up behind each Gun amidships; and a Provision of sand or cinders to strew upon the decks, in a small [tub] placed between every two Guns —

The Marine Serjeants are to provide spare ammunition for the Marine quarters, and the grenades; taking care to have them properly covered; and separately secured —

The Ship's steward, and his mates, or other persons appointed to act with him under the Surgeons directions, should be charged with the Care of placing, at the same time, lights for his occasions —

Particular men quartered at each gun below and aloft, instead of Boys,

who are not of trust to be relied on for this important duty, should be appointed and noted in the several lists, to receive from those charged with the distribution of them, the proper number of Cartridges in cases, for their respective guns; which cases should be placed on the opposite side to that on which it is expected to engage, and moved over, from time to time, in the progress of the Action, as occasion may require. The men so appointed should be made sensible, by a proper intimation, of the consequence of this service confided to their special discretion & care.

It is recommended, for an invariable practice in action, (more especially during the night) to be provided to make as many discharges as can be prudently attempted, on the first junction with the enemy; not only on account of the impression a vigorous effort of this kind cannot fail to make from a Ship well placed, but as the difference of drift in any two Ships, and the difficulty of keeping their Stations from damage to their rigging are such, as quickly to separate them to a distance from each other, and render their subsequent discharges precarious, or of no effect —

A very particular attention is necessary to be had to the lower deck Ports in Squally weather, or on occasion of putting in stays, or hauling to the wind suddenly in time of Action; the Officers on the lower decks should be timely informed of the Captain's intentions thereon, for their Government accordingly; and the Benefits of frequent use in the lashing and securing in exercise, by the men quartered to them, will be sensibly experienced on these occurrences —

#### XVIII

It is to be observed, that it is not meant, by anything before mentioned, to restrain the Captains from making such special arrangements and provisions for the better discipline and good government of their Ships, as they see occasion to establish; the details, in either instance, where it has been touched upon in these instructions, have been introduced rather with an explanatory meaning than to a complete and circumstantial limitation —

Nevertheless with respect to the Provisions unnoticed; as, (amongst others) for preventing excess in the use of spirituous liquors, or the necessary appointment of the Men to different stations for working the Ship, left to be added; it is the object of these instructions to have the details, in all cases, expressed in the orderly Book as full as the nature of them will admit, for the Information of Persons concerned; that no Plea of Ignorance, or want of sufficient opportunity to become acquainted with the Particular dutys required of them, may with reason be alledged in excuse of any omission or misconduct therein —

#### XIX

Whenever a demand is made for stores at any of the dock yards or Ports where naval officers are established, the warrant officers in whose department it is, are to accompany it with an abstract of their supplies, expence, and remains; that the officer of such yard or Port may be enabled to judge of the regularity of the demand, before it is comply'd with, and particular attention is to be had that no conversion be made, of Stores, to other purposes than those for which they were intended, without a written order; nor any

fallacious expence of them set down in the expence books. As however meritorious the intention of such practices may have been, they have given rise to much complaint in the Publick Offices, of abuses committed under those pretexts, and therefore it is necessary for the Kings service they should be suppressed —

And the respective Warrant Officers are to take notice that if any of the Stores under their care shall be misapplied, damaged, or wasted, for want of their representing to their Captain, or Commanding Officer, anything that might have prevented it, the same will be considered as a notorious breach of their duty, and they will be made to answer for it accordingly —

## XX

All suitable opportunitys are to be taken for keeping the ships complete in their stores, water, & Provisions, up to the time expressed in the last Orders the Captains have received in that respect; without waiting for other instructions therein —

As the advancement of the Public service requires an equitable participation of the Aids, whether in men or Stores, that can be spared for the benefit of this armament; it is with confidence inferred, that the Captains will not suffer any errors in the returns made of men or Stores, or Qualitys or sufficiencies of either to escape their notice & correction —

Given on board His Majestys Ship *Eagle* off New York 8th day of June 1777

Howe

To the Honble Captain Wm Cornwallis, Commander of His Majesty's Ship *Isis*. By Command of the Vice Admiral Joseph Davies

1. Captain William Cornwallis Papers, Order Book (January 12, 1777–May 20, 1778), NYHS. Marginal synopses by Cornwallis have been omitted.

VICE ADMIRAL RICHARD LORD HOWE'S ADDITIONAL INSTRUCTIONS  
TO THE FLEET <sup>1</sup>

Additional Instructions respecting the Conduct of the Fleet preparative to, and in Action with the Enemy —

Art 1

The Chief Purpose of a regular disposition of the Ships limited to Place and Distance in the stated order of Battle, being that they may remain as little as possible exposed on their approach to the Fire of more than the Particular Ships corresponding in Station in the Enemy's Line; Or be subject to receive any injury from each other; And as a Strict adherence thereto, may on many occasions be found prejudicial to the Service by restraining the Captains from taking advantage of the favourable incidents which may occur in the Progress of a General Action; it is the Object of these Instructions to facillitate the Means of improving such opportunitys by an Authorised deviation from those restrictive appointments.

2nd

This meant that the British Van should be extended to the headmost Ship of the Enemy's Van at all times, preparative to General Action in

regular Order of Battle between the two Fleets, Tho' they Consist of a greater Number of Ships. And it is equally desirable on that Occasion, that the same Care, should be taken in the Rear, to engage more particularly the Sternmost Ships of their Rear; that no unoccupied Ships may be left at either extremity of their Line, to facillitate any attempt to double on some Part of the British Fleet. Tho' it is judged that such use of their superiority, proposed to be made by an unexperienced Enemy, will be proportionally guarded against, as the Ships of the Fleet, subject to be affected thereby, shall be more Closely engaged with their immediate Opponents in the Enemy's Line.

In respect to the limitation and Rule, for the Government of the Captains with whom the Option must remain in either case, with Relation to the particular Parts of the Enemy's line, wherein it may be advisable to leave such unoccupied Ships in the meantime; It is recommended to those commanding Ships of greater force to disregard or pass the weaker and worst sailing ships of the Enemy and confine their first Endeavours solely to disable the stronger and more active, as their accidental Situations in the Line afford Opportunity —

### 3rd

In the case of weathering the Enemy's Van preparatory to a General Action, being then approaching each other on different Tacks, the Fleet is to continue standing on as before untill further direction. And as soon as the Admiral has judged the Van to be advanced far enough on towards the rear of the Enemy to allow a Sufficient space for the Ships to form and bring up properly against those opposed to them in the Enemy's Line respectively when come too on the other Tack; He may be expected to make the Signal for the Rear to tack first, or the whole Fleet to tack together, as he sees most Convenient for coming upon the Line of Bearing best suited to the Position of the Enemy and he will afterwards shape a Course for bringing the Ships into Action with them accordingly. The several Commanders will therefore be prepared for such Evolution.

But if any Number of Ships of the Enemy's Rear should Tack, an equal Number of the Sternmost Ships in the British Line are to do the Same in Succession after that which will then become the leading Ship; and being thereby formed in line ahead parallel to those of the Enemy, tacking as aforesaid, are to engage them in that situation unless otherwise by Signal directed —

### IV

When arriving up with the Enemy on the same tack having the Wind of them; and they are observed to be lying too or waiting under an easy Sail by the Wind in line of Battle ahead but at such a distance to Leeward that the Fleet is not liable to be materially injured by their Fire, the Admiral will then most probably chuse to continue on upon the same Course, untill the Van of the Fleet appears to be advanced within a sufficient distance of the Extent of the Enemy's Van. He may be thereupon expected to make the Signal for shapeing a Course to join the Enemy and to come to Action with them on bringing up Each Ship of the Fleet opposed

to that of the Enemy corresponding in Situation respectively as before expressed —

## V

But if the Admiral should think Proper under the same Circumstances in respect to the Enemy, to attempt upon their Rear previous to the Pursuit of a General Action and makes the Signal 4 or 5. page 11 in the Sigl Book delivered; The leading Ship of the Van is to open a Convenient distance; and upon arriving up with the Enemy to give their sternmost Ships his Fire upon the Quarter, then Tack or Wear & fall into the Rear of the Line according to the purport of the respective Signals — This Method of Attack is to be Continued in succession by the Ships of the Fleet, or any Particular division so appointed untill further Signal, Care being always taken to leave room as requisite for each other in the Execution of this Service —

## VI

When from any movement of the Enemy, it is thought improper longer to continue the Manner of attack specified in the Preceeding Article, and that the Admiral would have the next succeeding ships to take their Stations for the purpose of bringing on a General Action; He will most Probably make the Signal 3. Page 11 to invert the line in Succession primarily instituted for the Circumstance of arriving up at a small distance to the Windward of the Enemy upon the same Tack. The then headmost Ship of the British line is thereupon to be placed against the Sternmost Ship, not before disabled in the Enemy's line, the Ship her second astern is to pass without her to attack the next Ship of the Enemy; and the others to do the Same in Order throughout the Enemy's line; The meaning of this last appointment being to guard in some Cases against the Injury the headmost Ships would be exposed to in passing onward under the Fire of the Enemy's whole Line to the attack of their leading Ship, in the Van; as is generally understood to be required in such relative Positions of the two Fleets, by the XIX Article of the General printed fighting Instructions; The most necessary Purposes of which the particular Signals, and Instructions delivered for the Government of the Ships on the present Occasion are meant to supply —

## VII

On meeting with a Fleet of the Enemy inferior in Number of Ships to that under the Admiral's Command; Or if, by the early Desertion of their Posts in Battle, the British Fleet should become superior to them in the Line; the Ships of the Van or Rear in either Circumstance over and above the Number of the Enemy so drawn up, are to quit their Stations in the Line without waiting for further Signals or Instructions to that Effect; the Captains thereof are to endeavour to distress & annoy any of the nearest Ships of the Fleet particularly opposed to them; Or otherwise to assist or relieve any disabled Ships thereof as they can be employed with most Advantage —

## VIII

At it may be necessary on some Occasions to set the Ships of the Fleet at liberty to steer for those Opposed to them respectively in the Enemy's

line, independant of that necessary regard to the uniformity in distance, Course & Movements to be at other times observed, When the Signal 8 Page 23 is made for that Purpose, it will be incumbent on the Captains of the Fleet to keep those Ships of the Enemy, to which they are thus separately directed, upon the same Constant Bearings if possible as they advance towards them —

Suitable Care however is to be taken by them mutually, not to cross upon one or otherwise subject themselves to any hazard of falling on board each other in Execution hereof — For which end when they are so stationed or Confined in their Situations by the Ships near them, that they have not sufficient space to shape or vary their Course correspondent to the alterations in the Enemy's Position made according to their usual Practice on such Occasions; They will best remedy that Inconvenience by a Proportionable increase or decrease of Sail carried so as to be assured of effecting the Intended Junction as near together as may be with all convenient dispatch —

They are permitted on bringing up against the Enemy to take their Station on either Part to windward or to Leeward of their Opponents as they see most suitable for boarding or Closing with them to advantage to disable them more Speedily —

They must nevertheless be mindful that they are not drawn away by any impression feigned or actually appearing to be made upon the Enemy, so far that they can not have assistance from the Fleet occasionally; Being in such Circumstances to Consider wherein they may render the most effectual Service against the Enemy and to govern themselves accordingly —

#### IX

The Purpose of this Signal being to have a timely preparation made in the Ships or Division referred to, when it is proposed to attack any Ships of the Enemy protected by their batteries in Port, or otherwise obliged to Anchor inshore for their security, And when neither the Time or Circumstances of the Case do admit of giving earlier notice of the Admirals intentions therein; It has therefore been thought expedient to specify in explanation thereof, some of the most necessary Provisions for the military Service thence likely to ensue —

The Captains of the Ships so Pointed out, are to prepare for such service in due time, by having springs upon their Bowers, and the End of their Sheet Cable, taken into their Stern Ports, for stopping short without winding when they are to sail to their Anchoring Stations, against the works of the Enemy with the wind aft —

Their different boats are to be hoisted out and Hawsers coiled in their Launches or Longboats, with their Stream or Coasting Anchors, in Readiness to Aid or Transport their own Ships to their destined Stations; Or to assist other Ships of the Fleet on the same Occasion —

Their spare Topmasts & Yards (Wind & Weather permitting) will be best secured from Injury in Action, by being lashed along side under their lower deck Ports, or towed astern in smooth Water when no Opportunity offers for leaving them in the care of any other Ships or Vessels attending upon the Fleet —



It is recommended to them whilst advancing to their Stations under the Fire of the Enemy to keep their unoccupied men laid Close down upon the decks on the Off side from the Enemys Ships or Works; to prevent disorder amongst them by untimely Accidents, and that they may be less exposed untill the Ships are duly placed —

Given on board His Majesty's Ship *Eagle* off New York the 8th day of June 1777

Howe

To The Honble Captn William Cornwallis Commander of His Majs Ship *Isis*

By Command of the Vice Admiral Joseph Davies

1. Captain William Cornwallis Papers, Order Book (January 12, 1777–May 20, 1778), NYHS. Marginal synopses by Cornwallis have been omitted.

VICE ADMIRAL RICHARD LORD HOWE'S ORDERS TO COMMANDING OFFICERS  
OF SCHOONERS AND SMALL ARMED VESSELS <sup>1</sup>

Signals & Instructions for the Conduct  
of the Officers commanding Schooners or  
other Armed Vessels stationed to give  
Notice of any attempts of the Enemy  
during the Night —

Object of their appointment	Officers, Commanding Schooners or other arm'd Vessels stationed to Windward of the Fleet to give notice of any Attempts of the Enemy during the Night, are not to expose the Vessel under their Command to any unnecessary hazard or Loss, by approaching nearer to the Enemy's battery's upon inconsiderable Occasions, or advancing too carelessly into Shoal Water; But in their Whole Conduct they are to have in view as their Chief Object a timely discovery and notice to the Fleet of the approach of an Enemy by day and Night
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I

Not to suffer Strange Ships &c to approach the Fleet in the Night	They are not to suffer any strange ships, boats, or Vessels, whatsoever to approach near to, or to pass within the circuit of the Fleet during the Night. But having taken their Stations to Windward of the Fleet, or in such direction as shall be from time to time appointed the Commanders are to be attentive to the motions of the Enemy, and to give the earliest notice of their approach, and to use every means in their Power to frustrate any preparation they discover to have been made for molesting the Transports or doing Injury to any other Part of the Fleet.
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II

Nor Boats unexamined	They are to seize and detain all Boats passing within or near the Fleet after the Watch is set: except the Guard boats declaring themselves to be such when hailed: or such other boats as upon examination they find to be employed upon the King's Service & are able to give the
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Watch word when demanded; and seeing occasion at any time to demand the Watch word as above, they are to take care to do it in such a Private manner, that upon receiving it from the Person approaching them for that Purpose it may not be disclosed to any Stander-by

## III

Discovering an Enemy superior to them assisted by the Guard boats

Upon discovering the Approach of An Enemy from whose attempts any Injury is to be apprehended to the Fleet, and in Opposition to which the Commanders of the Guard Vessels do not imagine their own force or means, with the Assistance of the Guard boats attending would be sufficient, they are to burn many False Fires, shew lights, & fire Guns successively untill they are Answered from the Admiral by one False Fire & one Light at the Ensign Staff: Or that they Observe the Admiral has made some signal to the Fleet with lights or Guns, which indicates his notice of the intended alarm, And they are to return to acquaint him or any other Principal Officer nearer to him with the particulars of the discovery they have made

## IV

When able to oppose to the Enemy with the Guard boats.

But upon discovering any attempts upon the Enemy in opposition to which they have need of, and think themselves able with the assistance of the Ordinary Armed boats of the Fleet to Act with Effect; they are then to burn two False Fires at the same time, shew two lights of equal height where they may be most easily distinguished and fire one or more Guns successively, untill they are answered by one False Fire, and one Light as before: Or that the Signal is made by the Admiral for the Guard Boats to repair to their Assistance accordingly. And for their further encouragement on these Occasions they may be assured that their merits shall be represented & noticed to their further advantage accordingly

## V

To give the earliest information upon all Subjects of Alarm  
And destroy all Signals & Instructions before the capture of the Vessel

They are to be Careful to give the earliest Information upon these subjects of alarm, that the Circumstances thereof will admit: In order that the Admiral may have the most timely notice for sending such Assistance or taking other Preventive measures as the Case may require. And if the Commanders of the Arm[ed] Vessels should be at any time in danger of being taken by the Enemy, they are to be particular[l]y careful previously to destroy these & all other Signals and Instructions in their Possession relating to the Guard & Conduct of the Fleet

Given on board His Majs Ship the *Eagle* off New York the 8 June 1777

Howe

To The Honble Captain Wm Cornwallis

Commander of his Majs Ship *Isis*.

By Command of the Vice Admiral      Joseph Davies

1. Captain William Cornwallis Papers, Order Book (January 12, 1777–May 20, 1778), NYHS.

VICE ADMIRAL RICHARD LORD HOWE'S INSTRUCTIONS FOR THE GUARD BOATS  
IN NEW YORK HARBOR <sup>1</sup>

Signals & Instructions for the Out Guard  
boats and Others when on duty during the  
Night

I

When the Guard boats upon the Out Guard discover any danger to be apprehended by the Fleet from the Attempts of an Enemy of Force superior to themselves assisted by the Guard boats in waiting, & Guard (or Armed) Vessels to be appointed for the same service united; they are to burn Many false fires & fire musquets without discontinuance untill Answered from the Admiral by one False Fire & one Light at the Ensign Staff they are thereupon to return forthwith to communicate the Particulars to the Admiral & to the Ships of War nearest to them –

II

But upon the approach or expected attempts of an Enemy in Opposition to which the Assistance of the Guard boats in waiting and the Guard (or Armed) Vessel, is deemed sufficient; The Lieutenant of the Guard is to burn two False Fires at the same time & fire single musquets successively 'till the Signal is answered as before; The Guard boats in waiting are thereupon to be dispatch'd forthwith from the nearest Ships, to the Assistance of that Guard without waiting for further direction from the Admiral, upon their Arrival the Lieutenant of the Guard is to attack the Enemy as he sees Practicable; Having attention to his further security by sending to make his Situation known to the Admiral, or other Commanding Officer nearest to him as Circumstances will admit –

III

Upon the Appearance of an Enemy giving Cause of Alarm, or discovering strange Ships approaching the Fleet on the side of his Guard, & which he thinks himself already of sufficient force to seize upon & subdue: He is then to burn only one False Fire: But to repeat the same from time to time as he sees Occasion, untill he is Answered by the Admiral or some of the nearest Ships as before, He is thereupon to Advance supported by a proper disposition of the Boats, (some according to his force being appointed to fire into the Stern or other most exposed Part of the Enemy whilst he board with the rest) to examine more particulary into the Cause of Alarm, or to Oppose and Attack the Enemy as he is able And he may be assured that his Endeavours to distinguish himself upon such Occasions will be suitably made known & rewarded.

IV

He is to send upon any cause of Alarm, the earliest Information he is able

of his Conjectures on the Subject of it, to the Admiral or the nearest Ship in order that the most timely assistance may be furnished for his support. And if the Admiral would have the Guard boats in waiting to repair to strengthen that Guard – He will signify his Intentions to that effect by the Proper Signal mentioned in the Sixth Article. But it is to be observed that the Out Guard boats of the other Divisions when such are employed, are not to quit their Posts on these and similar Occasions (unless very near at hand or that by the position of the Wind rendering themselves to Leeward of the Fleet, no ill Consequence can happen from their Absence) untill the Signal for the Fleet is cut or Slip or the general Signal for calling in all the Guard-boats is made; Lest the first Alarm given by the Enemy, should have been only meant to divert the Attention of the Fleet from any meditated insult on some other Part, equally Practicable from the direction of the Wind at that time

## V

Private Ships seeing any of these Signals made from the Guard boats, and that they are not quickly observed, on board the Admiral are to repeat the same by signal as for seeing strange Ships in such Quarters (distinguishing for these Occasions as in the subsequent Article) & fire a Gun if necessary

## VI

When the Admiral from any appearance of danger or otherwise would have all the out Guard-boats return to their respective Ships: He will shew one Light at the Ensign Staff & one at the Mizen Peek, & fire a Gun –

If he would have the Guard boats in waiting to repair to the Assistance of either of the advanced Divisions he will shew four lights of equal height where they may be most easily seen & fire one Gun –

But if he thinks it necessary at the sametime to mark the Quarter of the Compass on which he would have the Boats particulary to Chace; He will hoist for these Occasions if it be to the North East, one Light at the Mizen Peek, if to the North West two Lights, to the South East, three Lights, and to the South West four Lights at the same place. But if from further Information in any of the foregoing instances, he should afterwards think fit to recall these last from the Chace; He will fire one Gun as a preparative to the Signal, and presently afterwards burn two false fires together, And he will repeat this Signal if he deems it necessary some time after.

Given onboard his Majesty's Ship *Eagle* off  
New York the 8th June 1777

Howe

To The Honble Captain Wm Cornwallis  
Commander of his Majs Ship *Isis*.

By Command of the Vice Adml J. Davies.

1. Captain William Cornwallis Papers, Order Book (January 12, 1777–May 20, 1778), NYHS.

# VICE ADMIRAL RICHARD LORD HOWE'S INSTRUCTIONS FOR THE PROTECTION OF TRANSPORTS <sup>1</sup>

By the Viscount Howe, Vice Admiral of the  
White & Commander in Chief of His Majs

Ships & Vessels, employ'd & to be employ'd in  
North America

General Object of the Instructions His Majestys Ship the *Isis* under your command being to Continue in this Port, until further order, for the Protection of the Transports assembled here, & to be employ'd on such Services as may occur, having references to the Operations of the Army: You are during your continuance of that Service, to observe relative thereunto, & for the better security of Transports whilst at Anchor, the following General Instructions –

I

The Ships to be kept in constant readiness for service Each Ship of the Fleet is to remain in such Station whilst at Anchor, as may be from time to time directed, according to the change of Circumstances incident to a service of this complicated nature; But of which the Captains will always have sufficient Notice, The Ships are to be kept in constant readiness to cut, or Slip, and put to sea, or to proceed on any Action or Service within the Port as Occasion may require, and that no discovery may be made by the Enemy of the Precautions taken for the security of the Transports & other Vessels attending upon the Fleet during the Night; the Captains of the Ships of War are allways to have an Armed boat lying along side, or otherwise in readiness to be immediately put into the Water; to be employ'd in stopping & examining all Vessels whatever endeavouring to pass near, or thro' the Fleet, by their several Stations: which attempts they are to prevent by every means in their Power; And they are moreover to Keep at least one third of their Ships crews under Arms, as the other necessary Duties of fatigue or Service in the course of the preceeding days will permitt In order that they may be found better prepared against any sudden Attempts which the Enemy shall presume to undertake –

An Armed boat ready prepared

one third of the Ships Crews under Arms.

II

No Boats those on the Public Service excepted to pass thro' the Fleet after the Watch is set No boats are to be suffered to pass the Ships of war without being challenged: nor Officers or others to be absent from their Proper Ships after the watch is set; Except the Guard-boats, declaring themselves to be such when hailed, or such boats, & Persons as may be employed on the business of the Service: All other boats are to be stopped and examined, & if found to be absent from their respective Ships, contrary to the intent of these Instructions, they are to be detained, and a report is to be made of the Circumstances to the Commander in Chief in the morning. Pursuant whereunto all Persons passing thro' the Fleet after the watch is set, are to Obey the Call of the Centinels from the different Ships & to relate on demand

All Boats to Obey the Call of the Centinels

from the Ships  
or to be forced  
so to do upon  
refusal

the occasion of such their Absence from their proper Ships accordingly: As Orders will be given to fire upon such Persons as shall resist, or refuse Obedience to this Injunction

### III

Stations pre-  
scribed to the  
Guard boats &  
Conduct to be  
Observed  
therein

under direction  
of the Lieu-  
tenant of the  
Guard  
Not to suffer  
any Boat or Ves-  
sel to pass  
unexamined

The Guard  
boats of each  
division when  
more than one  
to be under  
the direction of  
the respective  
Guard Officers –  
who are to re-  
port in the  
Morning

The Guard boats for the out guards that will be dailey appointed in due time, being suitably provided with Fire Arms, Cutlasses, Half Pikes, Grenades, & Fire Grapnels, and commanded each by a trusty Petty Officer, are to be Kept always passing backwards & forwards on each part (not exceeding one or two Miles at the discretion of the Lieutenant of the Guard) to windward of the Fleet as the tide & weather will Allow – And when it may be necessary to relieve the boats crews from the fatigue of a too constant duty of this kind, they are to be permitted to wait along side, any of the weathermost Ships, Armed Vessels, or Frigates lying without the Body of the Fleet; Or to return to be changed successively at their respective Ships, as the Lieutenant of the Guard shall direct – They are not to permitt any boat to pass them during the Night but such (as have been first examined) they see reason so to do comformable to the purport of the preceeding Article; nor to suffer any Vessel whatever to approach the Squadron at that time

The Guard boats of each Division, (if more than one is thought necessary to be so appointed) are to be commanded by a Lieutenant, named dailey for that duty. which Officer is to collect from the different boats under his Orders, & deliver a report of the Occurrences on his Guard to the Admiral or other Chief Officer appointed to receive the same by Eight of the Clock the next day; But the boats of his Division are to be dismissed to return to their respective Ships at relief of the Watch (or Gun firing in the Morning.

### IV

The Watch  
Word to whom  
communicated –

If any Officer  
thinks it neces-  
sary to call  
the Guard boat  
on board for ex-  
amination

A Watchword will be dailey given for the Guard boats to distinguish each other; They are only to be communi- cated to the Lieutenant having the Watch in the different Ships, & the Officer commanding each of the Guard boats – And if the Lieutenant of the Watch in any ship sees Oc- casion to call a Guard boat onboard to him of which he is doubtful in the Night & demands the Word; it is to be privately given by the Officer of the Guard boat, to the Lieutenant meeting him at the Ships side for that Pur- pose –

## V

Omission to hail a Guard boat to be reported – When it shall happen that any Guard boat passes a Ship of War from whence it has not been hailed – agreeable to the tenor of these Instructions the Circumstances of the Omission with the Ships name are to be reported –

## VI

Force to be used from the Ships if necessary to Compel obedience for the Examination of any Boat or Vessel passing near the Fleet The Ships of War Anchored on different Parts of the Fleets are to use force occasionally for the examination and detention of any Boats or Vessels Steering into, or passing near the Fleet at any time contrary to the intent of this appointment. On which account & for the due observance of these Regulations, the most public communication of them is to be made in the different Ships respectively –

Given onboard His Majesty's Ship the *Eagle*  
off New York the 8th June 1777

Howe

To The Hon'ble Captain Wm Cornwallis

Commander of His Majs Ship *Isis*

By Command of the Vice Admiral Joseph Davies

1. Captain William Cornwallis Papers, Order Book (January 12, 1777–May 20, 1778), NYHS.

VICE ADMIRAL RICHARD LORD HOWE'S INSTRUCTIONS FOR DISPOSAL OF  
PRIZES TAKEN BY HIS SQUADRON <sup>1</sup>

By the Viscount Howe, Vice Admiral of the White, and Commander in Chief of His Majesty's Ships & Vessels, Employed & to be Employed in North America

Whereas I understand it has been judged expedient, to send to Europe American Vessels seized as Prizes, by Virtue of an Act passed in the second session of the present Parliment, for prohibiting all Trade, and Intercourse, with the several Colonies therein mentioned: And as great Prejudice would ensue to the Service by such reduction of the Ships Complements as a Continuance of that Practice must necessarily Occasion; you are therefore hereby directed, when you shall have opportunity to make Prize of any Ships or Vessels of the descriptions in the said Act contained, to send them to Hallifax, or to any nearer Port on this Continent, where a Court of Admiralty may be legally Constituted for the Condemnation thereof; or to Sandy Hook or any other Anchoring Station at which any Part of the Fleet may be then assembled – there to remain under Protection of the Fleet until a suitable Opportunity offers for sending such Prizes with Convoy to some Port in America where such Court of Admiralty may be so duly constituted as aforesaid

Given on board His Majs Ship *Eagle*  
off New York the 8th June 1777

Howe

To The Honble Captain Wm Cornwallis

Commander of his Majestys Ship *Isis*.

By Command of the Vice Admiral Joseph Davies

1. Captain William Cornwallis Papers, Order Book (January 12, 1777–May 20, 1778), NYHS. Appended is a memorandum reading: "The Captains of Ships of War employed on Cruising service are to transmit to the Admiral as opportunity's may offer; Accounts of the Prizes they take, according to the following form." The form provides: when taken, where taken, name of vessel, name of master, name of owner, residence of the owners, tonnage, number of men and guns, from whence and where bound, the lading, how rigged, to what port sent by the captor, and to whose care consigned.

VICE ADMIRAL RICHARD LORD HOWE'S INSTRUCTIONS FOR DISPOSAL OF  
PRIZES OF LITTLE VALUE<sup>1</sup>

By the Viscount Howe Vice Admiral of the  
White & Commander in Chief of his Maj-  
esty's Ships & Vessels Employed & to be Em-  
ployed in North America

Whereas the Kings Service has received great prejudice in the decrease of the Ships Complements from the Recapture of Vessels the Property of the Kings disaffected subjects, taken & manned by the Ships of War, (which can not be spared from services of greater moment) to see such Prizes safe into Port, Wherefore for Answering the more important Purposes of the Act of the second session of the Present Parliament, for prohibiting all Intercourse with the several Colonies therein mentioned, & untill the constitutional authority of Government is so far restored in some Part of the said Colonies, that the benefit intended may be secured to the Captors, according to the Provisions of that Act; It is recommended to the several Captains making Prize of such Vessels of little Worth to take out the Crews with the most valuable Parts of the Cargoes where it can be consistently done; & to destroy the Vessels; rather than to risk the loss of useful Men, now so much wanted for the Service, in attempting to send such Prizes of little Consequence, to distant Ports for Condemnation –

And altho' the Captains are empowered by the before recited Act, to enter the Men navigating such Prizes to serve as part of the Complement in the Ships they Command: It is nevertheless to be remembered that any Confidence put in men so acquired is likely to be productive of great disappointments

Given on board His Majs Ship *Eagle*  
off New York the 8th June 1777

Howe

To The Honble Captain Wm Cornwallis

Commander of his Majestys Ship the *Isis*

By Command of the Vice Admiral Joseph Davies

1. Captain William Cornwallis Papers, Order Book (January 12, 1777–May 20, 1778), NYHS.



VICE ADMIRAL RICHARD LORD HOWE'S INSTRUCTIONS REGARDING SEAMEN  
ABSENT FROM THEIR SHIPS <sup>1</sup>

Memo

*Eagle* off New-York 8 June 1777 –

The Captains and Commanders of the Ships and Vessels of War are desired not to give leave for any of their Seamen or Marines to be absent from their Duty on Shore at any time without a Certificate under their hands respectively specifying the time and occasion for which such Leave of absence has been granted: Those who are found wandering on Shore without such Certificate will be deemed Stragglers: and if absent more than twenty four Hours taken up as Deserters.

Proper Rewards will be published for apprehending all Persons acting in either Case contrary to this Injunction and the amount will be charged against the Wages of the Delinquent whereof due Notice is to be given to the several Ships Companies accordingly.

Howe

To The Hble Capt: Wm Cornwallis  
Commander of His Majesty's Ship the *Isis*. –  
By Command of the Vice Admiral Jos<sup>h</sup> Davies

1. Cornwallis Papers, II, NMM.

VICE ADMIRAL RICHARD LORD HOWE'S INSTRUCTIONS FOR THE  
CONSERVATION OF GUNPOWDER <sup>1</sup>

Memorandum

As the most frugal Expence of Stores of every Species furnished for the Use of the Squadron will be requisite: no Salutes with Guns, are to be exchanged between the Ships thereof; those of Flag Officers or Commanders with Captains under them, upon their first Junction only, excepted.

Given onboard His Majesty's Ship the *Eagle* off  
New-York the 8 of June 1777.

Howe

To The Honble Cap: Wm Cornwallis  
Commander of His Majesty's Ship the *Isis*.  
By Command of the Vice Admiral Jos<sup>h</sup> Davies

1. Cornwallis Papers, II, NMM.

JOHN ADAMS TO ABIGAIL ADAMS <sup>1</sup>

[Extract]

[Philadelphia] June 8. 1777

Upon an Invitation from the Board of War of Pensilvania, a Committee was appointed a few days ago to go down Delaware River and take a View of the Works there, erected with a View to prevent the Enemy from coming up to Philadelphia by Water. Mr. [William] Duer, your humble servant and Mr. [Arthur] Middleton made the Committee.

Yesterday we went, in three Boats, with Eight Oars each. Mr. [David] Rittenhouse, Coll. [John] Bull and Coll. [Joseph] Deane, went from the Pensilvania Board of War. General Arnold, General De Coudrai, an experienced french officer of Artillery, Monsr. Le Brune, an Engineer, and Mr. [Nicholas] Rogers an Aid de Camp of Gen. De Coudray were in Company.

We had a Band of Musick in Company which is very agreeable upon the Water.

We went first to Billingsport, about 10 Miles down the River on the Jersey side, where the River is obstructed with Vesseaux de Frizes, and where a large Fort is laid out with a great deal of Work done upon it.

We then came back to Fort Island, or Province Island, where the River is obstructed again, and the only Passage for shippis is commanded by a Fort of 18. 18. Pounders. Here lay the Fire ships, Fire Rafts, floating Batteries, Gallies and the *Andrew Doria*, and the fine new Frigate *Delaware*.

We then crossed the River and went to Red Point [Red Bank] on the Jersey side, where Coll. Bull has thrown up the strongest Works that I have ever seen. Here We dined, and after Dinner Coll. Bull ordered out his Regiment upon the Parade, where they went through their Exercises and Maneuvres, very well.

We had a long Passage home and made it 9 o Clock before We reached the Wharf. We suffered much with the Heat, yet upon the whole it was an agreeable day. . . .

1. L. H. Butterfield, ed., *The Adams Papers, Series II, Adams Family Correspondence* (Cambridge, 1963), II, 259-60.

## 9 June

### JOURNAL OF CAPTAIN HECTOR McNEILL, CONTINENTAL NAVY FRIGATE *Boston*<sup>1</sup>

Monday	towards noon Sent our boat on board for the officers
June 9th	bedding & chests, &c <sup>2</sup>
43-48N Latd	this day I wrote to Capt Manley & advised him to go to
46-33W Longd	chas Town So Carolina there to refitt & Joine Capt Biddle <sup>3</sup>

1. McNeill's Journal, MM.

2. Belonging to the officers of H.M.S. *Fox* and taken on board the Continental Navy frigate *Boston*.

3. Continental Navy frigate *Randolph*, under Nicholas Biddle's command, had been driven by storm into Charleston.

### CAPTAIN JOHN PAUL JONES TO LEONARD JARVIS, DARTMOUTH<sup>1</sup>

Sir

Boston 9th June 1777 -

Your esteemed favor of 21st Ulto duely Appeared - At the same time I recd orders from Congress to repair immediatly to Portsmouth in order to Proceed to France in the Ship *Amphitrite* - I returned here a day or two Ago - And now Send you a list of Persons concerned in the capture of the Ship *Alexander* - the bearer Mr [Joseph] Vesey deserves to Share with the first

class of Officers – however he will rest satisfied with less rather than make a difficulty – I think it Just that when there are fewer than the compliment in any classes those who belong to Such classes Are entitled to no greater Share than they could have claimed had the compliment been full – And the remainder ought to be thrown into the Part Aloted for any classes whose numbers exceeds the compliment – And this Addition with the Ten deserving Shares will I am persuaded make up a compitent share for every Officer. –

There was Seven Puncheons of Beef of about 300 lb each and twenty six Bags of Bread of about 100 lb each taken out of the *Melish* for the Use of the *Alfred*, but the Value must lay with you to determine. – As I wish to have my Affairs Sittled before my departure from the continent – you will much Oblige me by forwarding my three twentieths of the *Alexander*, as Commodore Hopkins has no title to any Part – I should also be glade of whatever Part of the Proceeds of the Ship *Melish* & Brigantine *Active* you can consistently transmit at present – the remainder when my Pretentions are determined in consequence of Your Application to Congress thro' Captn Bradford – I thank You for your last letter and am with due respect Sir [&c.]

J. P. J.

1. Papers of John Paul Jones, 6582, LC.

*Boston Gazette*, MONDAY, JUNE 9, 1777

Boston, June 9.

Friday last arrived in a safe port the *Snow Sally*, a prize taken by Capt. Harreden in the brig *Tyrannicide*, belonging to this State, having on board a variety of European Goods, among which are 3 or 4000 Blankets, this Vessel, with the *Intrepid*, *Salisbury*, *Janet and Ann*, were loaded by a Merchant in London, and sailed in Company, their Cargoes amounting to £22,000 and consigned to a Gentleman in Quebec – We hope Capt. Harreden will meet with the other three Vessels, as we understand he was in pursuit of them when the prize master left him – The *Sally's* Cargo amounts to near 6000 l. sterl. and in Articles as beneficial for the States of America as for Mr. Carlton, or any British subjects at Quebec.<sup>1</sup>

We also learn that Capt. Harreden has taken a Transport, bound from Ireland for New-York, with 63 Hessian Soldiers on board, which may be hourly looked for.

1. *Sally*, 120 tons, Stephen Jones, master, was condemned and with cargo sold for £21,281.16.1. After charges and commissions for the agents had been deducted, the state and captors each received £10,284.0.3, Mass. Arch., vol. 159, 742–43.

JOSEPH CRANDALL TO GOVERNOR NICHOLAS COOKE<sup>1</sup>

Warren June the 9 A D 1777

To his Excellency the Honourable Nicholas Cook Esqr Governour, and the Counsil also Desiring his Excellency Would Please to Let me have the true form of the Articles And Regulations Belonging to the Schooner *Spitfire* Now Lying at warren a fixing as fast as Possible and I am in hopes of Geting

Ready for Cruising Very Soon But for the Want of the Rules and Regulations People Are Backward about Entering on Board the Vessel But if I Could have the Right Rules And Regulations Belonging to the vessel There would Be a far Bigger Prospect Of Getting her mand, But for the want of Them I Lay under a great Disadvantage People Being a fraid of Critticks in them Do Not Care to undertake untill they might See the Rules and Articles, So no more at Present from [&c.]

Joseph Crandall –

1. Letters to the Governor, vol. 10, R. I. Arch.

“EXTRACT OF A LETTER FROM AN OFFICER ON BOARD THE *Eagle*,  
OFF NEW YORK, JUNE 9”<sup>1</sup>

The Preparations for the Campaign are compleated, and the major Part of the Troops already in the Field: the Generals [William] Howe and De Heister left New York two Days since for the Jerseys; the Army are in the highest Health and Spirits and I assure you hold all Obstacles to their Success in sovereign Contempt. The Recruits lately arrived from England, with the *Isis* and *Somerset*, had a very favourable Passage.

The Enemy occupy the Pennsylvanian Side of the Delaware, having it is said evacuated the Jerseys; they have thrown up a Chain of Works, which I suppose they will desert with their usual Expedition. It is really laughable to observe the Pains our Paragraph-Mongers are at, at home, to magnify the Importance of the Posts possessed by the Rebels, and their superior Intelligence with respect to local Advantages and Knowledge of the Country. Will any Person believe they can again occupy Works more tenable than those from which we have seen 30,000 Men fly with the most dastardly Precipitation? It may be urged, that they were intimidated by our Shipping; this however could not hold true at Fort Washington; had the Rebels chose to have supported their Works on the Jersey Shore, we know by Experience no Ships could have prevented the Garrison in the Fort from receiving Supplies of Provisions and Men. The Advocates for the Americans think the Rivers, which so plentifully intersect this Country, will greatly impede our Progress; I believe very little: The most judicious Means have been taken to obviate this Difficulty; – The Pontoons are of a new and excellent Construction; and we Yesterday dispatched 20 flat Boats to attend the Army: Each of these will transport 70 Men; they move over land on Carriages, which are put together when required, and drawn by four Horses at a considerable Pace. I was present when Lord Howe and the General viewed them; in less than twelve Minutes the Carriages were taken out of the Boats, the Wheels put on, the Boats rolled up, and the whole in Motion; they promise to be of great Utility in the Course of the Campaign.

General Lee is removed to the *Centurion*, for greater Security; He is permitted to walk the Quarter Deck.

We cruized in the *Phoenix* from the 25th of December, to the 15th of March off Virginia: in which Time we took, sunk, or burnt 14 Sail, all laden: We had a Series of tempestuous Weather; we went twice into Virginia; the

first Time carrying a Flag of Truce to York for Exchange of Prisoners. The People there are the most deluded imaginable, forced to accept Information thro' the Channel of their Committees: They have no Idea of their real Situation; Losses are concealed, Defeats made Victories, and French Assistance represented as at the Door. By such Subterfuges, three fourths of the Rebels are engaged in the nominal Support of a desperate Cause.

In a few Days we go round to the Delaware, to co-operate with the Army. My Lord Howe comes on board immediately. We take a considerable Fleet with us – the *Augusta*, *Somerset*, *St. Albans*, *Nonsuch*, *Isis*, *Preston*, *Centurion*, and several Frigates are at present here.

1. *Lloyd's Evening Post and British Chronicle*, London, July 16 to July 18, 1777.

## 10 June

### JOURNAL OF CAPTAIN HECTOR MCNEILL, CONTINENTAL NAVY FRIGATE *Boston*<sup>1</sup>

Teusday, 10th [June] this 24 hours easey weather but a large Swell – Employ'd fitting & waiting for the prize on bd of which they are able to make but Little Sail.  
43–32N Latd  
56–22W Longd the first part moderate easey weather got a spare yard from on board Manley for the *Fox's* Main Yard, – got the yard across & riggd it

1. McNeill's Journal, MM.

### PROVISIONS SUPPLIED THE CONTINENTAL NAVY FRIGATE *Raleigh*<sup>1</sup>

Received of John Langdon four Hhds rum Qty four hundred & seventy three Galls – Two Teirces Rice Two Bbs flower wt Nt three hundred two Liters & four pounds Two Bbs pork & Two Tons & half Bread Ninety Two & half Bushs potatoes & six & ¼ Bushs peas for use ship *Raleigh* from Apl 5th To June 10th 1777 –

1. John Langdon Papers, Receipts, April 1–July 31, 1777, NHHS.

### MASSACHUSETTS BOARD OF WAR TO THE FALMOUTH COMMITTEE<sup>1</sup>

To the Comee of Correspondence, Inspection  
& Safety, of the Town of Falmouth.

War-Office,

Gentn

[Boston] June 10th 1777

Government thinks fit to advise you thro' this Board that on Sunday last 10 o'clock A M, a Sloop was chas'd off the Gurnet as far as the Heights of Marshfeild by Two Frigates & one other Large Ship, which from the distance between her Masts when she put about appear'd to be at least a 50 Gun Ship. Our Informant had a full View of these three Ships, & judged them to be British tho' they shew'd no Colours – We make no doubt they are still in the Bay, & are very apprehensive that the Ship with Hessians,<sup>2</sup> as well as other Vessels bound in may fall into their Hands, unless they receive timely Notice of their Danger, – We therefore intreat you will publish as

speedily as possible this News to the Eastward to the End that all concern'd may be upon their Guard. We are, Gentn [&c.]

Sam<sup>l</sup> Phps Savage, Prest

1. Mass. Arch., vol. 151, Letters from the Board of War, 1776-1780, 79.

2. Prize of the Massachusetts Navy brigs *Massachusetts* and *Tyrannicide*.

CAPTAIN JOHN WHEELWRIGHT TO CUSHING & WHITE <sup>1</sup>

Gentlemen

Plimouth June 10th 1777

I would inform you that I am Now in a fair way to get my Compliment of Men I have now Seventy men and Expect more on Monday if not Shall not wait but Proceed on my Cruize & am hapy & I am Sorey you Should be So unfortunate as to have the Slupe Detain'd so Long but beleive me Gentelmen I done all in my Power we have greate harmony on Bord the ones that I have Swear they Never will Leave me while She Remains above Warter I Shall have no Occasion for Provisions I have fed them Chieffy on grog I am in hopes of having a good Prize before I Shall want any Provisions and then we will replenish I have bought half a Negro but have not Paid for him I hope this will find you in good helth and Both your famileys my Compliment to mistres White my Compliments to Capt Prince and family from Yours to Serve

John Wheelwright <sup>2</sup>

P S Mister White Pray let me know how you and your good Lady does.

1. Andre de Coppet Collection, PUL.

2. Wheelwright commanded the Massachusetts privateer sloop *Satisfaction*, 14 guns, Mass. Arch., Revolutionary Rolls, VII, 133.

LOUIS DANIEL CHARRIER TO CAPTAIN JOHN PAUL JONES, BOSTON <sup>1</sup>

Sir

You Undoubtedly must have heard of the Unfortunate Sene that happen'd to me the Very hour you had Appointed me to wait Upon you yester Evening, but I Doubt whether You are yet Inform'd of my Es[ca]pe, I therefore take this Method to lett you know that I am in Place of Safety, and waiting for Orders from you to March to Any Place you will Please to Appoint me. Captain hinman was the Means of my getting away, his Boat was a Shore the Officer that was in the Boat knowd m[y] Case and on my Desire he lett the Boat Draw Under Our Stern and I got out of the Gun room Port and Slid down by the Rudder Shoe & got Safe a Board the *Alfred*, Captain hinman happen'd to be ther[e] he was kind enough as to lend me his Paniss [pinnace] who Carry'd me to Charlestown ferry where I had a horse waiting. I directly Mounted, and thanks to God and to the kind [illegible] hinman, got Soon out of Reach of the Lions Claws.

And Am Now Sir Intirely at your Commands therefore I Beg you would honor me with them. If I am to Go at Any Distance from here I Shall be Obliged to Make Use of your kind Offer, and Desire you would furnish me with as much Cash as you'll think I Shall want in my Journey, for horshiring and Other Expences. I have A long Silve[r] Spoon and fork and a Mathematical Instrument case and Many other little things which I Shall

remit you honor Me I beg of you with a few lines by the return of the Bearer who will wait your leasure I remain with Respect [&c.]

Louis Daniel Charrier <sup>2</sup>

Bedford the 10th June 1777

1. Papers of John Paul Jones, 6583, 6584, LC.

2. What Louis Charrier had escaped from is unknown. Jones seems to have engaged him to recruit for *l'Amphitrite*, and in July was ordered by Jones to recruit in Salem and Marblehead for the *Ranger*. Charrier sailed to France with Jones in *Ranger*, Papers of John Paul Jones, 6600, 6688, LC.

NICHOLAS & JOHN BROWN TO CAPTAIN ANDREW WORTH <sup>1</sup>

Capt Andrew Worth Sr

Providence June 10th 1777

You being Master of our Brigg *Live Oak* now at Highannus You'l Call at Bedford on Your Return and purchase a Suteable Anchor for Sd Brigg as Cheepe as You Can, & Git Some Small Vessell to cary the Same with the Eight hhds Lofe Sugar Now in Mr Leonard Jervis's Care onboard Said Brigg and then proceede with Said Brigg to Charlestown in the Most Safe Way you can to Escape the Enemy, theer Deliver Mr Nathal Russill our Letter and the Sugar afforesaid & Receive of him a Full Load of Rice and Indico with which You are to proceede with all Dispatch for Nants in France & dd Our Letter to Messrs Plyern Penett & Co Merchants their & to whome You are Addressed, You'l theirefore Receive their Directions Respecting the Landing of the Cargo and Receive of them about 4000 Bushels Salt, or as Much as You May think, with the other Articals contained in the Memo Sent to Said House – will Load the Brigg as Deep as You May think best for our Interest, what Nessassary Money you may want for the use of the Ship at Carolina or in France You'l Call on the Respective Merchants above sd for as allso for your allowences, & to pay the people according to agreement, if any thing Happens to You which Renders you unable to Perform the Buissiness of the Voyage, Your Mate Mr David Squires is to Obsearve these orders & act in your place. on Your Return from France You'l put in to the First Safe port You Can Come at within the United States but we Reither Recummend Portsmouth or Newbery Port & that You Send us an Express with Your Letters as Soone as You arive, we wish you a Short & prasperus Voyage and are Your Friends & owners –

Nich<sup>o</sup> Brown      John Brown

[Endorsed] June 10th 1777 the above & within is a True Copy of My Orders Recd this Day which I promise to obsearve

Andrew Worth

1. Brown Papers, JCBL.

LIBELS FILED AGAINST PRIZES OF CONNECTICUT PRIVATEER SLOOP *America* <sup>1</sup>

New-London, 10th June, 1777.

Notice is hereby given, That Libels are filed before the Honorable Samuel Coit, Esq; against the following Vessels, viz. Sloop *Britannia*, burthen about 45 Tons, Obadiah Rogers late Master; Sloop *Generous Friend*, burthen about 80 Tons, John Freebody late Master; Schooner *Success*,

burthen about 40 Tons, Peleg Borden late Master; Sloop *Polly*, burthen about 40 Tons, James King late Master; their Appurtenances, Boats and Cargoes; also against a Sloop of about 50 Tons supposed to be the *Britannia* or *Success*, her Appurtenances, Boats and Cargo, which last Vessel was deserted. The foregoing Libels, filed as aforesaid, being in favour of Asa Palmer, Commander of the armed Sloop *America*, and his Associates, the Captors and Owners of said Sloop. All which Vessels and their Cargoes aforesaid were taken and brought into the County of New-London, by said Asa Palmer and his Associates.

For the Trial of the Justice of said Captures the Maritime Court for the County of New-London will be held in Norwich, in said County, on Monday, 7th Day of July, at 2 o'clock Afternoon; of which all Persons claiming Property, or otherwise concerned, may appear and shew Reason, if any they have, why the said Vessels, &c. should not be adjudged as lawful Prize to the Captors. Per Order of the Judge.

Win. Saltonstall, Regr.

1. *Connecticut Gazette*, June 13, 1777.

PIERRE VAN CORTLANDT TO BRIGADIER GENERAL GEORGE CLINTON<sup>1</sup>

[Extract]

Sir,

State of New York Kingston June 10th 1777

The Council have desired me to inform you in answer to your favour of the fifth Instant that they have exerted themselves to their Utmost to forward the Continental Frigates but as the State is without Cannon and Seamen it is impossible that their exertions can answer the purpose. The Ships are now at Poughkeepsie, and we hope they will soon be rigged, which is the utmost we shall be able to do towards compleating them. We have informed General Putnam of our Destitute Condition and from the information received from General Green[e] trust he will fall upon some means to procure Guns and Seamen for them that they may be used in the Defence of the River. One of our Privateer Sloops is employed to guard the State Prisoners on Board the Vessels in the River, the other is now at Albany – as soon as she returns she shall be sent down to the Chain, where she can be of but little Service unless men can be procured for her there. . . .

Pierre Van Cortlandt Pres'dt

1. George Clinton Papers, no. 538, N.Y. Arch.

JOURNAL OF THE CONTINENTAL CONGRESS<sup>1</sup>

[Philadelphia] Tuesday, June 10, 1777

The Board of War brought in a report, which was taken into consideration: Whereupon,

*Resolved*, That General Washington be directed to inform General Howe, that this Congress most sincerely laments the necessity to which they are driven by the cruel policy of their enemies, of entering into any resolutions which have any appearance of severity towards those prisoners of war who have fallen or may fall into our hands; but, that there are no other means in our power of inducing our enemies to respect the rights of humanity; that with this view only, it is their determined resolution to carry



into execution the law of retaliation; that if any persons belonging to, or employed in, the service of the United States, or any of them who now are, or hereafter may be, prisoners to Lord or General Howe, or any other commander of his Britannic Majesty's forces by sea or land, shall be sent to the realm of Great Britain, or any part of the dominions of the said king of Great Britain, to be there confined in common gaols, or any other place or places of confinement in pursuance of any act or acts of the British parliament, or any other pretence whatever; it is the resolution of this Congress, to treat the prisoners now in our power, and such as may hereafter fall into our hands, in a manner as nearly similar as our circumstances will admit.

1. Ford, ed., *JCC*, VIII, 432, 449-50.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO  
LIEUTENANT JOHN KNIGHT, R.N.<sup>1</sup>

You are hereby directed to take under your Convoy the Several Prizes now in the Delaware and proceed with them to New York, where you are to deliver the enclosed Letter to the Right Hon'ble the Lord Viscount Howe, and waite His Lordships Orders for your further proceedings.<sup>2</sup>

You are to receive on board the Sloop under your command the Prisoners named in the list sent with them and dispose of them at New York as the Commander in chief shall direct.

And whereas I have received intelligence that several of the Enemies Vessels are lately arrived at Egg Harbour, You are therefore in your way to endeavour to look into that place, and if it shall appear to you to be practicable to cut them out or destroy them, You are to take the *Hotham* and *Stanley* Tenders under your command (who are directed to accompany you thither for that purpose) and use your best endeavours against the enemies Vessels; which Service being performed, You are then to give Orders to the *Hotham* Tender to join the *Preston* at New York, and Send the *Roebucks* Tender back to me with an Account of your proceedings; making the best of your way afterwards with the Sloop under your command to join the Admiral without further loss of time.

Given on board His Majesty's Ship the  
*Roebuck* in the Delaware the 10th June 1777  
A S H—d

To Lieutenant Jno Knight  
Commander of the Armed Sloop the *Haerlem*

1. Hamond, Orders issued 1776-1777, UVL.

2. Captain Hamond explained this exchange of correspondence: "In a short time after Admiral Hotham left me in the command, and I received a confidential dispatch from Lord Howe informing me that it was Sir Wm Howe (the Genl & Commdr in chiefs) intention to open the Campaign with an Attack upon Philadelphia; and gave me fresh orders to make every preparation possible to land the Army as high up the River as possible. Accordingly every necessary Measure was taken, that could be used for securing a safe Navigation (without giving suspicion of our intention to the Enemy) and I undertook to assure the Admiral in the Course of a week, wind & tide serving, I would engage to land the Army, above Newcastle, in any day that they should Appear early in the Morning, at the Mouth of the River; being sufficiently prepared by experienced People in Boats & small Vessels carrying Flags that would mark the shoals; so that both Men of War & Transports might safely run up without Pilots," Sir Andrew Snape Hamond Autobiography, vol. 2, 4, UVL.

JOSEPH DASHIELL TO GOVERNOR THOMAS JOHNSON <sup>1</sup>

Sir/

Worcester County June 10th 1777

I was at Senepuxent on the 27th May, and there then appeared off[f] that harbor Six Sale of Top sale Vesels one of them a ship. one of them fired a signal gun as for a piolet. the Sloop *Independance* <sup>2</sup> Sent her boat off[f] expecting they were Continental Vesels: but found to there Cost they ware enemy as they made Prisonars of five men & kept the Boat. they lay at Anchor all that night, and the next day we Expected them to attempt to Come in. we Caled in Sum of the Militia in order to give them a proper Reseption. But the wind Cumpelled them to put to sea the next Day which I was sorry for, as we ware better prepared to Recive them then – then at present; as Major [Joseph] Vaughan of the Delawar Battelion Was down with 150 of that Reghment A Guard to the Wagons that Caried up the Armes an amunition Last Thursday they appeared off[f] Senepuxent again a few of the Militia was prevaield on to March again with Colo Done but Absalutely Refusd to go over to the Beach to keep Guard. a friday they went to sea again, but by a signal Gun Which the Sloop *Independance* fired, again on Saturday Afternoon they are agane in Sight. Submit it to your Excelency & Co[unci]l if a proper Guard Drafted from the Militia or other wase procured, Stationd there under a proper officer would not be advisable. I heare that Colo Richardson is on his march to this place if so he will answer Every purpose as I know the Militia will what few have armes Turn out if thur is a regular force here, to keep them in Aw if not only a Very few, will Bare the Burden of the Day and I am afraid two few to Stand any formatable force, and as I am proswaded that the enemys know our Numbers of Well affected men I doubt they will not attempt to Come in Except they have a suficent force to repell them: as you know the Consequ[e]nce of that harbor when almost all the Other harbors are Block'd up I need not remind you of how much Importence it would be to them in case they ware to make them selves Masters of it all which might be p[reven]ted by a regular force Stationd there to raise sum Little Batterys, thur is plenty of Cannon thur not less then forty peces on Bord Several Vessles, and sum on Shore – one of their Vesels stood so nigh the shore that our people Could see what Colur their Clothes ware Twined up with, and we fired Two shott, from the South Beach in to their Main sale, after which they put to sea I am Convinced that with two Small Rogalleys & Sixty men I Could keep out any Vesel that the Chanul would let in. I have heard that Colo Richardson is at Cambridge on his way hear if so the Barer will Deliver him a letter informing him of our Setuation and requesting him to hasten down to our Assistance. if not there I have ordrd the Express to Deliver his Letter to you in which is Collo Dones to me, which I am sorry to say Contains my Opinion of our Militia. If it is posable to assist us with any Armes they would be most exceptable as we have but Very few that a man Couel'd Trust his Life too – I am with Esteem [&c.]

Joseph Dashiell

1. Red Books, XVII, 32, Md. Arch.

2. Continental Navy sloop *Independence*, Captain John Young, had arrived at Sinepuxent from Martinique with arms and ammunition which were part of the cargo of ship *la Seine*.

## 11 June

JOURNAL OF CAPTAIN HECTOR MCNEILL, CONTINENTAL NAVY FRIGATE  
*Boston*<sup>1</sup>

Wednesday 11th      Manley came on board & consented to go for So Caroline  
[June]                      but insisted that Mr Brown Should Not Command the  
43. 38N Latd              *Fox*<sup>2</sup>  
44. 72W Longd

1. McNeill's Journal, MM.

2. John Brown, first lieutenant of *Boston*, had been sent on board H.M.S. *Fox* as prize master.DEPOSITION OF NATHANIEL OAKES, QUARTERMASTER, H.M.S. *Fox*<sup>1</sup>

Nathaniel Oakes, late belonging to His Majesty's Ship *Fox* and Captain Fotheringham's Coxswain when in Port, and at Sea did Qr Masters Duty: Maketh Oath to the following Questions –

Q. What do you know respecting the Action of His Majesty's Ship *Fox* with the American Privateers and where was you Stationed during the Action.

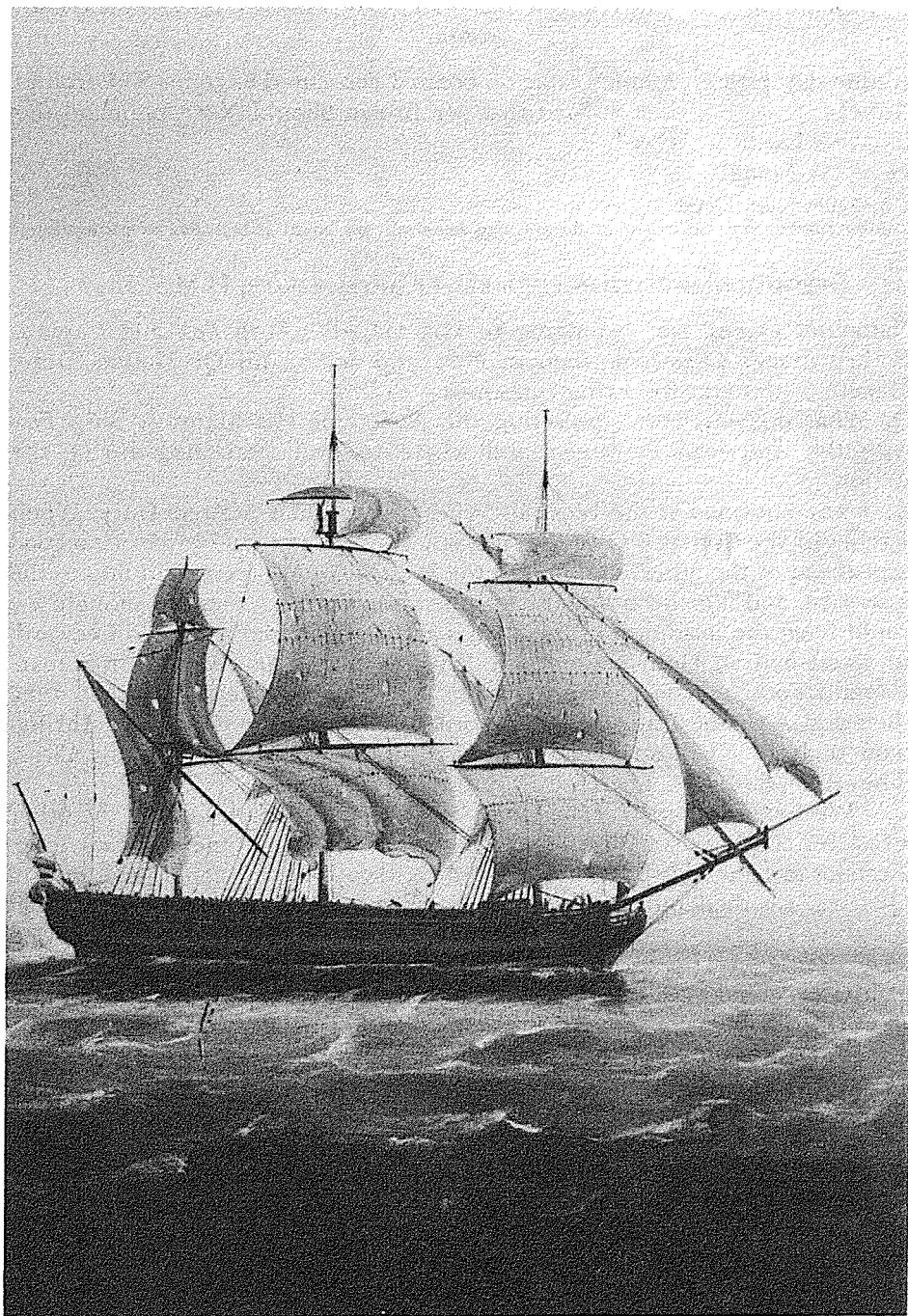
A. I was Stationed at the Weather Wheel doing Quar Masters Duty; When I relieved the Con at 6 O'Clock, We Saw two Sail to Windward, one a good way ahead of the other, standing to the Westward; We were Standing to the Eastward, and Northward, and continued our Course; when we thought we could fetch the headmost of them we Tacked, and Fired a Gun to Leeward, in about half an Hour we met, the Privateer hailed us. What Ship is that? Captain Fotheringham gave no Answer, but asked, What Ship is that? they then said An American Rover, and ordered us to Strike, Captain Fotheringham replied, I will strike as soon as possible; Men are your Guns Clear, They Answered, Yes, Then fire away, but not in Vain.

We fought about half an Hour, and then made Sail, finding the other Privateer coming up with us, and stood on so for some time, but how long, I cannot say, the Ship that first engaged us, then came up upon our Larboard Quarter, we then put the Helm to Starboard, in Order to rake her, and Fired all the Guns we could get to bear, which She returned and carried away our Main Topmast Studding Sail Halliards, we then fired all the Guns at him we could get to bear, and bore away, in Order to get away from him if we could, But she soon run up along side of us again, when it became almost Calm, and a general Action was continued, close along side each other, I believe for near One Hour and a Half, at which time the other Privateer coming up on our Starboard Quarter and fired a Broad Side, when we Struck, And further I know not –

Q. Please to relate what you know respecting the Condition of the *Fox* at the time She Struck.

A. She had Five Shot through the Mizon Mast, The Main Topmast wounded, Main Mast head Wounded, The Main Spring Stay gone, Two Strands of the Main Stay Gone, Fore and Main Braces gone, Larboard Main Top Sail Braces gone, Main Yard gone in the Slings, Mizon Yard gone –

The Captain finding the Ship thus Distressed, He Asked the Lieutenants their Opinions, what was most proper to be done;



*H.M.S. Fox*

They Answered as they saw, little hopes of getting Clear, that it was most advisable to Strike, He then called the Gunner and Boatswain, who advised the same, The Captain then Ordered the Colors to be Struck.

Nathaniel Oakes

Sworn before me 11th of June 1777 J: Montagu

1. PRO, Admiralty 1/471, 116-17.

#### DEPOSITION OF CAPTAIN THOMAS HARDY <sup>1</sup>

Thomas Hardy Master of the *Patty* a Banking Brig maketh Oath that he was taken the 6th of June by the *Hancock* and *Boston* two Privatier Frigates belonging to America. the *Hancock* mounted 32 Guns, 22 of which were 12 pounders, 6 of 9 pounders, and 4 of 6 pounders and had 347 Men. The *Boston* mounted 28 Guns all 9 pounders, Men unknown. When they first came under my stern they boarded me, and asked for an Axe to cut my hawser away, and ordered me, and my people onboard the *Hancock* which was the Commodore's Ship, when I got onboard, Captain Manly welcom'd me onboard the *Hancock*, and said I have been out a Fortnight and met with no success until I saw you. He then said your Vessel is of no Value to me, but I mean to destroy the Fishery by sinking, burning, taking or destroying all I may find, which business I am ordered by the Congress to do. And after taking all my Sails, Hawsers, Rigging, and every other Store which could be of any Service to them they set my Vessel on Fire, after which they ordered me to stay upon the Deck of the *Hancock* and directed me to tell them how the Bank laid along, and how Cape Race bore.

The next morning being Saturday the 7th of June about 6 o'Clock we saw a Ship on the Larboard bow, and then gave Chace to her, about half an hour after the Ship to Leeward Tacked to the Westward in order to join us, with Colours hoisted, the Privateer had a Red Ensign, and the other St Georges Colours, the Captain of the Privateer hailed them, from whence came you, the Man of War made no answer but from whence came you, the Privateer then said strike to the American Colours or I will Fire into you, the Man of War then said if you are ready fire away, then the Privateer struck the English Colours and hoisted the Colours of the thirteen united Colonies, and fired a Broad side, which was immediately returned from the Man of War, (which proved to be the *Fox*) hauled her Wind and after two hours Chace the Privateer came up alongside the *Fox* and then engaged again for an hour and a half, at which time the *Fox* struck, the other Privateer called the *Boston* who had not come to Action before being then come up within half Gun shot, Fired a Broad side into the *Fox* after she had struck to the *Hancock*, I was on the *Hancock's* Quarter Deck when Captain Fotheringham came onboard in the *Boston's* Boat, as neither the *Fox* or *Hancock's* Boats could swim, Captain Fotheringham then presented his Sword to Captain Manly who received it. and further this Deponent sayeth not. -

Question. You say you was Master of a Banking Brig called the *Patty*, at an Anchor on the Banks of Newfoundland and was taken in the Latitude 43° . 40' Meridian Distance from Cape Spear 95 Miles. -

Q. How long had you been on the Banks.

A. One Month.

Q. Did you see any Man of War during that time.

A. No, but heard the Guns of several Vessels being a Convoy bound to Quebec as I was told by a Vessel who came out under their Convoy.

Q. How do you know it was Captain Manly that Commanded the American Privateer.

A. He told me he was born at Merrychurch<sup>2</sup> near Dartmouth, I then recollected that I knew many of his Family, and I also know he has sent a Letter by the Master of the Vessel who brought us in, to his Brother a servant of some kind to Mr. Gees.

Q. Was you onboard the Privateer at the time of the Action with the *Fox*, and what was her name.

A. Yes, and her name was the *Hancock*.

Q. What number of Men were killed onboard the Privateer.

A. Four Killed and Six Wounded.

Q. Did you hear what number were killed onboard the *Fox*.

A. Yes, I heard the Lieutenant of Marines and one Seamen, were the only people kill'd, and I heard of no more than two being Wounded.

Q. What distance was the other Privateer from the *Fox* when she struck to the *Hancock*.

A. Not more than half Gun shot.

Thomas Hardy

Sworn before me 11th June 1777 — J: Montagu

1. PRO, Admiralty 1/471, 118-20.

2. St. Marychurch, Torquay, England.

#### CAPTAIN NICHOLAS BARTLETT TO SAMUEL PHILLIPS SAVAGE<sup>1</sup>

Mr Sammuel Philip Shavage Esqr Prasadant of  
the board of war in Boston

Sir

Townsind [Townsend]<sup>2</sup> June th 11 1777

I have the Pleasher of Righting a few Lines to you to aquante you of my arival in the harbor of townsind after forty three Days Pasage from Nants at my Arivel Capt Skeammer<sup>3</sup> told me that their is three English frigets a Cruesing between hear and Paseataway [Piscataqua] which I Send a Express to aquante you of which I Shall Lay hear tell I have a answer from you their was a Ship two Days ago of[f] of this Place tuck three wood Slops in Sight which I Dont Chuse to Resk this Brigg and Cargo out of this Place tell I Receive a letter from you Sir my Cargo a board of the Brigg is two hundred and thirty four Pigs of Lead one hundred and Eaight Chest of arms one hundread Barrels of Powder two Cask of gons flints twelve Cask of tin one hundred & thirty Seven faggets of Steal four hoghd of files and four hoghd of Shoes to four Dubel forty fied foures to Eaight Swe[v]els Sir to aquante you of a misforting that hapined to my Brigg apom my Pasage homewarde apom the Grand bank I Carred my mainmast away by the board the 29 Day of may which I Coud not Rigg im again in three or four Days if I ad not met with this misfortin I Shoud Got home one week Suner but

Sense I have Got in this harbor Saift I Shall Stay tell I have a Letter from you So I Conclude your [&c.]

Nicholas Bartlett Junr <sup>4</sup>

1. Mass. Arch., vol. 152, Board of War Letters, 1776-1777, 251.

2. Now Boothbay, Maine.

3. Captain John Skimmer, in Washington's schooner *Lee*, had just carried two prizes into Falmouth, *Independent Chronicle*, Boston, June 19, 1777.

4. Bartlett commanded the Massachusetts brigantine *Penet*.

# JOURNAL OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

[Boston] Wednesday June 11th 1777

Warrant on the Treasury for Five pounds thirteen shillings in favor of Andrew Baker wounded on board the Brig *Independence* agreeable to a Resolution of the General Court of the 10th inst allowing forty shillings p Month during one Year being for two Months pay & Rations from said 19th April Signed by fifteen of the Council –

1. Mass. Arch., vol. 21, 538, 539.

## PIERRE VAN CORTLANDT TO THE PRESIDENT OF CONGRESS <sup>1</sup>

Sir

Kingston 11th June 1777

The Delegates from this State, agreeable to the request of Congress, transmitted to us a resolution of that honourable body dated the 23d of May last: by which we are required to equip such galleys as may be necessary for the defence of Hudsons river, & to direct their operations – We flatter our selves that this report passed the house in the hurry of business without the fullest deliberation, since we are satisfied that the Congress can not mean in our present weak, & mutilated state to load us with the defence of Hudsons river after having hitherto considered it as a continental object, & even refused to trust us with the nomination of an officer to command in the works that were erected for its security – From the commencement of the war with Great Britain, the Justice of Congress induced them to distinguish between the state of New York, & every other upon the Continent – They knew that as the center of America in the vicinity of Canada; the exposed situation of its capital, and the deep & navigable river by which it is intersected for near two hundred miles, would render it the grand object of the enemies wishes. That they would endeavour at all events to possess themselves of it – Congress wisely foresaw that should this design succeed the communication between the Eastern & Southern States would be obstructed by means of the vessels of war; that an extensive country would be ready to afford the enemy supplies; that all the neighbouring states would be subject to their depredations; that from the extent of their lines it would be impossible to prevent their intercourse with the disaffected from the greater part of the Continent – And that the Indian nations wd be subject to their controul. In short in the compleat reduction of this State they saw much reason to apprehend that of the Continent – These considerations induced them at several different times to order works to be erected & to empower Genl Washington, & the late Convention to build fireships &

other vessels for the defence of Hudsons river at the expence of the continent, by virtue of which powers forts & vessels were built & obstructions raised. And this State in order the better to forward the designs of the Congress delive'd up all their Cannon, & other Stores at different time to their Officers –

We can not therefore but be greatly surprized to find that we are now required to fit out as many gallies as may be thought necessary for the defence of Hudsons river, when by the loss of our Sea Coast & Capital we are deprived of Ship Carpenters & Mechanicks who have sought employment in other states, when our Cannon have been taken for the Continental army, when twenty Seamen are not [to] be found within our government. Were it even in our power to comply with this requisition the Congress must see that it would be highly improper for us to direct the operation of Gallies that are to support the Chain & keep up the communication between the works on the different sides of the river for in this view they must become a part of the work itself & nothing would be more incongruous than that they should be independant of the Officers commanding at that post – or more liable to produce clashing or contradictory orders – For these reasons Sir we flatter ourselves that Congress will excuse our requesting a reconsideration of the above resolution and not by a requisition with which we are unable to comply take from us the pleasure we feel in acknowledging the wisdom & justice of their measures by a chearful acquiescence in their resolutions – That the service may suffer as Little as possible by this delay we have passed the resolves which we do ourselves the honor to enclose – If Sir you reflect upon the great expence which this State has incurred by the bounties paid to militia called out when ever the weakness of the army made it necessary, by large bodies of troops kept on foot to awe the tories – by the suppression of insurrections, & apprehention and support of the disaffected no less than 500 of them being at this time confined – by the maintenance of the numerous poor from those parts of the state which are in the hands of the enemy – And above all by the enhanced price at which we obtain every necessary from the neighbouring States – you will readily believe that a spirit of parsimony has no influence in any thing that we have offered & that we have not only borne our full share of the burdens of this war but shewn an alacrity in taking them upon us which must convince the Congress that nothing but necessity prevents our compliance with their last request.

I am Sir by order &c.

To the Hon: John Hancock Esqr  
President of the Hon: the Congress

1. Papers relating to Naval Affairs, NYHS.

#### JOURNAL OF THE CONTINENTAL CONGRESS<sup>1</sup>

[Philadelphia] Wednesday, June 11, 1777

*Resolved*, That the continental Navy Board, or board of assistants to the Marine Committee, be empowered to direct the commanders of the several continental ships, gallies, and other armed vessels, now in the Dela-



ware, to co-operate with the naval force of Pennsylvania in defending the several passes thereof, should the enemy make any attempts thereon.

*Resolved*, That the commanders of the said ships, gallies, and armed vessels; obey the orders and instructions of the said Board; and that it be recommended to them to exert their utmost abilities in opposing the enemy's ships that may attempt passing up the said river.

1. Ford, ed., *JCC*, 451-52.

#### REPORT OF CONGRESSIONAL COMMITTEE ON SALT PROCUREMENT<sup>1</sup>

[Extract]

[Philadelphia, June 11, 1777]

The Committee appointed to devise ways & means for procuring Salt &c. beg leave to report to Congress as their opinion . . .

That it be recommended to each state to employ one or more Vessells for the importation of Salt into their respective states for their own more immediate benefit; & at the public charge of said state. . . .

That it be an instruction to all Masters of Vessells taking on board Cargoes for America on account of the U: States if possible to ballast the Vessells with salt, unless otherwise specially ordered. . . .

1. Papers CC (Other Reports of Committees of Congress, 1776-88), 28, 171-72, NA.

*Pennsylvania Gazette*, WEDNESDAY, JUNE 11, 1777

Run away from the *Independence* Sloop of war, John Young, Commander, now lying at Sinepuxent, the following persons; viz. William Whiptain [Whitpain], late master, about 5 feet 7 or 8 inches high, fair hair and fresh complexion, walks with his toes outward; Haley Fletcher, master's mate; Peter Deny, clerk; John Corlet, cooper; Robert Pritchard; William M'Farland; Michael Lee; John Sherwood; and James Elliot, a black man, that says he is free, he has had his toes frost-bitten, and walks with them much inwards. Whoever secures the above persons in any of the Continental goals, shall have Four Dollars for the master, and Eight Dollars for each of the others, and reasonable charges, paid by

John Young.

VICE ADMIRAL JAMES YOUNG TO CAPTAIN HENRY BRYNE, H.M.S. *Hind*<sup>1</sup>

By James Young Esqr Vice Admiral of the Red, and Commander in Chief of His Majesty's Ships & Vessels employed and to be employed at Barbados and the Leeward Islands and in the Seas adjacent

Whereas the Lords Commissioners of the Admiralty have directed me to appoint Convoys for the protection of the homeward bound Trade from these Islands: You are hereby required and directed to Compleat the Victualling &c of His Majesty's Ship *Hind* under your Command, to three

Months, and forthwith proceed to St John's road Antigua, and make Known to all Masters of Merchant Vessels bound to Great Britain, or Ireland, whose Ships or Vessels are now ready for Sea, that you are appointed to Convoy them and direct the Masters of said Vessels, to put themselves under your Command and obey such Orders and directions as they may receive from you, and take especial care they do not loose Company with his Majesty's Ship *Hind*, You are to Sail from St Johns Road 13th of June, with all such Merchant Ships as are then ready, & proceed with them to Basseterre St Christophers at which place, you are also to collect and take under your Orders and protection all such Merchant Vessels bound to Europe as may be Assembled there; The *Beaver* and *Cygnat* Sloops are directed to bring the Trade from the Southern Carribbee Islands, and the *Favorite* Sloop is directed to bring the Trade from Barbados and Dominico to the place of rendezvous, to be there by the 12th of June: If you therefore find on your arrival at Basseterre that the aforementioned Convoy are arrived there, you are then to sail on the 13th with the Trade for Europe, but if it should happen that the Convoys from the Southern Carribbee Islands and from Barbados and Dominico do not arrive at St Kitts before the 15th June, you are in that case to waite at Basse:terre till said Convoys Are likewise assembled at the place of General rendezvous, and as soon after as possible to proceed without a moments further delay with the whole Trade for Europe under your Convoy, and protection, in which you are to be assisted by Captain James Richard Dacres of His Majesty's Sloop *Sylph* who is directed to put himself under your Command and Orders for farther proceedings, and you are to take said sloop under your command and issue Such Orders to her Commander as you may think most proper for the defence & protection of the Convoy Committed to your care, with which you are to make the best of your way to Spithead, and you are hereby strictly required and directed to take all possible care on your part not to seperate from the Ships and Vessels, which may put themselves under your Convoy, and to give such Orders & Instructions to their masters, as you may conceive may be most likely to prevent their Seperating from You, and in case any of them do loose Company with you, or disobay your Orders, you are to transmit to the Secretary of the Admiralty A List of their names with the Circumstances attending such seperation or disobedience of Orders, on your arrival at Spithead you are to acquaint the Secretary of the Admiralty therewith, sending him a List of all such Vessels as come under your Convoy, with remarks on the behaviour of their Masters during the Voyage, and also transmit him the Publick Dispatches you will receive from me, for which this shall be your Order

Given under my hand on board  
the *Portland* at English Harbor  
Antigua the 11th June 1777  
J Y.

By Command of the Admiral G.L.

*London Chronicle*, SATURDAY, AUGUST 2, TO TUESDAY, AUGUST 5, 1777

From the *Antigua Gazette*.

St. John's Antigua, June 11.

The following account is given us by a gentleman of veracity, that came passenger on board the *Catherine*, and is just arrived here from Martinique.

On Friday, May 30th, the brig. *Catherine*, Roger Scallion, master, from Dublin, bound to Antigua, being about 40 leagues to windward of it, was taken by the American privateer sloop the *Fly*, Thomas Palmer Commander, carrying 14 guns, four pounders; 20 swivels, 104 men, 50 of whom were employed as marines, and only five out of the whole that could speak English, the rest mostly French. As soon as the privateer's men had boarded us, they, notwithstanding Capt. Palmer's fallacious promises, stripped and rifled every person on board, breaking open trunks and chests, and left us with only what we had on our backs, and in the most cowardly manner threatening our lives. On the Sunday following they brought us into St. Pierre's, Martinique, where they put Capt. Scallion, his officers and passengers on board a pettyaugre, and sent us to Dominico, detaining at the same time the crew, to inveigle them on board their privateers.

When we were sent away, the *Rattlesnake* lay at St. Pierre's with four other Rebel privateers, fitting out for new expeditions.

The day following the brig *Betty*, Capt. Darcy, from Dublin to Antigua, was taken by the *Fly* privateer.

And on Monday the 2d of June she took the ship *Elizabeth*, Captain Byrne, from Liverpool to Jamaica, who made a gallant defence, had four of his men killed, and 12 wounded. After he had struck, they cut and mangled him in the most cruel manner.

## 12 June

JOURNAL OF CAPTAIN HECTOR MCNEILL, CONTINENTAL NAVY FRIGATE  
*Boston*<sup>1</sup>

Thursday 12th	this day at 6 P M I was Obliged to recall Mr Browne &
[June]	the petty officers from on board the <i>Fox</i> they being much
43-47N Latd	discont[n]ted with Mr Hills <sup>2</sup> behaviour,
43-11W Longd	this day Phillip Meservey died of his fall from the <i>Foxs</i>
	Main Stay

1. McNeill's Journal, MM. Conner's Journal: "Thursday June 12th 1777 This 24 hours Begins With fres Gails and Cleer Weather," MM.

2. Stephen Hill, first lieutenant of the Continental Navy frigate *Hancock*.

JOHN BRADFORD TO ROBERT MORRIS<sup>1</sup>

[Extract]

Boston 12th June 1777

. . . its difficult going out or in our harbour at present as theirs three ships constantly Cruising in the Bay one of them a fifty or Sixty Gun Ship, the Hessian transport<sup>2</sup> arriv'd at Towns end to the Eastward and Landed

the prisoners there, they appear truly happy in their present Situation, and their greatest fears were after they were taken that of being retaken – We have heard nothing lately from our frigates, two privateers which [were] part of the fleet are return'd having been disabled to proceed by the Gale that happened soon after the fleet sail'd which seperated them and I believe theirs not been a Junction Since, all agree in say[ing] the *Hancock* sails beyond Credibility . . .

1. John Bradford Letter Books, vol. 1, LC.

2. *Trepassy* taken by Massachusetts Navy brigantines *Massachusetts* and *Tyrannicide*.

*Continental Journal*, THURSDAY, JUNE 12, 1777

Boston, June 12.

The British pirate Frigate, *Milford*, after a wearisome struggle, of 14 days, got the Continental Brig *Cabot*, (which was mentioned to have ran ashore on Jeboge rocks, Nova Scotia, some time since) off, and sent her to Halifax, where she arrived, and is now fitting out with the greatest expedition for sea; to be commanded, as we hear, by the first lieutenant of the said *Milford*. – On her arrival at Halifax, there was a day of general rejoicing; guns firing, drums beating, colours displayed; and the good, loyal, run-away Tories (from this Town) who remain there, were congratulating each other, on the glorious (*as they said*) acquisition. – *Deluded creatures!* – they think the fate of America depends on a single Brig. – Were they to capture the thirteen Frigates fitted out by this Continent, they could not have exulted more.

BRIGADIER GENERAL GEORGE CLINTON TO MAJOR GENERAL ISRAEL PUTNAM <sup>1</sup>

[Extract]

Dear Sir,

Fort Montgomery 12th June 1777

I rec'd your Favor yesterday by Capt Palmer. I will chearfully do every Thing in my Power to have the Gallies immediatly fitted for Use. I fear we shant be able to supply them with Men from this Post as we have but few Watermen among the Troops here. Capt Palmer I think might be able to get a Number from the Country as he has considerable Influence with the People that woud best Suit, but he, from some Conversation which happend at Genl McDougal's Yesterday wishes to decline the Command of the *Shark*. He thinks his Appointment disagreeable to Genl McDougal & that this might render him unhappy in the Service. You may remember I ment'd him as an Active brave Man which I dare say he is, but not possessed of much of any experience as a Sea Officer in the Fighting Way & I mentioned a Certain Capt Leycraft as an old Privateer Capt who Genl McDougal thought well of as a Suitable Man to command the Gally. . . .

Geo. Clinton

1. George Clinton Papers, no. 554, N.Y. Arch.

SECRET COMMITTEE OF THE CONTINENTAL CONGRESS TO OLIVER POLLOCK <sup>1</sup>

Sir

[Philadelphia] June 12th 1777

Your Letters of 4th & 5th May <sup>2</sup> addressed to Andrew Allen & Robert

Morris Esquires were laid before the Congress by the latter whereby we are informed that your new Governor Don Bernard de Galvez is much disposed to favour the Commercial interest of the United States of America, and as we are appointed by the Honorable Congress to superintend the Management of such Trade as is necessary to be carried on for public Account we do ourselves the Honor of addressing a Letter to his Excellency on this Subject, it is here inclosed and you will please to deliver and if needful translate the same for him –

The good Disposition you discover to our Cause and the Character you bear has determined us to employ you as our commercial Agent in New Orleans in full Confidence that your Conduct in our Affairs will be such as will intitle you to our Approbation and future Favours, and should it at any Time be your Misfortune to fall into the hands of our Enemies as you have suggested, you have Liberty to claim the Protection of the United States of America as their commercial Agent resident at New Orleans and may depend that Congress will redeem you by Exchange or retaliate any Injuries or Indignities that may be offered you, and they have always a sufficiency of Prisoners in their Power to do this with Effect if our Enemies dare to treat ill those Persons that are entitled to our Protection –

Thus much we have said that you may produce if ever it becomes necessary, and now for Business of another kind. We learn from Capt LeMere [James LeMaire] and his Passenger that there is Plenty of Blankets, Shrouds and other dry Goods in New Orleans suitable for the Use of our Army, the Difficulties we meet in our attempts to import a sufficiency of those Things induces us to look for them in every Quarter and we have engaged Capt LeMere to return directly back to New Orleans with this Letter and to return from thence for this Coast with a Cargo of such Goods as you may ship by him for our Account. You will find herein inclosed a List of the kinds of Goods that will best suit us and we hereby authorise you to purchase and ship the Value of forty or fifty thousand Dollars in those Articles but we would have these Goods come by three or four different Conveyances each Cargo of the Value of ten or twelve thousand Dollars. We depend on you to purchase these Goods on the best Terms you can obtain them and we authorise you to charter or buy three or four fast sailing suitable Vessels to bring the Goods to a safe Port on this Coast, observing however that we prefer chartering to buying, and would rather have them brought in french or spanish Bottoms than any other, particularly we wish to have Capt LeMere employed in this Business because he knows the Coast, and is acquainted with a proper Inlet where the Cargo may be safely landed. In order that you may be able to procure suitable Vessels on the best Terms on charter We agree that you may have each Vessel you charter valued by honest impartial Men Judges of such things and you may on behalf of the United States of America insure on each Vessel the Sum she is valued at against all Risques of Seizure or Capture by the British &c –

You will agree the Freight on the most moderate Terms you can either by the Month or by the Voyage, securing us Liberty to load the Vessels back to you laden with Flour if it can conveniently be done and we hereby agree.

to pay the Freights you agree for and the Losses (if any) that may arise on the Insurances you agree to make for Account of the Owners of said Vessels, but if after all these Powers you should find it still out of your Power to charter suitable Vessels you may in that Case purchase on the best Terms in your power, one, two, three or four small fast sailing Vessels suitable to bring the Goods observing that if you cannot get the Goods or cannot get Masters & Men to navigate the Vessels, in either of these Cases none must be bought, but we can hardly suppose such Impediments to arise, therefore if you do purchase, let the Vessels be well fitted & found, get good Masters & dispatch them soon as you can inclosing by each Invoice & Bill Lading of the Goods shipped in each Vessel, and duplicates thereof by other good Conveyances – You will take care to have the goods properly embaled or packed in Bales Casks &c so as to secure them as much as possible from Damage and proper Precautions must be taken to prevent any Danger of Seizure by British armed Vessels in the River Mississippi. We doubt not but your Governor & Officers in New Orleans will concur in doing what may be necessary for this purpose and we judge it might be best that the Goods should be shipped on board of Spanish Bottoms and cleared out as bound for the Havanna or Teneriffe, and if shipped on french Bottoms that the[y] should be cleared out for Martinico or St Pierres & Miquilon altho the latter place is become much suspected, and therefore most dangerous to be used.

the Governor & Officers we suppose will readily grant the necessary Certificates & Passports and you will consult with them & seek their Concurrence in all that may be needful – We think also that you should make it a point not to let it be known that you have any orders to buy Goods on our Account – Capt LeMere will deliver all the Letters he carries to you and you need not give them out till your Business is done – When the Vessels are chartered or bought it should be kept perfectly secret if possible where they are bound, these precautions being necessary to prevent the Enemy getting Intelligence of what you are doing – In short you must buy the Goods we want, cheap as possible, ship them to us soon and on as good Terms as you can, and avoid all in your Power letting it be known what you are about –

Mr Morris has shewn us the Accounts you have rendered to Willing Morris & Co down to 15th Nov. 1776 when the Balance in their favour amot to about 40 M say 42,000 Dollars, and he has Reason to think this Balance has rather increased than decreased since that time, and as he is willing to accomodate us with these Funds for the purpose of making the Purchases, we now inclose you said Willing Morris & Co draught of this Date at thirty Days Sight for fifteen thousand Dollars and one other their Draught at Sixty Days Sight for fifteen thousand Dollars indorsed payable to yourself, both which Sums you will place to our credit – Mr Morris also agrees that you may apply the remainder of his Houses Money in your Hands to our use to execute the Orders given you<sup>a</sup> for Amount whereof your Draughts on us in their favour shall be punctually paid, or if it so happens that you have remitted any part of their Effects, so as to lessen the Balance due them, you may draw on us in favour of whom you please with equal Assurance that your Draughts will be paid and besides this we shall

ship you Cargoes of Flour back in the Vessels and make you other Remittances to provide for future Purchases, because if we find you execute the present Order to Satisfaction we shall lay our Account in getting from you hereafter very considerable Supplies of useful & necessary Goods, and probably we may find it convenient to lodge Flour at the Cape to be sent you from thence in French Bottoms, respecting which be pleased to give us your Opinion and tell us also on what terms you can sell Bills on France or Spain, if we should authorise you at any time to draw on Madrid or Paris for Sums that may be necessary to execute our Orders – When you dispatch the Vessels with the Goods we have ordered, you will direct the Captains to avoid all Vessels at Sea and if examined by the British Ships of War on their Voyages they should have a feasible Story to tell them to which the Log Book & Journals should be suited, and ultimately they are to push into any Port or Inlet on this Coast where they can get in most safely – The small Inlets between Cape Henlopen & Cape Charles of which there are several are most safe, there are also good Inlets between New York & Cape May and many in North Carolina wherever they arrive let them send an Express to us with their Letters and an Account of their Arrival advising the Place and such other Circumstances as they may think necessary and we shall immediately return the needful Instructions – You will instruct the Masters of the Vessels to keep all the Letters & english Papers constantly slung with a Weight ready for sinking so that they may throw them overboard rather than let them fall into the Enemies Hands –

We observe you mention to have paid Monies for the good of the Cause of which you have kept no Account, but that you propose charging such in future – You'll please to be cautious in such transactions, as any Monies you may disburse for the Service of the United States which they in Justice ought to pay, they will pay, but should you or any of their Agents judge improperly and pay away Money under a Notion of serving the States which they in Justice are not liable, it may be difficult for you in such Cases to obtain Reimbursement all of which we mention for your Government –

It is not unlikely but at some future Day an Expedition may become necessary in your Neighbourhood, and when that is the Case Congress will no doubt avail themselves of the Governor's favourable Disposition and of your Services so that you have every inducement to recommend yourself to their Friendship by your good Management of our present orders & not doubting but that will be the case We remain &c.

1. Papers CC (Letters and Papers of Oliver Pollock, 1776–85), 50, 29–36, NA.

2. See Volume 8, 912–14.

3. In his report upon his contracts with the Secret Committee Robert Morris describes the outcome of this venture: “a Vessel arrived from New Orleans & brought advices that plenty of Blankets & other Articles much wanted for our Army might be obtained at that place, Congress directed the Secret Committee to adopt measures for obtaining such supplies but having no Funds there & not expecting Credit they did not know how to obtain them. Willing Morris & Co having above 40,000 Dollrs due to them in that place agreed to supply the Committee with 30,000 Dollrs there provided they woud repay the same Sum in Europe & accordingly gave two drafts for 15000 Dollrs each, these were remitted with the needful directions by Capt James Le Mair, the person who brought the advices, his Sloop was left in Chincoteague Inlet whilst he came to Philada with the Dispatches & when he returned thither to proceed back for Orleans he found

the Enemy had been in that Inlet & burned his Sloop with several other Vessells that then lay there, he immediately bought another Vessell & proceeded on his Voyage, but never arrived at New Orleans nor has been heard of since – duplicates of the orders & bills were sent by Capt [William] Pickles who embarked at Carolina, the Crew of the Vessell rose upon him & carried the Vessell into New Providence, so that these bills never reached New Orleans, and as it appeared after they were sent off by Capt Le Mair that the Committee cou'd not pay Willing Morris & Co the 30000 Dollrs in Europe they were obliged to Content themselves with Charging these bills in Acct Currt at the rate of two paper for one hard Dollr which amounted to £22500," HUL.

WILLIAM BINGHAM TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

[Extract]

[Martinique] June 12 1777

... Our principal Harbors being blocked up by the British Navy, I am very fearfull of our Commerce being greatly interrupted, & that it will be impossible for the Congress to export Sufficient Funds to preserve their Credit abroad, by enabling their Agents to fulfill their Engagements. ...

1. Silas Deane Papers, ConnHS.

VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS <sup>1</sup>

(No 1:)

Sir

Antigua 12th June 1777.

In my Dispatch of the 8th March last (marked No 1 sent Express by His Majesty's Sloop *Hawke*) <sup>2</sup> I represented to their Lordships the proceedings of several of the Inhabitants of these Islands who had for some time before made it a practice to fitt out small Armed Vessels to Cruize on the High Seas to make Capture and Prize of American Vessels; without having Commission or any lawful Authority to empower them to do so; I also laid before their Lordships the methods I had taken to prevent their doing so, and the Consequence that had followed; of their Arresting me for the Detention of the Sloop *Hamond*, one of the aforesaid Armed Vessels sent in by his Majesty's Ship *Portland*: a few days afterwards, they brought an Action likewise against Captain Dumaresq for taking away and impressing as they were pleased to call it) the Men belonging to the said Sloop *Hamond*, grounding their Action on an act of Parliament of the 19 George 2nd Cap: 30: Intituled "An Act for the better Encouragement of the Trade of His Majesty's Sugar Colonies in America," which was brought to Issue and Trial the 3d Instant in the Court of Common Pleas for the Island Antigua; and a Verdict Obtained against Captain Dumaresq for nine Hundred and fifty Pounds Sterling; being £50 Stg for 19 Men the whole Number of Men (Blacks Whites and Mulattoes) that were on board the Sloop *Hamond*, when Detained by the *Portland*, notwithstanding only Nine of them were kept, who had offered to Enter for the Fleet, and were put on board the *Roebuck*; the other Ten were all suffered to go on shore wherever they pleased: The Chief Judge however thought proper [to] recommend to the Jury (to find a general Verdict: in Order as our Lawyers say who pressed for a special one) to prevent an Appeal and the whole proceedings going to England: Captain Dumaresq had in the beginning applied to



the Attorney General to bring the Sloop &ca, to trial in the Court of Vice Admiralty; for being Armed, & Cruizing without Commission, and in no wise agreeing with her Description in her Papers and Documents, but was refused.

The Sloop *Hamond* in my Opinion cannot be deemed within the meaning and description of the Act of the 19. Geo: 2nd Cap. 30; as she is neither a trading Vessel, or a Privateer; having no Commission to make her so: This the Attorney General plead but to no purpose; a Spirit of Revenge and indignation is industriously stirred up against the Squadron under my Command, because I would not tamely suffer their illegal proceedings, of Cruizing to take Prizes without Commission; it therefore appears to me they were determined at all events to give their Verdict against us and as far as they could prevent our obtaining redress by carrying it into a superior Court. My Cause is not Yet come to trial, tho I was first attacked; when it does I can expect no kind of favor; to Captain Dumaresq they did make some shew of Civility; but to me through the whole behaved with the utmost insolence; Since I have Commanded here; I never suffered a single Man to be impressed for any Ship of the Squadron; and what was done by Captain Hamond and others of the American Squadron, here and at St Kitts, was without my Orders or knowledge and after they had left me: however had it been otherwise, that could not be made an excuse: as they began their Actions before the other happened. Captain Bryne who comes with the present Convoy; has been obliged when at this Island to keep himself close on board His Ship, or within the Yard: as Writs were taken out against him for the same act as Captain Dumaresques.

I must now beg leave to request, that their Lordships (in behalf of myself and all the Officers of the Squadron under my Command) will be pleased to intercede with His Majesty for our Protection, and that we may not be sufferers for Endeavouring to keep up the Dignity of the Flag in not allowing the most flagrant abuses and Indignity to the Royal Authority. Indeed it would be particularly hard on the Officers who Act by Order, (as they did in this case:) and I flatter myself His Majesty and their Lordships will approve my giving those Orders (Copies of which I transmitted by the *Hawk*). I must also beg leave to observe that now they have established a Precedent: so long as the Act of the 19 Geo 2nd Cap: 30: remains in force: no Officer will be safe even in entering Men; as they may Construe that into impressing as they have done in the present case; I beleive indeed this is the first instance of an Action being brought under that Act; tho a great many Seamen have been impressed at times at Jamaica &ca neither do I suppose it would have happened here, had it not been for the interfering with their self appointed Privateers (as they call them) the Trading Vessels have certainly never suffered by us; but very much by the aforementioned Armed Vessels, who have decoyed away the Seamen from the Trading Vessels: Transports and King's Ships by large promises of Advance &ca from the foregoing Circumstances their Lordships will readily perceive I cannot expect any kind of Justice here, in the present dispute; and the whole herd of Lawyers are Retained against us: However I have the utmost

Confidence His Majesty will, on their Lordships representation, both protect and redress us. I am Sir [&c.]

Jams Young.

[Endorsed] Antigua 12th June 1777 Vice Ad: Young Recd 31 July

1. PRO, Admiralty 1/310.

2. See Volume 8, 62-64.

#### VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS <sup>1</sup>

(No 3:)

Sir

Antigua 12th June 1777.

[Please to acquaint my Lords Commissioners of the Admiralty that His Majesty's Sloop *Otter* is just refitted here, and Ordered to return to her former Station Pursuant to the Orders Captain Squire had received from the Viscount Howe. She is the Tenth of the American Fleet that has been Refitted here; I must therefore take leave to represent to their Lordships that such a Number are more than can be Refitted at this Yard on its present establishment; and they have very much distressed the Squadron employed here, under my Command; by keeping them back from being cleaned and Refitted at proper times.] the Number of Sick likewise put on shore from the American Ships incommoded us exceedingly; there being no proper Accomodations for them at the present temporary Hospital, nor any to be procured near the place; and it was with the greatest difficulty the Contractor at that time could procure proper Refreshments for the Number of Sick: as I have repeatedly represented to their Lordships the Necessity there is strongly to reinforce the Squadron employed in these Seas; so I must now add if their Lordships are pleased to make such Augmentation, it will be almost impossible to do more here, than keep them in Order; and their Complements of Men Compleat: the American Ships refitted here this Season, have also hurt us much in that respect, as I thought it for the good of the King's Service that they should go away full Manned, or even with more than their Complements: altho they came here generally very short: but this is a thing that cannot be done again: and we now feel a want of the Seamen, to Man the Ships their Lordships have Ordered me to purchase & Commission and to make up the losses of the Squadron by Death and Desertion: I therefore hope their Lordships will be pleased to take these matters in to Consideration and give Directions accordingly, I am Sir [&c.]

Jams Young.

[Endorsed] No 3 Antegoa 12 June 1777 V. Ad: Young Rd 31 July.

1. PRO, Admiralty 1/310.

#### VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS <sup>1</sup>

(No. 4:)

Sir

Antigua 12 June 1777.

Please to acquaint my Lords Commissioners of the Admiralty; that

pursuant to their Orders of the 5th February last, I have caused Two Ships to be purchased; in every respect fitt to be made Sloops of war One is the French Ship taken by the *Seaford*, which on a strict examination and Survey is reported capable of carrying Sixteen Six pound Guns; if those can be procured; I have got Ten of that kind, by taking Eight from the *Sylph* Sloop (coming to England with the present Convoy) which I replaced by the same Number of four Pounders. this Ship being of such considerable force I have thought proper to give her the Complement of the 16 Gun Sloops, Vizt 125 Men; and the 10th May last I appointed Mr William Young 1st Lieutenant of the *Portland* to the Command: and have named her the *Snake*.

The other was a Guinea Ship offered for Sale, which on a strict Examination and Survey is reported capable of carrying Fourteen four pound Guns: and 100 Men: I have called her the *Comet* and the 30th May last appointed Mr William Swiney (then 1st Lieutenant of the *Portland*) to the Command; The *Snake* was appraised at £2200: Sterg and the *Comet* at £1500 Sterg as P the Reports of Survey inclosed; which Sums I have ordered the Naval Officer to draw Bills for on the Commissioners of the Navy.<sup>2</sup>

Please likewise to acquaint their Lordships that the King's Armed Brigs *Endeavour* & *Antigua* some time ago Cruizing in Company took a very fine large Bermudas Sloop of 150 Tons Burthen; Armed for Defence and Loaded with Tobacco, the Sloop was well known in these Islands, and famous for fast Sailing; and had not the two Brigs chased her together, she would have got off; but could not escape both; as by avoiding One she came within the Guns of the other; She is so fine a Vessel that a great many Friends to the Americans, came from the French and Dutch Islands, with intention of Purchasing her, however as it was well known the use they would have turned her to; was to Cruize as a Privateer; I thought it best to purchase her for the King's Service, (in Order to prevent her being employed against our Trade) and to exchange her for the *Pelican* Brig, which has proved a very dull Sailer; I have therefore called her by that name; and turned over the Officers and Men into her; also the Guns, Masts, Yards, Sails and Rigging to Convert her into a Brig; she being Much too large and unhandy for a Sloop, her mast being of a Size to Convert into a Frigates Foremast; The Hull of the Vessel that was the *Pelican*; I intend to Convert into a Vessel to raise Mudd &c to clean the Harbour, the one now employed for that purpose (being an old Tender called the *Denbeigh*) quite wore out, and ready to Sink having been used in that Service several Years. I have had the aforementioned Bermudas Sloop, carefully inspected and Surveyed, with her Mast Sails and Stores which they have Valued at £1400: Sterg as P the enclosed Report and I have ordered the Naval Officer to draw Bills on the Navy Board for that Sum.<sup>3</sup>

The Sloop is pierced for 14 Guns, but I intend first to try her with Ten 4 lb Guns the same the other Brig had. I flatter myself their Lordships will approve of what I have done; and I am Sir [&c.]

Jam<sup>s</sup> Young.

[Endorsed] No 4 Antegoa 12 June 1777 V. Adm: Young Rd 31 July  
3 Inclo.

1. PRO, Admiralty 1/310.
2. The two vessels were the former Beaumarchais ship *la Seine*, and the ship *Betsey*. Survey of *la Seine* was made May 9, and reported her burden as 302 48/94 tons, with a deck length of ninety-five feet six inches, keel for tonnage, eighty feet six inches, a breadth of twenty-seven feet, a depth of the hold of twelve feet seven inches, and a height between decks of five feet ten inches. *Betsey* was surveyed May 27, and found to be of a burden of 250 tons, with a deck length of eighty-seven feet, keel for tonnage, seventy feet, a breadth of twenty-five feet; a depth of the hold of ten feet, and a height between decks of five feet five inches, PRO, Admiralty 1/310.
3. Sloop *Adriana*. See Volume 8, 490.

VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS<sup>1</sup>

(No 5:)

Sir

Antigua 12 June 1777.

It is with great pleasure I inclose You the within Letter from Captain James Jones of his Majesty's Sloop *Beaver*; to be communicated to my Lords Commissioners of the Admiralty; relating to his having fallen in with; and taken the Rebels Armed Private Ship of War called the *Oliver Cromwell*. The Prize is not Yet arrived at Antigua; as Captain Jones is employed collecting the Trade from the Southern Carribbee Islands to conduct them to St Kitts, the place of General Rendezvous.

By Captain Jones's Account the Prize is an exceeding fine Ship; and if on inspection she will make a good twenty Gun Ship; I hope their Lordships will approve of my Purchasing her for that Service; and giving Captain Jones the Command for his good behaviour in the Action; and taking a Ship so superior in force to the Sloop He now Commands: If Captain Jones brings up the Commander and Officers of the *Oliver Cromwell* I purpose sending them home Prisoners in the *Hind*, to be disposed of as their Lordships may think proper. I shall also send Prisoners in the *Hind* the Commander and Pilot of a small Schooner Privateer called the *Jenny* taken the 24th May by his Majesty's Ship *Seaford*: The Commander deposed in his Examination that Vanbiber the Congress Agent at St Eustatia; put several Men on board His Schooner from other American Vessels (then lying in St Eustatia Road) and sent him out to Sea after a Sloop belonging to the Island of Antigua Loaded with Cotton &ca that had just left St. Eustatia: this matter He says was done publickly and in no wise hindered or forbid by the Governor of St Eustatia; and that in less than three Hours He came up with, and took as Prize the aforementioned Sloop Laden with Cotton &ca however both the Schooner and her Prize were very soon afterwards taken by his Majesty's Ship *Seaford*: I have also the pleasure to acquaint their Lordships that on the 27th May Captain Colpoys of the *Seaford* Stopped and brought into this Port, a Dutch Ship called the *De Hoop* from St Eustatia (said to be bound to Flushing) having on board 1750 Barrels of Gun powder, and three very large Casks of Gun Flints. The Master says he was bound to Europe; and was carrying the Gun powder &ca back there, as he could not sell it at St Eustatia tho' he had lain in the Road near Seven Months: He

owned on his Examination that he had sold (during his Stay at St Eustatia) about 3000 pounds of Gun powder, and 750 Stand of Arms compleat, with Bayonets and Cartouch Boxes: The remainder of his Gun powder being 1750 Barrels now on Board, I think it most likely was to have been put on board Vessels at Sea; to have met him for that purpose; as that has been the practice lately (since their Ports have been closely watched by our Cruizers) with the Dutch and French, and what the more induces me to think it was so intended in the present case is that Captain Colpoys the Day before fell in with a small French Bark, off the Island Anagada quite Clean, and in Ballast; and appeared a fast Sailer, on being interrogated about their Business there, said they were on a party of pleasure and profit, Shooting and Fishing; for what they did not make use of, they Salted and Sold; this Answer was certainly evasive; and I think it much more probable they were on the look out for the Dutch Man to take out His Gunpowder to carry to America.

The other Part of the *De Hoop's* Cargo consists of Sugar, Coffee, Cocoa; also Tobacco, Rice, Indigo and other American produce, whether that is sufficient Ground to condemn her under the Prohibiting Act appears uncertain; however I shall detain her at all events pursuant to their Lordships Orders of the 15th February last, until His Majesty's further pleasure is known I am Sir [&c.]

Jam<sup>s</sup> Young

[Endorsed] No 5 Antegoa 12 June 1777 V. Ad: Young Rx 31 July 1 Inclosure

1. PRO, Admiralty 1/310.

VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS<sup>1</sup>

[Extract]

(No. 6:)

Sir

Antigua 12th June 1777.

In addition to my other Letters of this Date, I am also to desire You will please to acquaint my Lords Commissioners of the Admiralty that the Honble Captain Robert Stratford of his Majesty's Sloop *Cygnat* arrived here the 25th May last; having been directed by Captain Garnier of his Majesty's Ship *Southampton*, to see the Trading Vessels (that came under their Convoy) belonging to the Islands St Vincents and Grenada, in Safety to those Islands; which he had executed. I have pursuant to their Lordships Orders of the 14th February last taken the *Cygnat* Sloop, under my Command and employed her at present, to assist in Collecting and Conducting to the place of Rendezvous; the trading Vessels belonging to the Southern Carribbee Islands, and the 31st May proceeded with the remainder of His Convoy to Jamaica pursuant to their Lordships Orders.

The present Convoy for Europe from these Islands is expected to be large; I have therefore ordered two Ships for their protection; Vizt the *Hind* and *Sylph* . . .

[Endorsed] No 6 Antegoa 12 June 1777 Vice Adm: Young Recd 31 July 5 Inclosures.

1. PRO, Admiralty 1/310.

LIST OF PRIZES TAKEN BY VICE ADMIRAL JAMES YOUNG'S LEeward  
ISLAND SQUADRON FROM MAY 1 TO JUNE 12, 1777 <sup>1</sup>

The *Peggy* Schooner, Jacob Evans Master, from North Carolina to St. Eustatia, with Flour, Corn and Staves – by the *Hind*.

The *Nancy* Sloop, Samuel Dunwall Master, from St. Kitt's to America, with Salt and Ironmongery – by the *Otter*.

The *Juno* Brig, Isaac Coleman Master, from Surinam to Boston, with Molasses – by the *Otter*.

The *Oliver Cromwell* privateer, Herman Courter Master, 24 Guns, 150 Men – by the *Beaver*.

The *First Attempt* Schooner, Nicholas Johnson Master, from Newbury Port to Guadeloupe, with fish and lumber – by the *Seaford*.

The *Sophia* Schooner, Lazarus Sillia Master, from St. Eustatia to Martinico, with Indigo and Rice – by the *Seaford*.

The *Jenny* Privateer, George Ralls Master – by the *Seaford*.

The *Betsey* Sloop, William Richardson Master, from Virginia to St. Eustatia, with Tobacco, Corn, &c. – by the *Cygnets*.

The *De Water Guise*, Archibald Chatelain Master, from St. Eustatia to Middleburg, with Indigo, Tobacco, Rum, Rice, &c – by the *Seaford*.

The *De Hoog*, Al. B. Hoop Zeal Master, from St. Eustatia to Flushing – by the *Seaford*.

The *Dolly* Sloop, from Casco Bay to [St.] Eustatia, with Fish and Lumber – by the *Portland*.

The *Betsey* Sloop, from New London to St. Eustatia, with Fish and Lumber – by the *Portland*.

The *Relief* Sloop, from South Carolina to St. Eustatia, with Corn and Turpentine – by the *Portland*.

The *Mosketo* Privateer, John Harris Master, [14] Guns and 71 Men – by the *Ariadne*.

1. *London Gazette*, July 29 to August 2, 1777.

GOVERNOR JOHANNES DE GRAAFF TO VICE ADMIRAL JAMES YOUNG <sup>1</sup>

Copy  
Sir

Complaint having been made to me, by Messrs Benners & Co of this Island, consignees of the Ship *Water Geus* commanded by Adrian Chate-lain, belonging to the Honourable commercial Company of Middleburgh in Zeeland, as well as the Consignees of the Ship *Hope* [*de Hoop*], com-manded by Martinus Bruine Hoogez Zeyl, owned by Messrs Snouck Hur-grouse & A Louÿssen of Flushing in Zeeland; the former of which arrived here some time ago from the Coast of Africa with a cargo of Slaves, which have been sold and was reloaded with a cargo of West Indian and American

produce agreeable to her manifest and bound for the aforesaid port of Middlebourg; The latter from Flushing laden with Gun powder, provisions and dry Goods, reladen from hence with some Westindian and American produce chiefly a remittance for her Provisions and dry Goods, Seventy hundred & fifty Kegs of Gunpowder and three of Flints, which was not sold here but sent back to their proprietors agreeable to Manifests, and bound to the aforesaid Port of Flushing, that the aforementioned Two Ships have been arrested and taken on the High Seas by His Brittannic Majesty's Ship of War the *Seaford*, John Colpoys Esqr Commander, belonging to the Squadron under Your Excellency's direction, and Carried into some Port of the Island of Antigua.

It is my duty having attention to the Laws of Nations and the Treaties subsisting between His Brittannic Majesty and my Masters, The High & mighty Lords, States general of the united netherlands to demand, as I hereby expressly do in the Name of the aforesaid high & Mighty Lords, the immediate release of the Aforementioned two Ships with their Cargoes, and full Satisfaction for all the Costs and Damages that already have been or hereafter may be sustained by their Proprietors, in consequence of Such Capture and detention.

It is with great pain that I perceive myself reduced to the Necessity of Expostulating upon so disagreeable a Subject but have reason to hope, that Your Excellency will permit me to ask whether You think the Open Trade and navigation of Dutch subjects from one part of the Dutch Dominions to another, either ought or will be permitted to be thus interrupted, so long as the united Netherlands remain a free and independent State.

Henricus Godet Esqr one of my Aids de Camp, accompanied by Abraham Revene Esqr commandant of the Garrison & Forts of this Island, will have the Honour of Handing this letter to Your Excellency, and I flatter myself be the Bearer of Such an Answer from Your Excellency, as may preclude the Necessity of any further application upon this Complaint.

In which expectation I have the Honour to be with very great respect Sir [&c.]

Johannes de Graaf

St Eustatius 12th June 1777.

[Endorsed] No 1 In V. Ad. Youngs Lre of 21 July 1777

1. PRO, Admiralty 1/310. De Graaff was Governor of St. Eustatius.

### 13 June

#### MINUTES OF THE EXECUTIVE COUNCIL OF NOVA SCOTIA <sup>1</sup>

At a Council holden at Halifax  
on the 13th day of June 1777. –

The Lieutenant Governor acquainted the Council that he had by the arrival of the *Gage* Sloop from the Bay of Fundy, receiv'd intelligence that twelve Arm'd Whale Boats from Machias had been seen to Enter the River of St Johns.

On which it was Resolv'd that Sir George Collier, Commanding the

King's Ships Station'd on the Coast of this Province, be requested to give such Orders to the Ships in the Bay of Fundy, as he shall think most proper on the Occasion.

1. Minutes of the Executive Council of Nova Scotia, January 2, 1775 to October 6, 1783, Public Archives of Nova Scotia, Halifax, N. S. Hereafter cited as Council Minutes, N. S. Arch.

ACCOUNT OF JOHN CLARKE WITH MASSACHUSETTS PRIVATEER SCHOONER  
*True Blue*<sup>1</sup>

the Oners of the Schooner *Tru blu*w Stiles Master To John Clarke

1777		Dr
March	For Cutg 18 Mortses 18/ 19 Sheaves 19/	1 17 0
	For 2 Duzn of Lingnum Vitae pins 4/	4 0
	To 3 three fold Blocks @4/ 12/ 2 Trucks 1/4	13 4
	To 2 Double Blocks 6/ 7 Single Blocks @1/6 10/6	16 6
	To 2 Duzn of Season Trucks 5/4	5 4
	To Easing 4 Guns into Carriges 2/	2 0
May	To 2 Duzn of belaing pins 5/4 4 thomkg 1/	6 4
	To 2 three fold Blocks 8/ Cutg Morts & Sheaves 2/	10 0
	To 27 Single Blocks @2/ 54/	2 14 0
	To 5 Double Blocks @4/ 20/	1 0 0
	To 6 hand Spicks 6/ 6 Gun Rammers 6/	12 0
	To 12 Gun Rammers & Spungeheads 12/	12 0
	To 7 Gun Carrige Trucks @1/6 10/6	10 6
	To 2 hand pumps 8/ 22 thomkg 3/8	11 8
	To 10 Single Blocks @2/6 25/	1 5 0
	To 2 Wormers 1/	1 0
		<hr/> £12 0 8

Marblehead June 13, 1777

Erorres Excepted By Me John Clarke

[Endorsed] Recd of Samuel Russell Gerry twelve Pounds & 8d in full of  
within Account John Clarke

1. Privateer Schooner *True Blue* Accounts, MarbHS.

ACCOUNT OF MEDICINES FOR MASSACHUSETTS PRIVATEER SCHOONER  
*True Blue*<sup>1</sup>

Schooner *True Blue* Captain Stiles To Harris Ellery Fudger

1777		Dr
June the 13th	To Ungt: Basilicon: Flav: 4 oz ap	3 -
	To Liniment: Arcoei: 4 oz ap	4 -
	To Empl: Corrob: 8 oz ap	6 -
	To Tinct: Cort: Peruv: Hux: 4 oz ap	6 -
	To Spts: Nitr: Dulc: 1 oz ss	1 4
	To Empl: Attrah: 8 oz ap	6 -



To Elixir: Vitriol: 6 oz ap	8 .-
To Calomel: 2 drams	10 .-
To Conserv: Rosar: Rubr: tbss	6 .-
	<hr/> 2.10 .4

Schooner *True Blue* June 13-1777

Recd of Dr Fudger of the Armed Schooner *Lee* Capt Skimmer Commander the following medicines for the use of the Schooner *True blue* viz-

Basilicon: 4 oz ap	Elixir: Vitriol: 6 oz ap
Lin: Arcoei: 4 oz ap	Empl: Attrah: 8 oz ap
Empl: Corob: 8 oz ap	Calomel: 2 drams
Hux: Tinct: Cort: 8 oz ap	Conserv: Rosar: Rubr: tbss
Spir: Nit: Dulc: 1 oz ss	

Gentlemen Please to replace, or Pay Dr Fudger for the aforesaid medicines and you'l Oblige your humble Servt

Nath<sup>l</sup> Low

Surgeon of the *True Blue*

To Col Glover and others the Owners of the Arm'd Schooner *True blue*.

1. Privateer Schooner *True Blue* Accounts, MarbHS.

*Connecticut Gazette*, FRIDAY, JUNE 13, 1777

New-London, June 13.

A valuable Prize Ship which we hear was cut out of Barbados, by the Privateer *Oliver Cromwell*, of Philadelphia, is safe arrived at Bedford.<sup>1</sup> She had just arrived at Barbados from England, and her Cargo is said to be worth 18000 l.

1. Brigantine *Mercury*, 120 tons, *Independent Chronicle*, Boston, June 26, 1777.

CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT TO  
ROBERT MORRIS<sup>1</sup>

Sir./ Continental Navy Board [Philadelphia] 13th June 1777

We have received the Resolves of Congress empowering this Board to direct the Commanders of the Continental armed Vessels now in the Delaware to cooperate with the naval Force of Pennsylvania, should the Enemy make an attack up the River. As we are apprehensive that some Difficulties may arise respecting the right of Command in Case of an Action, & that perhaps at a Critical Juncture, we wish you would be so good as to obtain the Sense of Congress on this Head, & let us know whether the Commodore of the State, or the eldest Captain in the Continental Navy is to take the Command. The previous Determination of this Point will, we are of Opinion, be productive of much Good & prevent Confusion. We are Sir [ &c. ]

Fra<sup>s</sup> Hopkinson John Nixon John Wharton

1. Papers CC (Letters Addressed to Congress, 1775-89), 78, XXIII, 409, NA.

CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT TO  
ROBERT MORRIS <sup>1</sup>

Sir./ Continental Navy Board [Philadelphia] 13th June 1777

We wrote to you a few Minutes ago, but since we sent off that Letter, it has occurred to us, that it would be very necessary to have the Determination of Congress as to what they would have done with the Frigates & other Continental Vessels now in the Port in Case of extreme Emergency. Whether they would choose to have them burnt, or sunk or fall into the Enemy's Hands; & whom they would trust with the Execution of their Resolves to this Purpose. We sincerely hope such an Emergency will not happen, but think it prudent to provide against it. We are [&c.]

Fra<sup>s</sup> Hopkinson John Nixon John Wharton

1. Papers CC (Letters Addressed to Congress 1775-89), 78, XXIII, 413, NA.

*South-Carolina and American General Gazette*, THURSDAY, JULY 3, 1777.

From the *North-Carolina Gazette* of June 13.

Newbern, (North-Carolina) June 13.

The *Caswell* Privateer, Capt. Palmer, of this State, is arrived from a cruize, having taken a large double decked schooner, loaded with provisions, which is hourly expected.

The *Sturdy Beggar* Privateer, belonging to Baltimore, is arrived at Occacock Bar, from a very successful cruize, having taken four Guinea-men and many other valuable prizes. By her we have an account of the capture, by our privateers, of 22 vessels, part of a fleet that sailed from Cork for the West Indies with provisions; we also learn, that by the vigilance of the men of war and West-India privateers, great numbers of American vessels are taken.

"EXTRACT OF A LETTER FROM THE WEST-INDIES, DATED JUNE 13." <sup>1</sup>

Capt. Palmer, a New-Englandman, the other day, in a sloop of fourteen guns, four pounders, took a very large ship from Liverpoole, of fourteen double fortified sixes and six cohorns that will carry six round shot, well fitted and manned, and carried her into Martinico.<sup>2</sup>

1. *Pennsylvania Evening Post*, July 17, 1777.

2. Privateer sloop *Fly*, Captain Thomas Palmer.

## 14 June

JOURNAL OF H.M.S. *Milford*, CAPTAIN WILLIAM BURNABY <sup>1</sup>

June 1777

Cape Ann No80Wt 102 Miles

Saturday 14

1/2 past 6 AM. Saw a sail in the NW. Quarter Gave Chase the Jibb Split Do Bent Another.

Little wind & fair

Brot the Chase too she proved to be the *Little John* a Brig from So Carolina bound to Salem laden with rice <sup>2</sup>

at 5 PM Saw 2 Sail to Windward Coming down before

the wind Cleard Ship for Action at 11 spoke H M  
Ship *Ambuscade*

1. PRO, Admiralty 51/607.

2. Joseph Pratt, master, sent to Halifax, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 68.

MASTER'S LOG OF H.M.S. *Unicorn* <sup>1</sup>

June 1777 Nantucket Sth Shoal NE $\frac{1}{2}$ E Dist 19 Leags  
Saturday 14th 4 [AM] Wore Ship 6 Strong Gales & Cloudy 8 Handed  
the Fore & Mizn TSails 10 Saw a sail in the SEt Quarter  
made sail & Give Chace 12 in Chace.  
Fresh Gales & Clear Nantucket Sth Shoal N 22° Wt Dist  
24 Leagues  $\frac{1}{2}$  past 1 [PM] Shorten'd sail & spoke the  
chace a Schooner from Virginia bound to boston,<sup>2</sup> sent a  
Petty Officer and 6 men on board to take charge of her in  
2d Reef TSails 6 Light Airs & Clear Prize in Com-  
pany 8 Fired 2 swivells shotted at the Prize to speake  
Her.

1. PRO, Admiralty 52/2079.

2. *Sally*, Moses Lewis, master, with flour, sent to Rhode Island, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 68.

*Providence Gazette*, SATURDAY, JUNE 14, 1777.

Providence, June 14.

Capt. [Jonathan] Pitcher, in the continental sloop *Providence*, is arrived at a neighbouring port from a cruize; he has taken a brig from Quebec, with a considerable quantity of cloathing, provision, &c. She had on board a captain, an ensign and 34 recruits for Carleton's army.<sup>1</sup>

1. *Lucy*, Nathaniel Watson, master, from Cork to Quebec, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 67. She had been taken on May 19 but was retaken by H.M.S. *Amazon* and H.M.S. *Juno* on June 5.

MAJOR GENERAL PHILIP SCHUYLER TO COLONEL MORGAN LEWIS <sup>1</sup>

[Extract]

Saratoga June 14 1777

. . . the batteaus in lake Champlain Genl St Clair observes are all in ruins for want of pitch Tar & oakham for wch Major [Udny] Hay says he has frequently written to you, Cordage for the Vessells is also greatly needed – I desire you will seriously reflect what the consequence will be to you if a misfortune should arrise because of a want of such necessaries, which you are to furnish – are the Batteaus which I have order'd into Lake Champlain gone? and the other articles I have directed you to procure got or not? . . .

1. Schuyler Papers, Letter Book, NYPL. Lewis was Deputy Quartermaster General, Northern Department.

JOURNAL OF THE CONTINENTAL CONGRESS <sup>1</sup>

[Philadelphia] Saturday, June 14, 1777

*Resolved*, That the Marine Committee be empowered to give such

directions respecting the continental ships of war in the river Delaware, as they think proper, in case the enemy succeed in their attempts on the said river.

*Resolved*, That the flag of the thirteen United States be thirteen stripes, alternate red and white: that the union be thirteen stars, white in a blue field, representing a new constellation.

The council of the State of Massachusetts bay having represented by letter to the president of Congress, that Captain John Roach, some time since appointed to command the continental ship of war the *Ranger*, is a person of doubtful character, and ought not to be entrusted with such a command; therefore,

*Resolved*, That Captain Roach be suspended, until the Navy Board for the eastern department shall have enquired fully into his character, and report thereon to the Marine Committee.

*Resolved*, That Captain John Paul Jones be appointed to command the said ship *Ranger*.

*Resolved*, That William Whipple, Esqr. member of Congress, and of the Marine Committee; John Langdon, Esqr. continental agent; and the said Captain John Paul Jones, be authorized to appoint the lieutenant, and other commissioned and warrant officers necessary for the said ship; and that blank commissions and warrants be sent them, to be filled with the names of the persons they appoint, returns whereof to be made to the Navy Board in the eastern department:

1. Ford, ed., *JCC*, VIII, 463, 464-65.

CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT TO THE  
PENNSYLVANIA NAVY BOARD <sup>1</sup>

Gentlemen/ Continental Navy Board 14th June 1777

By certain Resolves passed in Congress the 11th Instt we are empowered to direct the Commanders of the Continental Vessels of War now in the Delaware to co-operate with the Naval Force of the State in the Defence of the several Passes thereof, should an Attempt be made upon them by the Enemy. For the better carrying the Intention of these Resolves into Execution, we think it would be very proper that this Board should have a personal Conference with the Navy Board of the State, on the Subject. If you should be of the same Opinion, we wish you would appoint a Time & Place either to Day or Tomorrow, for the Purpose, & we will attend accordingly <sup>2</sup> We are gentlemen [&c.]

Fra<sup>s</sup> Hopkinson John Nixon John Wharton

1. HM 25015, HUL.

2. Minutes of the Pennsylvania Navy Board record receipt of the letter, as a result of which both Boards "had a Conference this day [June 15] at the Coffee House," Navy Board Minute Books, vol. 1, Pa. Arch.

*Pennsylvania Evening Post*, SATURDAY, JUNE 14, 1777

Deserted from the *Dickinson* armed boat, under my command, on the 4th of June, a certain John Story, Virginia born, about twenty-one years of

age, five feet six inches high, thin visage, and swarthy complexion; he has taken the bounty twice and likewise stole some of his comrades clothes. Whoever apprehends said villain, and lodges him in any of the jails in this state, or brings him to me on board said boat now lying at Fort-island, shall have Eight Dollars reward, and reasonable charges.

Lauchlin M'Clean, Capt.

*Maryland Journal*, TUESDAY, JUNE 17, 1777

Baltimore, June 14, 1777.

On Monday the 23d instant at 5 o'clock in the afternoon, will be sold by Public Vendue, at the Fountain tavern,

The privateer schooner *General Lee*, now lying at Newbern, North-Carolina, with all her materials and stores as she came from sea; an inventory whereof will be exhibited at the time of sale – The *General Lee* was launched last Fall; is 43 feet keel, 18 feet beam, about 50 tons burthen, and a very prime sailer. She mounts 10 carriage guns, 4 and 2 pounders, 5 swivels, 40 muskets, 3 iron and 1 brass blunderbuss, 3 pair of pistols, 40 cutlasses, 40 spears, 36 tomahawks, about 600 wt. of gunpowder, with lead and iron balls sufficient for a three months' cruize; besides a set of Surgeon's instruments, and a good medicine chest. Her sails, rigging, cables, boat, &c. all new and compleat.

#### DECLARATION OF DON RAFAEL JOSÉ DE LA LUZ <sup>1</sup>

Havana 14th of June 1777.

Don Rafael José de la Luz, Captain in the Royal Army and Military Adjutant of Havanna.

I Certify that on the 7th and 8th of this month four American privateers anchored in the harbor of this Port in need of Water, Firewood, Bread, and other supplies. The first was the brigantine *Lively*,<sup>2</sup> Captain Woolman Sutton, the second the schooner *Industry*,<sup>3</sup> Captain Richard Wells, the third the sloop *La Fabrique*, Captain Louis de Roux, and the fourth the sloop *St. Louis*, Captain Samuel Spencer, all of which set sail the following day for their destination, Philadelphia. The Governor and Captain General of this Island<sup>4</sup> and the Commanding Officer of our Squadron have concurred in this action, taking the precautions ordered by the Intendent of the Army and Royal Treasury to ensure the Suppression of Smuggling. The Captains of the said four ships have expressed their deep gratitude to the Governor and Captain General for the prompt assistance that was provided.

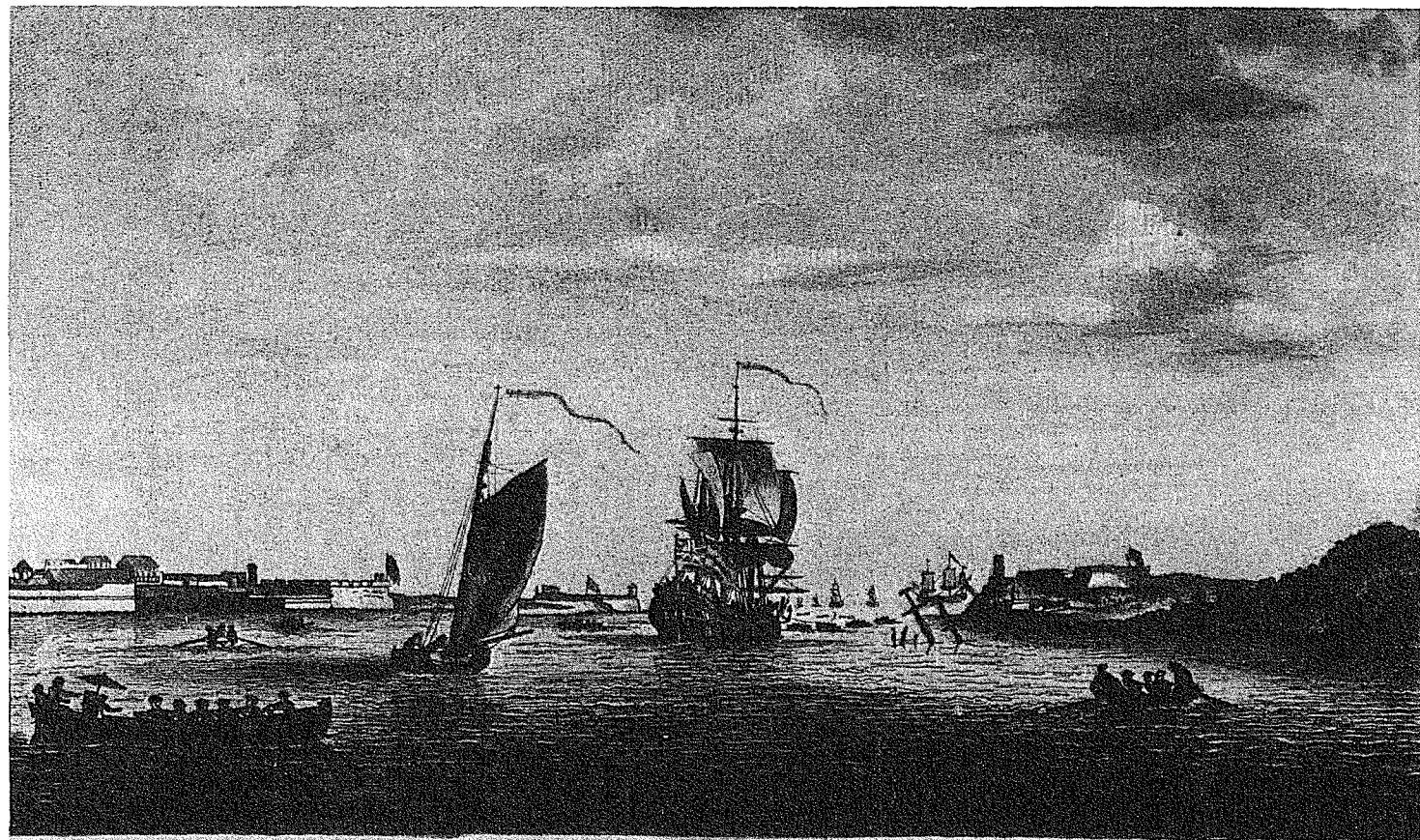
Rafael de la Luz

1. AGI, Audiencia de Santo Domingo, Legajo 1227, 16.

2. Pennsylvania privateer brig *Lively*, 8 guns, owned in Philadelphia by John M. Nesbitt and commissioned on March 22, 1777, *Pennsylvania Magazine of History and Biography*, XXVI (1902), 146–47.

3. From Jamaica, taken on May 8 by Georgia privateer sloop *St. Louis*, *Gazette of the State of South-Carolina*, June 23, 1777.

4. Diego José Navarro.



*A View of the Entrance of the Harbour of the HAVANA, taken from within the Wrecks.*

*Printed for Carington Bowles, at his Map & Print Warehouse, N<sup>o</sup> 69 in St Pauls Church Yard, London.*

DECLARATION OF DON RAFAEL JOSÉ DE LA LUZ <sup>1</sup>

Havana 14th of June 1777.

Don Rafael José de la Luz, Captain in the Royal Army and Military Adjutant of Havanna.

I certify that on the 10th day of this month the American privateer sloop *Vixen*, Captain Downham Newton,<sup>2</sup> anchored in the harbor of this Port and the Governor and Captain General ordered me to go and communicate with the Commanding Officer of our Squadron. Immediately after pratique I went on board the Sloop with an interpreter to ask the Captain from whence he had come and what had caused him to request anchorage in this Port. He replied that he had left Charleston, South Carolina, five weeks before with the intention of cruising off Cape San Antonio and to await the fleet that is expected to sail from Jamaica at this time. For this reason, he requested Water, Firewood, Bread, Chickens, Vegetables and a length of one inch Cable. I notified His Highness and, in agreement with the Commanding Officer of our Squadron, provided this assistance promptly. Thus, on the following day, the ship weighed anchor and made Sail for its destination. In this manner, the Intendent General of the Army and Royal Treasury has conveniently avoided Smuggling, and the Captain of the said Sloop saluted the Governor and Captain General for the efficacious way in which assistance was provided.

Rafael de la Luz

1. AGI, Audiencia de Santo Domingo, Legajo 1227, 17.

2. The sloop *Vixen* was granted a South Carolina letter of marque on February 16, 1777, Miscellaneous Records of the Secretary of State (A), 1776-1801, 19, SCD4H.

VICE ADMIRAL CLARK GAYTON TO CAPTAIN THOMAS BISHOP,  
H.M.S. *Lively* <sup>1</sup>

By Clark Gayton Esqr Vice Admiral  
of White & Commander in chief of  
His Majesty's Ships & Vessel's Em-  
ploy'd & to be Employ'd at & about  
Jamaica &c -

Whereas I have received a Letter from my Lords Commissioners of the Admiralty concerning His Majesty's Ships under my command that I appoint to see the Trade of this Island home to England, to give particular orders to the Captains of the Ships I send, to be particularly carefull to keep company with the worst Sailing Merchant Ships under their Convoy, and if any of the Ships in the Trade goes faster than the rest & does not keep Company but leaves the Convoy and will not obey the Signals made to them, you are to find out the Ships & Masters Names that leave the Convoy, and acquaint the Secretary of the Admiralty therewith for their Lordships information

You are therefore required & directed to take under your Command His Majesty's Arm'd Ship the *Kent* Captn Jos. Tathwell (who has my orders to put himself under your Command) and all the Trade bound from this

Island to Europe, and proceed with them thro' the Gulph of Florida to England, On your Arrival at Spithead you are to acquaint the Commanding Officer there, and the Secretary of the Admiralty for their Lordships information. You are to be carefull to obey your orders to keep Company with the worst going Ships for which this shall be your order

Given under my hand on board  
His Majesty's Ship *Antelope* in  
Port Royal Harbour Jamaica 14  
June 1777 – Clark Gayton

By Command of the Admiral

(A Copy)

1. PRO, Admiralty 1/240.

# JOURNAL OF H.M.S. *Ariadne*, CAPTAIN THOMAS PRINGLE <sup>1</sup>

June 1777

Moored in English Harbour

Saturday

Moderate and fair.

June 14

at 3 PM Weighed & came to sail Saw a Sloop bearing SBE distce 2 Leagues. Gave chace fired several Shot at her and [at] 6 came up with her, proved to be the *Musq[u]ito* Sloop privateer last from Martinique John Welch Mastr mounting 8 carriage Guns, (which they threw overboard) and 50 Men. Exchanged Prisoners and sent on board her a Mate Midshipman & 6 seamen.

1. PRO, Admiralty 51/60. Capture was *Marangoin*. See Young to Stephens, June 15.

## 15 June (Sunday)

VICE ADMIRAL JOHN MONTAGU TO PHILIP STEPHENS <sup>1</sup>

Sir

*Romney* at St Johns 15th June 1777

You will be pleased to acquaint their Lordships that I sailed from Plymouth the 18th of April with Eight Sail of Merchant Vessels under my Convoy, and arrived here the 9th of May and found only the *Bonavista* Armed Sloop here. Captain Harvey in the *Martin* being on a Cruise after a Privateer reported to be on the Coast. He returned the day after my Arrival but had not seen any thing of the Privateer he went out to look for; On the 14th of May Captain Fotheringham arrived in the *Fox*, having seen his Convoy safe into their different Ports; On the 16th following Captain Linzee arrived in the *Surprize* and brought with him a large American Schooner with 220 Hogsheads of Tobacco onboard from Virginia, bound to Bourdeaux.

I am sorry to inform their Lordships that the *Surprize* continues very Sickly; having the same Fever onboard, she had last Year.

The *Squirrel* arrived the 19th of May with the three Victuallers under her Convoy, and as she sailed from England under the Command of Mr Chamberlayne first Lieutenant of the *Romney* by my order, I have appointed Captain Harvey of the *Martin* to the *Squirrel*; and have given Lieutenant Chamberlayne a Commission to Command the *Martin* until their Lordships pleasure be known.



Agreeable to their Lordships order I have purchased a Vessel in the room of the *Quebec* (which will be sold as unserviceable) and have appointed Mr Thomas Revil Shivers to be Lieutenant of her, all which I hope their Lordships will be pleased to approve.

On the 13th Inst the *Pegasus* arrived from Ireland, having seen her Convoy safe into their several Ports. The *Active* is not yet arrived.

It gives me real concern to acquaint their Lordships that by a Letter I rec'd the 10th Inst from Captain Fotheringham of the *Fox*, I am informed that on Saturday the 7th Inst He fell in with two American Privateers on the Banks of Newfoundland (where he was Cruising for the protection of the Fishery) one named the *Hancock* of 32 Guns, 347 Men, Commanded by ——— Manly, the other called the *Boston* of 28 Guns (but number of Men unknown) commanded by ——— McNeal, and after an Engagement of one hour and half the *Fox* was taken. Captain Fotheringham also informs me his Lieutenant of Marines (Mr Napier) was kill'd, with two others, and Ten Wounded; after the *Fox* was taken, the Rebels sent the greatest part of the Seamen and Marines into Saint Johns, in two Fishing Vessels they had taken on the Banks, but have taken all the Officers with them.

Inclosed I transmit you the Affidavits of two persons, one belonging to the *Fox*; the other was Master of a Vessel they had taken and burnt.<sup>2</sup> I am also sorry to inform their Lordships that as the number of Privateers now Cruising on the Banks is greater than the Ships under my command, and some of them of Superior force, that unless my Squadron is reinforced, I fear it will not be in my power to Checque the Havock these Depredators are making among the Fishermen.

I have sent to Vice Admiral Lord Howe to assist me with two Frigates during the Fishing season, which I hope his Lordship will comply with.

Agreeable to their Lordships Order when I was in London, I acquainted the Navy Board that the *Martin* and *Spy* Sloops; as well as the armed Vessels that Wintered here, would want a Supply of twelve Months Stores of all Species, and that each of the Sloops would also want a complete suit of Sails, and flattered myself they would have complied with my request, and have sent them out in the Victuallers; but am sorry to say that as they have not been pleased to comply with my Letter the *Martin* was almost rendered useless, and but for the supplies from other Ships she could not have gone to Sea. And notwithstanding the *Spy* sent Home a Demand, even that was not complied with, which has obliged me to purchase Stores here at an extravagant price before they could proceed on Service.

Herewith I inclose you the State and Condition with the Destination of the Squadron under my Command, and am [&c.]

J: Montagu

[Endorsed] Rd 21 July by Mr Jeffery of Pool. 23 July Send Extract to N Bd & desire them to give Their Ldps the reasons or excuses for not sending the Stores demanded. Ansd 24 July by the *Monarch*.

1. PRO, Admiralty 1/471, 112-15.

2. See depositions of Nathaniel Oakes and Thomas Hardy, June 11.

CAPTAIN THOMAS THOMPSON TO THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Gentn

Portsmouth June 15th 1777

I have recivd a Letter from Mr Orr acquainting me that 20 Cannon is Compleated and on the Road to Cambridge. 13 of which are since Come to hand. he also acquaints me there are two Guns yet to prove, one of which is Cast solid, my present purpos of writing your Honours is to request that those two Guns May be sent to Boston and reservd for the use of the *Raleigh* and that you will Compleat the set Soon as ever You find it Convenient as it will be of Consequence to have the Guns by one Mould. the 500, of dubleheaded Shott which Mr Orr agreed to Cast I depend on having which he tells me he will Compleat if he dont receive any Counter order from the Board of warr. the Shot is as nesesity as the Guns we Cannot go to sea without them, which nesesity I hope Your Honours will take in to Consideration and finish the Good work you have so well began – I expect to be in Boston With the *Raleigh* before I proceed on a Cruize I am [&c.]

Tho<sup>s</sup> Thompson

1. Mass. Arch., vol. 152, Board of War Letters, 1776–1777, 252.

“PAY ROLL OF THE BRIG *Defence*, BELONGING TO THE STATE OF CONNECTICUT. SAMUEL SMEDLEY, ESQR., COMMANDER” <sup>1</sup>

Men's Names		Time of Entry	When Discharged	Amount of Wages
		1776	1777	
Saml. Smedley	Captain	Nov. 15	June 15	£ 100. 16. –
James Angel	Lieut	Feby 7	“	30. 2. –
Jona Leeds	Lieut	“ 15	“	30.
Joseph Squier	Lieut	Nov. 15	“	42.
Edward Beebe	Master	do	“	50. .8
Benja Ellis	Surgeon	—	—	—
Jesse Jeacocks	Mate	Nov. 15	June 15	31. 10
Caleb Dyer	2nd do	do	“	31. 10
David Roberts	Gunner	Feby 1st	“	20. .2
Joseph Sharp	Boatswain	Jany 3d	“	21. .6
Jona Darrow	Carpenter	Nov. 15	“	31. 10
Joseph Peas	Midshipman	Feby 15	“	14. .8
John Lewis	do	Nov. 15	“	25. .4
Jona Alden	do	do	“	25. .4
George Newcomb	do	do	“	25. .4
John Wasson	Clerk	do	“	31. 10
Jeremiah Culver	B. Mate	Dec. 10	“	19. 14. .9
Gillam Veal	2d do	Nov. 15	“	19. 12
Simeon Spencer	Armourer	do	“	31. 10
Thomas Elwood	Serjt	do	“	16. 16
James Jennings	do	do	“	16. 16
Joseph Minor	do	do	“	16. 16
Samuel Hunt	Steward	do	“	28.
James More	Cook	do	“	25. .4
Joshua Parcy	Gunr Mate	Oct. 17	“	25. 12
Isaac Squier	Carpr do	Nov. 15	“	22. .8
Nehh Whitney	Doctr do	do	“	28.
Nathan Dogget	Pilot	do	“	“
Andw Thorp	QrMr	do	“	18. .8
Willm Hooks	do	do	“	18. .8

Henry Parry	Cooper	Feby 11	"	18. 12
Joseph Bartram		Nov. 15	"	16. 16
Gideon Allen		do	"	16. 16
Gabriel Allen		do	"	16. 16
Thomas Avery		Jany 25	"	11. . 4
Francis Swords		Novr 15	"	10. 10
Francis Butler		Oct. 8	"	19. 16
George Patterson		Novr 15	"	14.
Andw Baker		Feby 1	"	11.
Abm Butler		Jany 20	"	11. . 9
Hugh Brown		Decr 29	"	15. 13
William Burnet		Novr. 15	"	10. 10
Thos Bentley		Feby 6	"	10. . 6
Eleazer Bulkley		Novr 15	"	10. 10
Samuel Corwithe		Feby 12	"	9. 16
Daniel Caird		" 15	"	8.
Moses Camb		Novr 15	"	14.
Caesar Cambridge		Jany 1	"	13.
Gilbert Dudley		Nov. 15	"	16. 16
Willm Davis		Jany 25	"	11. . 4
Benja Darrow	Yeoman	Nov. 15	"	18. 18
Heze Gould		Feby 1	"	11.
Talcut Gould		do	"	11.
Benja Gould		Novr	"	10. 10
Henry Hunt		Feby 15	"	9. 12
John Hill		do	"	8.
Daniel Humphreys		do	"	9. 12
Azariah Hilliard		Feby 11	"	8. 13
Ebenezer Hitchcock		Oct. 17	"	12.
Jonathan Jarvis		Novr 15	"	16. 16
Nathaniel Jarvis		do	"	16. 16
John Joe		Feby 12	"	9. 16. . 9
Peter Indian		Nov. 15	"	14.
Edward Lattin		Jany 25	"	11. . 5
Antony Manuel		Novr 15	"	16. 16
Lawrance Martin	Yeoman	do	"	18. 18
George Moshere		do	"	14.
Joseph Rowley		Novr 7	"	17. . 7. . 4
Riel Morehouse		Nov. 15	"	16. 16
Timothy Murphy		Feby 12	"	9. 16. . 9
Peter Morris		" 14	"	8.
David Meeker		Nov. 15	"	14.
Samuel Osborn			"	18. 18
David Parrit		do	"	14.
Martin Patchin		do	"	16. 16
Benja Rockwell			"	13. . 4
Elisha Reeves		12	"	9. 16. . 9
Nathan Squier		Nov. 15	"	14.
Benja Smith		Feby 14	"	9. 12
Robt Talmadge		Jany 15	"	10.
Thomas Trumbull		" 28	"	11. . 5
Peleg Toker		Feby 8	"	10. . 3. . 3
Samuel Taylor		Novr 15	"	14.
James Young		do	"	16. 16
Thomas Norris		do	"	16. 16
David Patchin		do	"	14.
Samuel Barrett		March 11	"	7. 10. . 5
Jared Biol		do	"	4. 14
William Campbell		do 16	"	7. . 4
Richard Williams		do 20	"	6. 16
Grifth Owen		do 20	"	6. 16
Abraham Lading		do 25	"	6. . 8
Joseph Rickaby		do 11	"	7. 10. . 5

Men's Names	Time of Entry	When Discharged	Amount of Wages
	1776	1777	
Robert Gordon	do 25	"	6. 8
Eric Biore Bom	do 15	"	7. 4
Antony Gnospelius	do 15	"	7. 4

1. Trumbull Papers, vol. 8, 289b-289c, ConnSL.

# BRIGADIER GENERAL GEORGE CLINTON TO MAJOR GENERAL ISRAEL PUTNAM <sup>1</sup>

[Extract]

Dear Sir,

F.[ort] M.[ontgomery] 15th June 1777

Capt Cook Commander of the *Washington* came here last Night. I will send a Boat To Morrow to take in the Guns from Peek's Kill intended for her Use. It will be impossible to obtain Men from this Post properly qualified to man the vessel, all that would have been Useful for that Purpose being sent to the two Frigates at Poughkeepsie. Capt Cook thinks that the greatest Part of the Men that were with him last summer are in some or other of the Regiments at Peek's Kill and would wish to have them again as they are good Hands & used to the Business. Capt Palmer wishes to decline the Command of the *Shark* Galley and I have sent an Express to Capt Leaycraft to come down immediately & take the command. If he should also decline Capt Palmer rather than the service should suffer, will again take the Command of her.

The ship *Montgomery* I expect down To morrow and the *Congress* toward the latter End of the Week – It will almost dismantle our Forts if we are to furnish them with Guns. I understand there are Numbers of them at Salisbury – Even if they should have been intended for other Use could it not be so contrived as to secure them for the Frigates during the summer – Among them I am informed there are short Eighteen Pounders which the Ships can well bear in this River – If a General Order was issued offering Encouragements to Persons who w'd engage to serve in the Ships during the season, a considerable Number from the Country might be obtain'd which would prevent the Regiments from being too much weakened . . . .

1. George Clinton Papers, no. 559, N.Y. Arch.

# "EXTRACT OF A LETTER FROM AN OFFICER ON BOARD THE *Bristol* MAN OF WAR, COMMODORE HOTHAM, DATED NEW YORK, JUNE 15." <sup>1</sup>

Our ship is to remain at this place, and the Commodore is to have command in the absence of Lord Howe, who is expected to sail in a few days for the Delaware. Some grand stroke is now in agitation.

1. *London Chronicle*, July 15 to July 17, 1777.

# WILLIAM AYLETT TO CAPTAIN JOHN SELLEN <sup>1</sup>

Williamsburg Virginia June 15th 1777

Sir The close watch kept by a number of the Enemy's Ships at the Capes renders the probability of your getting out very uncertain, however as

Opportunitys do Sometimes offer, which may be lost if you are delay'd to receive my Orders, I do now Authorise you to depart whenever a favourable Opty offers, of which you may be daily advised at York, but let me Caution you not to venture without a fair Opportunity of Escaping, to keep a good lookout & return if you apprehend probable danger. If you get out I would advise you to keep the Land on board either to the Northward or Southward as the Wind may happen in as Shoal water as you can venture, until you think you [are] out of the Track of the Men of War, & to Stretch out about Merridian So that if you discover a Sail you may either put back or take Steps to avoid her as the Night comes on & by having part of the day, the Night will push you So far out that you may be out of danger by the Morning & I would advise you just at day light every morning while you are near the Coast to furl your Sails as it is at that time that Vessels are most likely to fall in near the Enemy & if a Sail is in view you will discover them before she can you & by that means may avoid them by lying still unless their course should be towards you. I also am instructed to advise you to make a good offing & to make the Coast of New England as far to the Eastward as Casco Bay & to Coast it along to Boston, where God send you may arrive in Safety Yours

W<sup>m</sup> Aylett

1. Miscellaneous Letters, Force Transcripts, LC. William Aylett was Deputy Commissary of Purchases; Sellen commanded brig *Defiance*.

JOURNAL OF H.M.S. *Perseus*, CAPTAIN GEORGE KEITH ELPHINSTONE <sup>1</sup>

June 1777 Charles Town light-house NWBN Distance 8 Lgs  
 Saturday 14th at Noon the *Galatea* and prize in Company, cleaned & smoked between Decks No of Sick  
 Light breezes and clear,  
 at 1 PM Standing in for the land, at 2 Saw a Sail in Shore, gave chace in company with the *Galatea*, at 4 the Light-House NWbNo 5 Leagues, at 5 the chace Run ashore, hoisted out the Boats, sent them after her manned and Armed; at 1/2 past 6 the chace fired Several Guns at the Boats: Anchored with the Best Br in 6 fathoms the Lighthouse NNWt 2 Leagues – The Boats boarded: at 9 made the Signal for the Boats to return and to set fire to the Vessel which was executed agreeable to the Signal:  
 Sunday 15th at 1 AM the Boats returned, weighed and made Sail.

1. PRO, Admiralty 51/688.

JOURNAL OF H.M.S. *Galatea*, CAPTAIN THOMAS JORDAN <sup>1</sup>

June 1777 St Augustine S33.52 W 74 Leagues  
 Friday 13th at 9 AM Saw A Sail to the NW Gave Chace at 11 Bent A New Main Topmast Staysl In Co HMS *Perseus*  
 Light Airs & fair Wr  
 In Chace at 1 PM Died Nathl Sargent of the Small Pox

1½ past 1 PM Cape Romain bore N1½E 3 or 4 Leagues at 1½ pt 2 fired 2 Shot & bt too our Prize Schooner. the *Perseus* fired Several Shot at the other Sail being a Privateer,<sup>2</sup> at 7 Committed the Boddy of Nathl Sargent to the Deep

Saturday 14th at Noon Charlestown Lighthouse bore NWbN 6 or 7 Leagues – In Co HMS *Perseus*.

Modte & fair Wr

Bent the Bt Br Cable at 4 PM In Chace of A snow at 7 Charlestown Lighthouse bore NbE 3 Leagues Sent the Prize Schooner & our boats Armed after the Snow which Lay a Grounded Saw the Snow Hoist out their Boat & the Crew go on Shore at 8 PM our Boats Boarded him & Set him on Fire he was Laden with Lumber

Sunday 15th at 4 AM the Snow Still on Fire <sup>3</sup>

1. PRO, Admiralty 51/4197.

2. Apparently the American privateer on which H.M.S. *Perseus* fired had retaken the prize schooner. Thus, *Galatea* was recapturing her.

3. "Two of the Enemy's Frigates and a Tender have been hovering off this Coast for some Days past. A Brig. from the Mississippi for Jamaica with Lumber, that had been taken some Weeks ago off the Havana, by a Philadelphia Letter of Marque, was chased ashore by them between this Bar and Stono Inlet on Saturday last; the Tender and Boats boarded the Vessel, after she had been abandoned, and set her on Fire. They have not been seen from Town since Sunday," *South-Carolina and American General Gazette*, June 19, 1777.

#### VICE ADMIRAL CLARK GAYTON TO PHILIP STEPHENS <sup>1</sup>

Sir

*Antelope* Jamaica June the 15th 1777

I Beg leave to acquaint their Lordships that the 11th Instant the Pacquet that went to Senegall Arrived here by whom I received their Lordships Original letters about Purchasing two more Vessels for His Majesty's Service, and calling them one the *Stork* and the other the *Ostrich*, which two Vessels I did purchase as soon as I received their Lordships duplicates of those Original Ones, and Named them the *Stork* and *Ostrich* according to their Lordships Order[s] My first Lieutt Peter Rainier I made Master and Commander into the *Ostrich*, & Lieutenant Fras L' Montais my Nephew & Second Lieutt Master & Commander into the *Stork*, and Mr Isaac Geo: Manley one of my Midshipmen Lieutt of the *Ostrich*, and Mr Samuel Symes another of my Midshipn Lieutt in the *Stork*. the two Ships I purchased are about the Size of His Majestys Sloops; the *Ostrich* 16 Guns, & the *Stork* 14 Guns, and hope they will answer the Purpose they are designed for, and I have Ordered them to be fitted for Sea with all possible Dispatch, for the *Ostrich* I gave £4147. 17. 2. Sterlg and for the *Stork* I gave £3240. Sterlg Exclusiv[e] of their Ordnance Stores, and ordered Mr Holman the Storekeeper at Greenwich to draw on the Navy Board for the Money to Pay for them agreeable to their Lordships Orders, and hope it will meet with their Lordships Approbation, and the Ordnance Stores for the *Ostrich* came to £352 Sterlg and for the *Stork* came to £267 Sterlg which sums I gave an Order to Mr Robt Benton His Maj[s] Storekeeper of the Ordnance

at Kingston to draw on His Board for the Money to Pay the Above Sums; I further beg leave to assure their Lordships that I shall pay due Attention to their Orders, which I shall give to the Captains that goes Home with this Convoy; I beg you will acquaint their Lordships that His Majesty's Ship the *Solebay* one of Lord How's Squadron Captain Symonds being Careened & fitted will Sail through the Gulph with the Convoy that sails from Bluefields to go through the Gulph on the 20th of this Month, and she will Convoy several Vessels loaded with Rum to New York for the use of His Majesty's Army under the Command of the Right Honble General How. – I beg leave to acquaint their Lordships the 14th Instant His Majesty's Ship the *Southampton* Captn Garnier arrived here from Cork, and brought all his Convoy Safe in, and I shall take him under my Command & Employ him in the best Manner I [can] for His Majesty's Service, his Main Mast is Spru[ng] but I hope it will do for his first Cruize, I beg le[ave] to send their Lordships a list of Officers made since my last by His Majs Ship *Maidstone* Captn Gardner and the State & Condition of His Majesty's Squadron under my Command, and how they are disposed of, the *Boreas*, *Aeolus*, *Diligence*, & *Race Horse* are out on a Cruise, The *Hornett*, *Ostrich*, *Stork* & *Porcupine* Careening and fitting for Sea, The *Antelope*, *Winchelsea*, and *Southampton* in Port in case they may be wanted on immediate Occasion. I likewise beg leave to send their Lordships a Coppy of my Orders to the Captains of His Majs Ships under my Command that goes to England with the Convoy

I am with Great respect Sir [&c.]

Clark Gayton

1. PRO, Admiralty 1/240.

JOURNAL OF H.M.S. *Antelope*, CAPTAIN WILLIAM JUDD<sup>1</sup>

June 1777

Moord in Port Royal Harbour

Sunday 15

AM the *lively* and *Kent* went into the fair way ready for going to sea, ½ past 10 departed this life his excellency Sr Basil Keith Governor of Jamaica

½ past Noon Arrivd the *Hillsborough* Packett from England which saluted with 15 Guns Retd 11

1. PRO, Admiralty 51/39.

VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS<sup>1</sup>

*Portland* in Basse Terre Road

St Christophers 15th June 1777.

Sir

Please to acquaint My Lords Commissioners of the Admiralty, that I sailed Yesterday in the *Portland* from English Harbour Antigua, with Intention to Visit the Different Islands on the Station, having the *Ariadne* and *Cygnets* in Company [(the latter had just brought into English Harbour the *Oliver Cromwell* Privateer taken by Captain [James] Jones of His Majesty's Sloop *Beaver*)] and seeing a Sloop in the Offing that looked somewhat suspicious I sent the *Ariadne* to speak her, and I have the Pleasure to acquaint

their Lordships, that She joined me this Morning at Basse Terre road, St Christophers with Said Sloop in Company; which proved a French Armed Sloop called the *Marangoin* having no Papers but a Copy of the Commission granted by the New State of Virginia to John Harris Commander of the Privateer Brig *Musketo* and was fitted out at Guadaloupe by some French Merchants to act as a Tender to that Brigantine; Agreeable to the Plan formed by Harrison one of the American Agents at Martinico in the Letters inclosed for their Lordships inspection P my Dispatch of the 12th Instant marked No 7. The *Marangoin* is commanded by John Welch one of the Persons named and recommended in the aforementioned Letters; all the rest of her Crew (being fifty in Number) are French Subjects belonging to the Island Guadaloupe; As I think it Necessary these Prisoners should be all sent to England, to be dealt with, As their Lordships may think Proper, I have directed them to be Distributed amongst the Convoy in Order to be carried there.

[The *Ariadne* appears to sail very well; and I hope will give a good Account of Several other Privateers before long; had We been so fortunate sooner to have had some fast Sailing Cruizers on the Station, the Rebels Privateers Cruizing in these Seas would not have met with the Success they did.] I am Sir [&c.]

Jam<sup>s</sup> Young.

[Endorsed] Rx 4 Aug: by the Post Ansd 1 Octo. 4 August Copy Ld Weymo for the Kgs information – leaving out between [ ].

1. PRO, Admiralty 1/310.

VICE ADMIRAL JAMES YOUNG TO GOVERNOR JOHANNES DE GRAAFF <sup>1</sup>

Copy/  
Sir

Portland in Basseterre Road  
St Christophers 15th June 1777.

I have just had the Honor to receive Your Letter dated at St Eustatia, the 12th Instant by Your Excellency's Aid de Camp Henricus Godet Esqr demanding in the name of their High Mightinesses the States General Restitution to be made of the ship *Water Geus* and her Lading; consisting of West India and American produce; and of the Ship *Hope* [*de Hoop*], and her Lading consisting of One Thousand seven hundred and Fifty Barrels of Gun powder, and some West India and American produce; both taken on the High Seas by Captn Colpoys of His Britannic Majesty's Ship the *Seaford* and carried into the Island of Antigua.

In Answer to which requisition I am to acquaint Your Excellency that the Ship *Water Geus* and her Lading are Libelled in His Britannic Majesty's Court of Vice Admiralty for the Island of Antigua for having on board the produce of the British American Colonies now in Rebellion; which had been unlawfully imported into the Island of St Eustatia contrary to the late Act of Parliament, prohibiting all Trade and intercourse with said Rebellious Colonies; the day appointed for her Tryal is the 30th Instant when the parties claiming property therein may be heard in defence thereof, and will undoubtedly have due Justice done them.



The Ship *Hope's* Detention is on account of the Gunpowder and War-like Stores on board her; and cannot be released without Express Orders from his Britannic Majesty.

I must take leave to refer Your Excellency to the Letter I had the Honor to transmit You the 14th Decemr last; containing amongst sundry other Complaints, one of a very extraordinary nature against Vanbebber the American Agent at your Island; and I must now farther add thereto that the 24th May last, one George Rall Commander of small American Privateer called the *Jenny* was taken by Captain Colpoys of the *Seaford* and brought into the Island of Antigua; and that the said Rall on his Examination deposed "that the aforementioned Vanbibber (the Congress Agent at St Eustatia) put several Men on board his Schooner from other American Vessels (then lying in St Eustatia Road) and sent him out to sea, after a sloop belonging to the Island of Antigua, Laden with Cotton &c that had just left St Eustatia, and says this matter was done publicly and in no wise hindered or forbid by the Government of Eustatia, and that in less than three hours he came up with & took as Prize the aforementioned Sloop Laden with Cotton &ca." <sup>2</sup> I have the Honor to be Sir [&c.]

Jam<sup>s</sup> Young.

To His Excellency the Hone  
Johannes de Graff, Governor &  
Commander in Chief over the  
Islands St Eustatia, Saba & St Martins.<sup>3</sup>

[Endorsed] No 2. In V. Ad. Youngs Lre of 21 July 1777

1. PRO, Admiralty 1/310.

2. See Young to Philip Stephens, June 12.

3. De Graaff responded to this letter on June 17, PRO, Admiralty 1/310.

## 16 June

### JOHN AVERY TO THE PRESIDENT OF CONGRESS <sup>1</sup>

Sir Council Chamber Boston June 16th 1777

We are intirely exhausted of Commissions Instructions and Bonds for Armed Vessels & call for them seems to increase therefore Should be greatly obliged to you if you would forward a Number of them for the Use of this State.

I am Sir with great Esteem [&c.]

John Avery Depy Secy

1. Papers CC (Letters Addressed to Congress 1775-89), 78, I, 93, NA.

*New-York Gazette*, MONDAY, JUNE 16, 1777

New-York, June 16.

Thursday last his Majesty's Ship *Mercury*, Capt. Montagu, arrived here from England: He brought in with him, the Brig *Three Friends*, from Piscataqua, for Coracoa, to which Place she was bound, and was afterwards to be fitted out as a Privateer.

Saturday last was sent in here a Brig from Guadaloupe for Philadelphia, by the *Roebuck's* Tender, loaded with Rum, Sugar, Salt, &c.

A Schooner from Liverpool for this Port, that had been taken by a Rebel Privateer and sent into Virginia, but was cut out of a Harbour by the *Merlin*.

A Sloop from South-Carolina, with Rice, Naval Stores, &c. by the *Daphne*.

And a Schooner called the *Fanny*, from Stonnington, to Baltimore.

#### MARYLAND COUNCIL TO CAPTAIN JOHN DAVID<sup>1</sup>

Capt David.

In Council Annapolis 16th June 1777.

As you inform us that the *Conqueror* is now fit for Service, we are desirous that her Efforts may be exerted to clear the North Channel of the Capes of the armed Vessels which we are informed have lately infested it, we presume you are stronger than any of them. We learn that the Frigate *Virginia* lies in York River, wherefore you must first go there, advise with Capt Nicholson as to your Plan, from him get Assistance in Men, if Necessary, and act in Concert with any Force that he may have the Direction of. We expect that some of the Virginia Gallies may probably join you, but we do not intend by this Instruction to take from you or your Officers, any Part of the Command on Board your own Galley, but only that you act as one Vessel, if any join you, under the general Command of the oldest or superior Officer, if any older or superior to yourself. If the *Virginia* is gone, so that you cannot consult with Capt Nicholson it will be well, if you can, to get one or more of the Virginia Gallies to join you Get a good Pilot or two, if to be had; write us, if any Opportunity and by all Means cultivate a good Understanding with these who act with you, and remember that nothing can be more dishonorable than Disputes about Punctilio's so big with Disgrace & Ruin to our Cause and Country. We expect your Stay to be but short, we rely on your Discretion and wish you Success and Honor.

We are &ca

1. Council Letter Book (1777-1779), Md. Arch.

*Gazette of the State of South-Carolina*, MONDAY, JUNE 16, 1777

Charles-Town, June 16.

We are informed, that his Excellency, the Count D'Argon [Argout], late the French King's General at Martinique, arrived, from thence, at his new Government of Hispaniola, about the 18th of last Month. That about the same Time, the *Washington* Privateer of this State, commanded by Capt. Hezekiah Anthony, arrived at Cape Nicola Mole, with two Prizes, both Sloops, laden with Provisions, supposed from New York, bound for Jamaica. And that, a Man of War Sloop and an armed Snow, from Jamaica, having fired upon the *Hirondelle* a French Frigate, on the Coast of Hispaniola, she returned the Compliment in such Sort, that they soon made the best of their Way back to their Port, to refit.

From Martinique we have the disagreeable News, of the Enemy having taken the Continental Sloop of War *Hornet*, commanded by Capt. John

Nicholson, on the 27th of April last; and the Privateer Ship *Oliver Cromwell* of 16 Guns, on the 29th ult. and carried them both into Antigua. The *Oliver Cromwell* had a weak and very sickly Crew, and was taken by the *Favourite* [*sic Beaver*] Man of War, after an Engagement of three Quarters of an Hour. The *Hornet* mounted 10 Three-Pounders and 6 Swivels, and had only 30 Men: She was taken by a Sloop of 14 Carriage Guns, and about 100 Men, a Scooner of 12 Guns at the same Time coming up. – Of the latter we have the following Particulars, viz. “The Continental Schooner *Lewis*, commanded by Captain Stephens, mounting 2 Three-Pounders and 8 Swivels, with only 12 Men, in Company with the *Hornet*, at Daylight in the Morning of the 27th of April, Lat. 28, Long. 70, saw two sail to the Northward, a Sloop in Chace of a Brigantine, upon which they bore down to them, the Wind at S. At 2 o’Clock within Gun-shot, discovered the Sloop to be an Enemy, and had taken Possession of the Brig, which proved to be a Frenchman, and from Charles-Town, and a Scooner appeared in Sight, bearing down upon them. At half past 8, came to Action with the Sloop, the *Lewis* on her Starboard Quarter, and the *Hornet* on the Starboard Bow. – They continued to engage till Nine o’Clock, when the Scooner appearing to be an Enemy, of 12 guns, well manned, and coming up fast, the *Hornet* bore away before the Wind, and the *Lewis* hawled her Wind. The Sloop followed the *Hornet*, continually firing her Bow-Chaces, and the Scooner gave Chace to the *Lewis*. At half past 9, finding it impossible to escape the *Hornet* struck to the Sloop, and the Scooner finding they could not come up with the *Lewis*, discontinued the Chace, and bore down to her Consort.

The Scooner *Lewis* has since again narrowly escaped being taken by the Enemy, – on the 25th of May, by a Sloop of 10 Guns, and on the 26th by an English Frigate, off the West-End of Porto Rico, both which chaced her a considerable Time.

Two English Frigates and a Tender chased a Vessel last Friday, on this Side of Cape-Romain, till they ran her into 10 Feet Water, when after having fired several Broad-sides, they pursued her about an Hour with their Boats; but Night coming on, she happily escaped. On Saturday Afternoon, about two o’Clock, they appeared off this Harbour, and at 4 gave Chace to a Brigantine off Stono, endeavouring to cut her off from the Land; but she ran ashore at 6, between Stono and the Light-House, and disappointed them; the Frigates thereupon came to an Anchor, and sent in their Boats with the Tender, who set Fire to the Vessel, and she was entirely consumed in a few Hours. She was from Mississippi, laden with Staves, and had been taken off the Havana by a Philadelphia Letter of Marque Vessel; which is all we have yet been able to learn concerning her. – Yesterday Morning at half after 4. both the Frigates were under Weigh, with their Tender, and stood off to the Southward; soon after 9 o’Clock they were all out of Sight.

A Number of Volunteers and French Officers, who have three Years Leave to serve in America, are just arrived here, landed from a Snow that left Bourdeaux the 26th of March last: Amongst them are, the Marquis de Moncalm, and the Marquis de Fayette, the last said to be the Son-in-Law to the Duke d’Aguen.

GOVERNOR PATRICK TONYN TO LORD GEORGE GERMAIN <sup>1</sup>

[Extract]

No 40.

My Lord,

In my Letters of 5th and 8th of May numbers 38. and 39. I had the honour to mention to your Lordship the intended Invasion of this Province by the Rebels, and the preparations made for their reception and to repel them.

I have now the honour to inform your Lordship, that an advanced Body of Rebel Horsemen under the command of a Colonel [John] Baker crossed Saint Mary River on the 10th May proceeding towards Saint John River. The 15th a skirmish happened, several Rebels were wounded, two of them left on an Island on Nassau dangerously; on our part an Indian killed, who the Rebels scalped, cutting off all his Features, and mangled his Body, which greatly exasperated the savages. The 16th at one in the morning a Detachment of the Kings Troops passed Saint John River with the Rangers and Indians; intentionally to cut off this rebel Corps, that had marched into a neck of Land between trout Creek, and a branch of Nassau River. The 17th after great fatigue and a very long march, they came up with, attacked and totally defeated the Rebels, those who were saved by the most precipitate flight were pursued, and drove over Saint Mary River, and were seen by some of our Scouts, who had concealed themselves in a thicket on the other side of Saintilla [Satilla] River who counted them and they informed me there were only forty two Rebels of this Corps returned.

The rebel main Body under the command, my Lord, of Colonels [Samuel] Elbert, [John] Stirk and [John] White, with the Galleys and other vessels commanded by Commodore Oliver Bowen, were arrived at Saint Mary River, and had passed up to Amelia Narrows which they could not get through, expecting to be joined by the Corps of Horsemen.

My intentions were that Captain Mowbray with the *Rebecca* and all the armed Ships and Vessels should sail into Saint Marys, while the Troops marched by the main scouring the Island in their march, and by a well concerted attack I was certain of giving the Rebels a total overthrow. Towards this object the *Rebecca* and *Hawke* armed Ships were ordered to fall down Saint John river, and to anchor without the Bar; the *Meredith*, and the smaller armed Vessels to be ready to go out to join them on the first notice. A storm of Wind, my Lord, forced the *Rebecca* and the *Hawke* to Sea, the former fell in with and engaged a rebel Brigantine of sixteen Guns, and crouded with men, and after a brisk running Fight maintained by the Rebels, the *Rebecca* silenced their fire for eight minutes and was bearing down upon the Brigantine to Board, when they renew'd their fire, an unlucky shot carried away the Sloop Topmast and rent the mainsail, which gave the Brigantine the advantage in sailing and an opportunity of flight. The Sloop engaged to leeward and the Brigantines Decks were much exposed to the fire from the Sloop two men were seen to fall killed from the Tops into the Sea, and many must have been killed and nine wounded. In this



affair Captain Mowbray's spirited conduct deserves uncommon applause, indeed, my Lord, his zeal, activity, and unwearied industry, on all the different parts of service, in Choking up Creeks, assisting in erecting Batteries, and cooperating on all occasions of service, with the greatest assiduity for the good of the King's service, cannot be too much commended. Lieutenant Findley of the 60th Regiment and a detachment of this Garrison on Board the *Rebecca*, behaved with great resolution and courage, and it is to their behaviour Captain Mowbray ascribes his superiority over the Brigantine. The *Rebecca* returned in a too shattered condition to proceed to Saint Marys and before she could be repaired to pursue the intended operations, the rebels had time to retire, after they had attempted to cut a passage through Amelia Narrows.

Two Captains and nine Privates of the Rebels were made Prisoners.

I have the honour to be &c.

Pat. Tonym

St Augustine 16th June 1777

1. PRO, Colonial Office 5/557, 241-43.

#### JOURNAL OF H.M.S. *Antelope*, CAPTAIN WILLIAM JUDD<sup>1</sup>

June 1777

Moord in Port Royal Harbour

Monday 16th 11 AM made the Signal for all Lieuts with a Gun at 9 fired 20 Guns Funeral wise on Account of the Death of his Excellency the Governor of the Island Jamaica, arrivd the *Diligence*  
PM Arriv'd the *Boreas* from a Cruise

1. PRO, Admiralty 51/39.

17 June

#### RESOLUTION THANKING CAPTAIN SIR GEORGE COLLIER, R.N.<sup>1</sup>

In the House of Assembly for the Province  
of Nova Scotia June 17th 1777.

The House having taken into Consideration the Essential Services rendered the Province by the Spirited Exertions of the Officers and Seamen of His Majesty's Ships particularly in quelling the late Insurrection at Cumberland, and the Alacrity they have on all Occasions shown in doing their Duty, so entirely to the Satisfaction of the Inhabitants.

Resolved, that the Thanks of this House be presented to Sir George Collier, Commander of His Majesty's Ships in this Province, for his constant and Generous Attention to its Safety and Protection.

By Order of the House  
Wm Nesbitt Speaker

(A Copy)

1. PRO, Admiralty 1/1611.

JOURNAL OF H.M.S. *Amazon*, CAPTAIN MAXIMILIAN JACOBS <sup>1</sup>

June 1777

Cape Cod South 3 or 4 Leags

Tuesday 17th at 4 AM light Airs & Cloudy  $\frac{1}{2}$  pt 7 the *Orpheus* made Signl for a Sail in ESE wore & made Sail at 10 made Signl for Boats Mannd & Armd Sent our Barge away at Noon Cape Cod South 3 or 4 Leags  
Modt & hazey Wr at  $\frac{1}{2}$  pt 3 brot too retook the Brigg *George* Cutt out of Tobago by a Rebell Privateer <sup>2</sup> at 7 Saw a Sail in SW Quartr made Sail at 8 wore Ship & brot too

1. PRO, Admiralty 51/4112.

2. Joseph Cohoon, prize master, to Boston with rum, bricks and tiles, sent to Halifax, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 67.

RECEIPT FOR HAULING GUNS FOR THE CONTINENTAL NAVY FRIGATE *Raleigh* <sup>1</sup>

Received Portsmouth June 17th 1777 of John Langdon Esqr Thirty Nine pounds Lawf. money on acct of Transporting Cannon from Cambridge to this place for Ship *Raleigh* –

Samuel Hall

£ 39

1. John Langdon Papers, Receipts, April 1–July 31, 1777, NHHS.

LIEUTENANT GEORGE HOUSE TO CAPTAIN JOHN PAUL JONES <sup>1</sup>Brig *Hamden*, Providence River, June the 17 – 1777

Capt Jones, Sir,

I take the freedom of Writing you acquainting you with my Situation, I have had a first Lieutenant's Commission for the Brig *Hamden* this Ten Months & we have made several Attempts to get out, but all to no purpose, we are at present ready for the Sea, waiting for a Wind but God knows when that will come, it seems to me as if we should not get out this Summer, if you are not provided with Officers, or have a Vacancy I should like to Sail with you once more, if I could get the same Station & could get Clear of the Brign with honour – Capt Burroughs I like very well, it is not out of Dislike to him, but I have been a little Unfortunate, by being Penn'd in here, & no prospect of getting out makes me very Uneasy, I have been speaking to Mr Manly concerning the Matter & he advises me to Write to you about it, & should be much Obliged to you for an Answer as soon as possible. Mr [Gideon] Whitfield Master of the Brig woud go, & in case of the Brigs not going out I believe more would go – I hope you will Excuse my Writing in so plain a Manner, I have no more at present, but hope this will find you well – I Remain Sir [&c.]

George House

To John Paul Jones Esqr In Boston.

1. Papers of John Paul Jones, 6585, LC.

CONTINENTAL MARINE COMMITTEE TO NATHANIEL SHAW, JR.<sup>1</sup>

Nathl Shaw Jr Esqr  
Sir

[Philadelphia] June 17th 1777

We received by Captain Chew your Letter of the 27th ulto advising your having purchased A Brigantine suitable for an Armed Cruizer in our Navy. On recurring to our letter to you of the 22nd August last, we find that our Orders were expressly that you should purchase and fit out the Schooner taken by Como Hopkins in his return from the New Providence expedition and sent by his Fleet into your Port. Our principal inducement in giving those Orders was, that a Vessel of that kind was then wanted for an expedition we had planned and Commodore Hopkins recommended that Schooner as suitable for our Purpose.

If on examination you found that Vessel defective, you certainly did your duty to decline the purchase of her, but we cannot consider that you were authorized by the Orders we gave you to buy A Brigantine Eight Months after without having first consulted us on that head. Commodore Hopkins never has been invested with any authority from us to order the purchase of Vessels for our Navy and we beg leave to recommend in future an observance of our Orders only, advising us when you think any alteration of them will be of service to the Public. From what we have thought proper to say on this subject you will perceive we do not consider ourselves bound to take this Vessel, but as we think the Public service will be benefited thereby we have concluded to take her, and have appointed Captain Samuel Chew to command her. We now request that you will assist him in getting her ready for the Sea with all possible expedition. You will please to put on board provisions &c for A four Months Cruize and make the necessary advances of Money which will be wanted for manning and fitting her out, and recommend your doing every thing in the most frugal manner. Should you have Any Money belonging to the States in your hands for which you are to account with this Committee, you may apply it to this purpose, if not, you may draw on us and your bills shall be paid. You will please to furnish us in due time with accounts of the Cost and outfit of this Vessel with proper vouchers and a List of the Men on board at the time of sailing. recommending this business to your Attention we remain Sir

Your very hble servants

P:S: This Brig is to be called the *Resistance*

1. Marine Committee Letter Book, 92-93, NA.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN SAMUEL CHEW<sup>1</sup>

Captain Saml Chew  
Sir

[Philadelphia] June 17th 1777.

The good recommendations we have had given of you as being well qualified for a Command in our Navy, has induced us to appoint you a Captain therein, in full faith that it will be your chief study to contribute all in your power to the Interest of the United States and the honor of their flag. We now think proper to direct that you repair immediately to New



London where you are to take the command of the Brig *Resistance* lately purchased by Nath Shaw jr Esqr our Agent at that place. That Gentleman will assist you in fitting and manning that vessel, and we expect your best endeavours will be United with his to have this done with all possible expedition. We have directed our said Agent to make the Necessary advances of the Money that will be required in this business, and to put on board sufficient Provisions for a four Months Cruize therefore as soon as ready for the Sea you are to proceed immediately on a Cruize against the enemy, choosing such stations as you think will be most likely to intercept their Merchant or Transport ships, and you are to take sink, burn, or destroy, as many of their Vessels of every kind as may be in your power. The Prizes you may take you will send into the most convenient and safe Ports in these States addressed to the Continental Agents, and you may continue your Cruize so long as your Provisions will last and then return into the first safe Port you can make advising us of your Arrival and we will give you fresh Orders. You are to preserve strict discipline on board your Vessel, useing your people well; and you will treat any Prisoners you may take with humanity. Great care must be taken of the Brig her materials & Stores, Observing that you are to be Accountable for every thing on board – therefore you will take care that your officers keep proper Accounts of their expenditures in their respective departments and see that no waste is made of any kind. You must make Monthly returns of the State of your Vessel while in Port, together with exact lists of every Person on board to the Navy Board at Boston or at this place and recommending strict attention to these Orders we remain Sir

Your hble Servants

P:S: We send forward to Mr Deshon a sufficient number of blank Commissions and Warrants to be filled up with the Names of such persons as he may think proper to appoint your Officers. Should you be tempted by any Circumstances not known to us at present to continue your Cruize until your Provisions and Stores may be nearly expended, you may procure further supplies at such foreign Ports as may be convenient for the purpose and we shall punctually pay your drafts. –

1. Marine Committee Letter Book, 93-94, NA.

#### CONTINENTAL MARINE COMMITTEE TO JOHN DESHON<sup>1</sup>

John Deshon Esqr  
Sir

[Philadelphia] June 17th 1777

We have lately added to our Navy the Brigantine *Resistance* purchased by Nathaniel Shaw jr Esquire our Agent at New London and have appointed Captain Samuel Chew to command her. We now inclose you some Blank Commissions which we must trouble you to fill up with the Names of such persons as you think proper for Lieutenants and other officers on board this Brigantine in doing this we wish the preference to be given to the officers that are in our Service at Rhode Island who may be unemployed or are deserving of promotion, this we leave to your discernment and re-

questing that you will transmit a List of the names of those you appoint. We remain Sir

Your very hble servants

P:S: We give you this trouble in consequence of your being Appointed A Member of the Navy Board of the Eastern Department.

1. Marine Committee Letter Book, 94-95, NA.

#### MINUTES OF THE PENNSYLVANIA NAVY BOARD <sup>1</sup>

##### State Navy Board

[Philadelphia] June 17th 1777

Resolved, That Jeremiah Holden be appointed a Pilot in the state fleet, to go on board such Vessells as this Board or the Commodore may Order, he being allow'd Eighteen pounds p month and three Rations a day.

1. Navy Board Minute Books, vol. 1, Pa. Arch.

#### ARMAMENT OF MARYLAND LETTER OF MARQUE SCHOONER *Gist* <sup>1</sup>

A List of Arms, Ammunition and Men On Board the Schooner. *Gist*. of Baltimore Burthen twenty five Ton's - Navigated By Six Men. Bound to Cape Francois, belonging to William Hammond & others of Baltimore

pow[d]er	Abt twenty Seven pounds -	two Cohorns
three pound Shot	15	One Swivele
Grape Abt £'s	20	two Blunder busses
Langrege Abt	40 wt	two Muskets
Musket Ball Abt	20 wt	

[Annapolis, June 17, 1777] <sup>2</sup>

H Geddes Master

1. Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, VI, NA.

2. Date assumed to be same as that of the bond which was executed June 17.

#### JENIFER & HOOE TO GOVERNOR THOMAS JOHNSON <sup>1</sup>

[Extract]

Sir,

Alexandria June 17th 1777 -

In consequence of your Excellencys Letter of the 6th <sup>2</sup> we have enquired after a proper Person to take charge of the Ship but cannot find one. Capt Sandford of this Town is unemployed and fond of the *Lydia*, but says he thinks there is no chance of escaping the Enemy in an unarmed large Vessel, therefore will not take charge of her.

There is a Capt Copper, who we Loaded at this place about 5 Yrs ago, a very Sober discreet industrious Man, now unemployed, & either at Baltimore or Chester Town, as his Brother here informs us, and would be glad of such a Vessell as the Ship. There is also a Capt Middleton Belt who some Years ago saild out of Patuxent, now settled abt 13 Miles from this Town, and has the Character of a Man of great intrepidity and Boldness and a very fine Seaman - But whether he may be Steady enough or not we cannot say - As to his political Principles we believe them to be very good and he is a Man who would not readily give up a Ship to his sailors. . . .

1. Executive Papers, Box 7, Md. Arch.

2. Council Letter Book (1777-1779), Md. Arch.

18 June

CAPTAIN THOMAS THOMPSON TO THE NEW HAMPSHIRE GENERAL ASSEMBLY <sup>1</sup>

Gentn/

Portsmouth June 18th 1777.

As the Embargo is not taken off, I beg your Honours to Consider whether it would not be proper to continue it sometime longer untill the *Raleigh* is mann'd: if the Embargo is continued on all Vessels without Distinction & none permitted to pass – I shall expect to get the *Raleigh* Mann'd & soon to Sea; if every Vessel is suffered to fit out and depart I do not expect to get to Sea this Summer, and it comes now to the pinch, as I shall soon have every thing but Men. were every other Vessel stop'd it would have this good effect, every person concern'd in Shipping would encourage the Manning of the *Raleigh*, whereas they now discourage it. The Continental Agent will be present and doubt not will second my request as he knows the necessity of the Case. I earnestly desire that such a measure may be adopted, if your Honours can think it any way consistant with the public Good. I am with great Respect – Gentn [&c.]

Tho: Thompson

To the Honl the Council &amp; Assembly State of New Hampshire –

1. N.H. Arch.

JOURNAL OF H.M.S. *Milford*, CAPTAIN WILLIAM BURNABY <sup>1</sup>

June 1777

Isle of Shoals NWBW 4 or 5 Leagues

Wednesday 18

at 10 AM Saw a sail to the Etward gave chase.

Fresh Breezes &amp; Cloudy Latter Light Airs &amp; foggy

½ past 3 PM Saw 2 Sail to the Sowd One appeared to be a small Vessell the Other a Large square rigged Vessell in Chase of her. Do Cleard Ship for Action

½ past 8 the Chase Brot too. Sent the Cutter on Board. She proved to be a Schooner from Piscataqua laden with Lumber bound to St Lucia <sup>2</sup> at 9 the Large sail to Lee-ward Made the Night signal Answerd Do She proved to be H M Ship *Ambuscade*

1. PRO, Admiralty 51/607.

2. *Beggars Bennison*, Samuel Smallcorn, master, sent to Halifax, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 68.JOHN BRADFORD TO LEONARD JARVIS <sup>1</sup>

[Extract]

Mr Jarvis

Dear Sir,

Boston 18 of June 77

Your post going off before his usual time prevented your hearing from me last week, Agreeable to your request I now send you the valuation of the fifty Rifles and the other Musquets. I agree in Sentiment with you as to the price of the Duck, tho'gh had not several pieces been much damgd eight pounds (even at that time) would have been very low as Duck Sold

about that time by the Single piece at the Exorbitant price of £15, I think it will always be best to charge the Continent for the Articals they have occation for & which in part belongs to them as low as we can consistent with Justice to the Captors Lest the Congress may Suppose we enhance the Value of things to make our Commission greater –

menting a commissn Reminds me of a Conference with Col [Daniel] Tillinghast on the Subject I exhibited an Accot of Sales of a Cargo of Rum taken by the *Columbus* & Charg'd the Captors 2½ P Cent Commn Soon afterwards it seems Capt [John] Langdon sent forward an Acct of Sales he had made of a Cargo taken by the same ship and Charg'd 5 P Ct the officers and men were dissatisfied and would not allow it Col- onel Tillinghast being agent for the Ship wrote to Langdon & Recd for Answer that he should not make any alteration, As he had wrote the Congress and they Order'd him to charge such Commissn on all the Business he did for them I beg leave to hint that I suppose the Congress wont make any difference in the payment of their Servants therefore I agreed to allow you the one half of what I am allow'd it was on the presumption that 2½ would be the allowance that I offered you 1¾ As but few words have pass'd between us respecting this matter I should be glad you will give your mind fully on the Subject as we are both mortal I must confess the Commissn is generous

As it will give you pleasure to hear of the prosperity of the State, I will acquaint you they have had Arriv'd in port three [two] Briggs from Bilbo[a] which they sent for Salt only, but so Elated were the spanish Court with the accounts they Recd of the Advantages over Genl Howe last winter that they Interfer'd & would not suffer them to take but a trifle of Salt & have loaded them back with Large Cables Cordage & Anchors they have a third Brig got into Booths Bay from Nants with 110 Chest of Arms ten tons Powder four Hhd files a quantity duck &c

I cant hear of [Stephen] Cleaveland begin to fear he is taken the packet I dispatch'd 13 weeks ago was waiting her dispatches from paris, daily expect Her, Capn [John] Skimmer is arriv'd at townsend with two Briggs them with a Sloop & Schoonr are all he has taken they are of Small Value except the one which had 600 Quintles of dry fish on board Our frigates have sent in a small Brig<sup>2</sup> from London for york with a Cargo of 3 or 400 pounds

Capt George Williams this moment informs me he has see[n] the prize master of another of [John] Fiskes prizes Just arriv'd at portsmouth with Salt and duck we have certain acctns from Nants that [John] Clouston has taken 16 prizes on the Cost of England & pass of portugal and had sent them into france & sold them at publick Auction, a speedy and good method to make Remittances. . . .

Sir,

Boston PS

I wrote the foregoing thinking to be obligd to go to Salem yesterday but luckily was prevented in answer to yours of the 14 I am greatly pleasd

you are like to get a mast for the *providence* which we thought impossible I am glad the Cap has done so much honour to the american Colonnies<sup>3</sup> in regard to what you write about [John Paul] Jones he does not improve on acquaintance for und[er] the Guise of dispising money he is aiming and grasping all he can he is no more inti[t]led to third twentieth part than he is my chaise neither would I ever give a penny on it, its true I paid the Commodore his 1/20 of the rum prizes but Jones told me Repeat[ed]ly since he came from philidepia that that matter was Orderd otherwise by Congress and that resolve only ment when the Commodre was out with a Numbr under his command

I beg you to forward the cost and outfit of the *Deleware*<sup>4</sup> so that I may send it to phila by next post as Mr Morris is desiruous of having it pray be as moderate in your demands as posible its very scar[ce] here the two frigates have send in a small Brig<sup>5</sup> from Lond[on] to York with cargo of above 800 Skimer is arrived a[t] Falmout[h] with two Brigs without any Cargo save a trifle of green fish and 70 Hhds Salt . . .

1. John Bradford Letter Books, vol. 1, LC.

2. Brigantine *Littleton*, William Johnson, master.

3. Lieutenant Jonathan Pitcher, commanding Continental Navy sloop *Providence*. Marine Lieutenant John Trevett described this cruise as follows:

I am once more on board the sloop *Providence* and I find Jonathan Pitcher, Esq. is to take command, and we are only waiting for a good chance to sail. Made sail at sunset with a light wind from the N.E. Standing down the river, passed one ship off Prudence, and went through Narragansett Bay, and ran so near a 50 gun ship about 2. A.M. as to hear them talking on board, and at sunrise we were becalmed about two miles from the lighthouse and could see Newport and the ships in the harbour: About 10. A.M. a small breeze sprung from the S.W., and we arrived at New Bedford that night.

We had but few men on board, as it was not expected that we should get out of Providence River, but we got her new manned & sailed on a cruise to the eastward; nothing material happening untill we arrived off cape Breton. About 5 leagues off cape Breton saw several sail, and heard a number of heavy cannon. A brig bore down on us and began a fire at long shot; we ran from her about 1 hour until we got in good order for action, then we took in sail and let her come up close along side. The sea being smooth, we cut away all her colours in forty minutes, and they began to be slack, but in a few minutes they began the fire as brisk as ever, & cut our sails and rigging badly; it lasted about 40 minutes longer, when we cut away her maintopmast. We hailed them without a trumpet, being close on her starboard quarter, (and they stopped firing) to know whether they gave up or not, and the answer was "yes."

Capt. Pitcher was badly hurt, but kept the deck untill she gave up; but I can tell you it was Diamond cut Diamond. Capt. Pitcher sent me in the barge first on board; I found them with a very bloody deck, and her spars, sails & rigging very much injured. I staid on board untill I sent the Captain on board our sloop. The cabin floor was covered with the wounded, so that you could scarcely find room for your foot, and I found some of them were Irish, as they cried out for "Jesus sake" to spare their lives; they were very badly wounded. We found she came directly from England, and that she had 25 Soldiers & 2 Officers on board, besides the crew; and was loaded with King's stores, and bound for Quebeck.

Our sloop was so badly wounded in the masts & spars that we were obliged to send down her topsail yard & topmast. We manned the Brig; and that night the wind blew very hard with squalls, and the next morning she was not to be seen - Capt. Pitcher had ordered her to Bedford. We were obliged to give up our cruise & put away for Nantucket, and in a short time we arrived at Bedford,

carrying with us all our new Burgoyne Soldiers. One Word more; a better officer than Capt. Pitcher I think cannot be.

Trevett's Journal, NHS.

4. Formerly brigantine *Active*, Isaac Fox, master.

5. See footnote 2.

### RICHARD JAMES TO THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Gentlemen

Truro ~~May~~ June 18th 1777

theses are to inform You I had the Misfortune to be Chased on Shore On the Back of Cape Cod, By an English Man of War the 17 of this Instant at 12 at Night. The Ship Came so Near me, Was oblidge to Quit the Wesel it the Enenimi took Porseson of her Emediatly. it happend Very Luckily to be the Tide of Ebb – they Could not git her off that Night – in the Morn-ing the Inhabatants musterd Very Early. but Not having any Cannon Could not beat off the Boats – at about havlf an hour before high Water We had a small Cannon broughtt at the sight of Wich they Left the Brigg – and I have Run her up as high as I Could and took out the Powder duck and small Arms as Quick as Posibell – and have had it truckd Round to Turo Town, in the Cair of one of the Commite Mr Eapharim hardin, at Major-aty of the People thought as the Ship made off I should be abell to git the brig off[f] With the Remainder of the Cargo, however in the Afternoon We found our self deceved for three men of War Beat up within  $\frac{3}{4}$  of a Mile of the Brig and formd a Line hoiste out all their Boats. and had it not have Came up a hard Gust of Wind to the Northward it is thought they Would have Either Landed have Atempted to have Boarded her again or fired her throug full of Shott holes. I am Much afraid they Will mak another attempt this Morning as they are not above  $1\frac{1}{2}$  Miles off at this Present. I have imployd a Number of hands and shall take out all the Remainder of the Cargo and if the Brig dose not Bilgde shall Endever to git her off[f] and git her Round in the harbour: The Salt Wich Will be about 600 bushel should think it best (Excpt You should be in great Want of it) to Sell at this Place as the People are in great Want of it and the Expenc of Trucking it and Reshiping it Will be Considarabel – the Oother arti[c]les should think it best You Woud send a small fast sailing Wesell for of a bout 50 tons. The Enemi took about twenty Peacs of Ravan duck out Wile they Were in Prosession. I do not as yet Mis any thing More they took Exepte afeu of my small stores –

I am gentelmen With Respect [&c.]

Richard James

1. Mass. Arch., vol. 152, Board of War Letters, 1776–1777, 24–25.

*Connecticut Journal*, WEDNESDAY, JUNE 18, 1777

New Haven, June 18.

Two British ships of war with their tenders, who have been cruizing in the sound for several days past, last Thursday [June 12], sent a boat ashore, at Green's Farms, and took off seven people, who were claming,

and who it is suspected were there on purpose to be taken, as they had time to have escaped.

Yesterday morning, the above vessels appeared off our harbour, and one of the tenders run in near East-Haven, where she landed about 40 men, who took off two cows and a calf, which were feeding by the water side. The vessels then stood to the eastward.

# JOURNAL OF LIEUTENANT COLONEL CHRISTOPHER FRENCH <sup>1</sup>

[New York] Saturday 14th June [1777]

Embark'd on board the *Friendship* 497 Tons Capt Lumly about one o'Clock in the morn'g <sup>2</sup>

Sunday 15th June

Mrs Seive & Miss Turvin came on board, & at 12. A.M. we sail'd, at half past one came to anchor at the entrance of Hell-Gate opposite Hollett's Cove the wind not permitting us to go through, the Country on both Sides beautifully romantic, there is a Channel on each side Blackwell's Island, we went the West Channel whilst a Sloop which was ahead of us went the Eastern one; We hope soon to reach Rhode Island after we pass Hell-Gate; In the Evening, finding our situation dangerous, on account of the strong Current, we weigh'd Anchor & went back (stern foremost) about two Miles, where we anchor'd in Kipsey's Bay & lay till –

Monday 16th June

When we weigh'd at 12. A.M. and got through Hell-Gate (a difficult & dangerous passage, being in some parts very narrow & winding, unless taken at a proper Time which is slack Water) about ½ past one & came to Anchor opposite Flushing Bay, near the *Niger*, who was to be our Convoy; In our way we pass'd Bahama, or Barren Island, Montresor's Island & the two Brothers (Islands so call'd, which form the Eastern entrance of Hell-Gate) & are about 6. Leagues from New-York –

Tuesday 17th June

At Nine A.M. the *Niger* made the signal for sailing & we all weigh'd vizt Our Ship mounting 20. Nine Pounders with 240 Men including Soldiers, another large Ship with Hessians, & three Sloops, the Wind fair as it can blow, but the Tide against us; & soon reach'd the Sound, leav'g New City Island, & another on the larboard hand; The Tide changing in our favor we slid pleasantly through the Water viewing the Towns, & pleasant prospects on each side us; About 7. o'Clock P.M. saw some Ships & Sloops ahead, beating to Windward, call'd all hands to Quarters, & posted 36. Men with small Arms on the Quarter Deck, got our Tompions out & waited the issue, The Ladies, though they look'd grave sometimes, yet behav'd with a true British Spirit. A place was prepar'd to put them in Safety, in the interim we brought to aStern of the Frigate, as his Second, when we soon perceiv'd they were Friends but do not yet know what Ships, as we did not speak with them –

Wednesday 18th June

The Wind still fair, as it was all Night, & we have a prospect of the

Naraganset Shore, along which we are Sailing; Came to anchor a little before one o'Clock close to the Town of Newport; This Night a Rebel Privatier Brigg of 14 Guns got past our Batterys favor'd by the darkness, into the Eastern passage, from whence she has as little prospect of getting to Sea, as she had where she lay before –

1. Journal of Christopher French, LC.

2. Lieutenant Colonel French who had escaped from Hartford jail in November, and after many adventures found safety on board a British transport in the Sound. He was assigned on January 30 to command the Queen's American Rangers.

VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS <sup>1</sup>

Number 32.

*Eagle* Off New York

Sir,

June the 18th 1777.

Licenses having been granted by the several Governors of the West-India Islands for large Quantities of Rum and Melasses to be shipped for this port, under pretence of Supplies for the Army and Fleet; Whereby Means have been taken, as there is great Reason to believe, to furnish the Rebels collusively with those necessary Commodities; It has been therefore judged requisite to make the Application to the respective Governors contained in the Copy of the Circular Letter herewith enclosed, for restraining that injurious Intercourse. – And it is much to be desired for the King's Service, that His Majesty's pleasure could be obtained for the purpose of the Request. I am with great Consideration, Sir [&c.]

Howe

[Endorsed] R 22d Augt (1 Inclosure)

12 Sepr send Copies to Ld G Germain for his Majs pleasure

1. PRO, Admiralty 1/487, 415.

CAPTAIN RICHARD ONSLOW, R. N., TO VICE ADMIRAL RICHARD LORD HOWE <sup>1</sup>

My Lord,

*St Albans* off New York June 18th: 1777.

Having it in Command from the Lords Commissioners of the Admiralty to inform them of the misbehavior of any of the Transports under my Convoy, I think it my duty to inform your Lordship of the behaviour of the Brig *Favorite*, who on the 22nd of April in Latitude 49°:02' North, Longitude made from the Lizard 11°:28' West parted Company with me; I have every reason to suppose intentionally. At 5 AM the 22d of April, the Brig *Favorite* was upon the Lee Bow about four or five miles. The *St Albans* having lost her Main-Topmast, at ½ past 2 AM lay too from that time until 11 AM, when she made Sail for two hours in order to lead the Convoy, going two Knots per Hour. She then lay too again until 6 PM of the 23d At 11 AM of the 22d the *Favorite* tacked being ahead and to leeward, in order as I thought to fetch into the Wake of the *St Albans*. It was hazy Weather, and I believe she took that opportunity of leaving me, as the last I saw of her was at 5 AM she not having tacked again; it was then quite thick and hazy weather. The first time Captain [Christopher] Mason of His Majesty's Sloop *Dispatch* came onboard after the *Favorite* had lost Company,



he observed to me that she certainly did it intentionally, as some nights prior he observed the *Favorite* make Sail and endeavor to go out of the Convoy, when he chased him w[ith] a pressed Sail, fired three Shot, and brought him back, – which fully convinced me of his intention to part Company.

With respect to the *Dispatch* Sloop, and three of the Convoy parting Company on the [28th] of May, I can assign no reason. At 9 PM the *Dispatch* and Convoy were close up, it was a very unsettled Night, with much Rain and very dark, sometimes a fresh of Wind, at other times Calm. At 1½ past 4 AM I saw only three Sail. At 6 AM a heavy Gale of Wind came on at North East. I kept my Course under a very easy Sail in hopes of their joining me. At 2 PM of the 29th of May, one of the Convoy made the Signal to speak to me, I brought too immediately and lay too until 6 AM when I made Sail again. Some days afterwards the Master [of] the Transport who made the Signal to speak with me informed me he saw two Sail to the Southward the Morning of the Gale of Wind.

Your Lordship will judge of the inattention of the Convoy in general, from the frequent occasions I had of making the Signal for them to come under my Stern, and my firing Shot at them to oblige them to keep their Stations mentioned in my Journal. I am My Lord [&c.]

R<sup>d</sup> Onslow.

(A Copy.)

[Endorsed] Copy 1 In Lord Howes Lre No 33.

1. PRO, Admiralty 1/487, 424-25.

# CONTINENTAL MARINE COMMITTEE TO CAPTAIN JOHN PAUL JONES<sup>1</sup>

John Paul Jones Esqr

Sir

[Philadelphia] June 18th 1777

Your Letter of the 26th May to the Secret Commee was laid before Congress and in consequence thereof the design of fitting the *Mellish* is laid aside and you are appointed to Command the *Ranger* Ship of war lately built at Portsmouth. Colo Whipple the Bearer of this carries with him the Resolves of Congress appointing you to this Command and authorizing him Colo Langdon & you to appoint the other Commissioned as well as the Warrant Officers necessary for this Ship and he has with him Blank Commissions & Warrants for this purpose.

It is our desire that you get the *Ranger* equipped officered and Manned as well and as soon as possible, and probably we may send you other Instructions before you are ready to Sail, however the design of the present is to prevent your waiting for such after you are ready for Service in every other respect and if that happens before the receipt of further Orders from us you must then proceed on a Cruize against the enemies of these United States conforming to the Orders and regulations of Congress made for the Government of their Navy, and in conformity thereto Take, Sink, Burn or destroy all such of the enemies Ships, Vessels, goods and effects as you may be able. We shall not limit you to any particular Cruizing Station but leave

you at large to search for yourself where the greatest chance of success presents. Your Prizes you will send into such safe Ports as they can reach in these United States your Prisoners must also be sent in and we recommend them to kind treatment. Any useful intelligence that comes to your knowledge must be communicated to us whenever you have opportunity

You are to preserve good order and discipline but use your People well. the Ship her Materials & Stores must be taken good care of, and every officer to answer for any embezzlements that happen in his department. You are to make Monthly returns of your Officers, Men &c to the Navy Board. You are to be exceedingly Attentive to the Cleanliness of your Ship and preservation of the Peoples healths. –

You are to afford Assistance and protection to the American Commerce whenever in your power & on your return from this Cruize lay Coppies of your Journal & Log Book before the Navy Board and inform us of the wants of your Voyage

We are sir your hble servants

1. Marine Committee Letter Book, 95–96, NA.

CONTINENTAL MARINE COMMITTEE TO WILLIAM WHIPPLE, JOHN LANGDON  
AND JOHN PAUL JONES <sup>1</sup>

Gentlemen

[Philadelphia] June 18th 1777

You will find herein Sundry Resolves of Congress passed the 14th instant the first relative to Captain John Roach and you'l be pleased to furnish him with a Copy thereof that he may do what is incumbent on him to do – another Copy will be sent to the Eastern Navy Board.

The second appoints John Paul Jones Esqr to Command the *Ranger* Ship of War – The Third empowers you Gentn to appoint the Lieutenants and other Necessary officers for this Ship and Colo [William] Whipple takes with him the Blank Commissions and warrants which you are to fill up with the Names of those you appoint and make return thereof to the Navy Board Copy whereof be pleased to send us also. We must also recommend that you make enquiry at Boston and Other places in your neighbourhood, if there are any Young Officers who have served with reputation in our Navy that deserve promotion and give such the preference in your appointments, as it will be a great encouragement to All our Officers when they find this practice is adopted and their merits attended to. We hope for your united endeavours to get the *Ranger* and *Raleigh* to Sea soon as possible and with much regard subscribe ourselves Gentlemen

Your most obedt servants

1. Marine Committee Letter Book, 96–97, NA.

## 19 June

JOURNAL OF CAPTAIN HECTOR MCNEILL, CONTINENTAL NAVY FRIGATE  
*Boston* <sup>1</sup>

Thursday June 19th 1777. Thomas Shaw fell from the Maintopmost Cross Trees & Fractrd his Scull in two places, broke his Jaw, & Collar

Latd Obsd	Bone
42-49N	first part this 24 hours Easey breases
[Longitude in]	Middle part rain & fogg
39-28W	

1. McNeill's Journal, MM.

# JOHN BRADFORD TO THE CONTINENTAL MARINE COMMITTEE.<sup>1</sup>

[Extract]

Honble sirs

Boston 19th June 1777

In Obedience to your orders I now transmit the Roll of the Ship *Hancock*, with the *Boston*, they are true Copys, as from the Originals left with Mr Cushing – I also inclose the Account of Sales of Ship *Esther*, *Alexander*, & *Active*, I am not furnish'd with the Sales of the *Mellish* yet, when it comes to hand I shall immediately forward it, I have the pleasure to acquaint you that the Frigates have sent to this Port a Small Brig from London for York,<sup>2</sup> they took her in Lattd 39d. 20m she has on board by information from one of her men, eight Tons Iron, twenty Chaldron Coal, ten tons of Cordage a Quantity of Duck, which is much damag'd, a parcell of Slops with some Linnens; not a paper is come to hand, for it seems whilst the Capts were perusing them, a Sixty four Gun Ship with four merchant Ships Appear'd, which prevented the return of the papers, however the Brig [was] long enough in sight, to see our Frigates Run Round her, and make their own sport, Capt Manley Bid her a Challenge, by hauling up his Courses and heaving his main Top sail to the Mast, in order to draw her from her Convoy, that the *Boston* might carry off some of the Ships, But the Brittain was aware of his design, and would not be taken in the trap, I think theirs a probability of sharing his fleet with him . . .

1. John Bradford Letter Book, vol. 1, LC.

2. Brigantine *Littleton*, William Johnson, master.

## *Independent Chronicle*, THURSDAY, JUNE 19, 1777

Boston, June 19, 1777.

On Sunday last, a person arrived in this town from Halifax, who left it the 29th of May, from whom we have collected the following authentic Advices, viz. – That a fleet of 35 sail of transports arrived in that harbour lately, from New-York, in pursuit of provisions, &c. under convoy of the pirate Frigate *Tartar*, of 28 guns; so destitute is Howe's army of every necessity of life – That 16 sail of transports (part of the above fleet) sailed from thence the beginning of May, for the Bay of Fundy, in quest of cattle, hay, &c. under convoy of the *Scarborough*, of 20 guns, and Brig *Diligence*,<sup>1</sup> of 12; the former now cruising at the eastward, and the latter entirely lost on Gannet Rock, in Nova-Scotia; so that the transports have now only the *Vulture* 14 gun sloop of war, to protect them from the rebel navy; and were chiefly at Annapolis [Royal] 17 days ago, taking in their Cargoes. – That the following pirate ships sailed from Halifax, some time since, on a cruise, all bound for the New-England coast, viz. the *Greyhound*, of 28 guns; the

*Diamond*, of 32; the *Scarborough*, of 20; the *Albany* Philadelphia[-built] ship, of 18, and Dawson, in the Brig *Hope*, of 16; they are very poorly manned, and one-third of them by American sailors, whom they compel to enter their service. — That a French brig, from France, laden with cloathing, bound for this port, was sent in there by a british sea plunderer. — That a fleet of transports, consisting of 12 sail, with 200 invalids on board, and cloathing for 12,000 men, sailed in April last for Quebec, only one frigate to accompany them — That 6 transport ships were preparing for sea, in order to take on board (to transport to New York) two companies of the 37th and two of the 14th, british regiments, and 200 of the marines, mostly invalids, to fill up the vacancies on board the british navy, at New-York. . . . That the American prisoners, to the number of 200, confined on board the *lord stanley* prison-ship, in that harbour, are treated in the most barbarous and inhuman manner possible; and was it not for the kind interpositions of some of the inhabitants of Halifax, [the last win]ter, in [supplying th]em with [necessaries], numbers of them must inevitably have perished, they having but 4 british soldiers allowance for 6 of them (poor allowance indeed) and that thrown to them, as if to dogs; our navy-men and merchant-men are considered on an equality of footing, and are treated more like savages than christians, when they fall into the hands of perjured George's emissaries. . . . That the 2 cartels (one from this port, and the other from Portsmouth) are detained in that port, by order of the *poor, simple, harmless George Collier*, deputed commander of the british pirate fleet there; but on what account was not known: That the *Rainbow* man of war, of 44 guns, is fitting out with the greatest expedition, for sea, to cruise (they say) in Boston-bay: When she sails, there will not be a ship of war left in the harbour. — That Captain Sampson, late of the State brig *Independence*, was in good health and high Spirits, waiting to be exchanged, to take another slap at the mighty navy of britain. . . . That a ship, called the *Adamant*, arrived there from London, the day our informant made his escape, in a very short passage; but what news she brought, he could not learn, only, that 3 days before her arrival, she parted company with 45 sail of store-ships, &c. bound to York, under convoy of one frigate. . . . That the *Milford*, of 28 guns, now on a cruise, commanded by Sir William Barnaby, has been careened lately, her sheathing taken off, and her bottom soaped and tallowed; she is painted very black, and is to serve as a [de]coy in our bay; to carry 200 men, if she can procure them — That the *Scarborough* sloop of war, intends watering shortly, at the Cranberry Islands, where she has contracted (we learn) with one Jones, of Goldsboro' for 20 head of cattle. — That upwards of 180 Americans, confined on board the prison-ship, in Halifax, have been innoculated for the small-pox, and have got over the sickness. . . . That the *inoffensive* George Dawson, commander of the *Hope* brig, is endeavouring to get the command of the Continental brig *Cabot*, taken and carried into that port, by the *Milford*. — That Henry Mowatt (well known at Casco-Bay) late commander of the *Milford*, has been tried by a court-martial there, for behaving in a cowardly manner,

last December, when in sight of the *Alfred* Continental Ship of War (commanded by Captain John Paul Jones, Esq;) and her two prizes, charged with running from her, by his officers and men. –

We hear a privateer sloop belonging to Providence,<sup>2</sup> has taken a brig of 14 guns, with about 50 soldiers, besides the crew, which we soon expect to hear the arrival of. She was one of the convoy to a small fleet bound to New-York with troops and stores, and ordered out of the fleet to take the above sloop, which first decoy'd her out of sight of the fleet, then stood about and attack'd her, and after an engagement of nine glasses carried her.<sup>3</sup> The privateer arrived at Dartmouth last week with part of the prisoners, 17 of which arrived in town last Sunday, and were immediately convey'd on board the guard ship. The officers taken on board the above prize were put on board a vessel bound for France. One invoice found on board the above prize amounts we hear to ten thousand pounds sterling.

Tomorrow, at One o'Clock, Will be sold by Public Vendue, at the American Coffee House, The Ship *Hayfield*, with her Ballast, and Water on board, as she now lays at Tilestone's Wharf, with every Thing completely fitted for Sea. An Inventory may be seen in the hands of

Russell and Clapp, Auctioneers.

1. H. M. brig *Diligent*, Lieutenant Edmund Dod.

2. Continental Navy sloop *Providence*.

3. *Lucy*, Nathaniel Watson, master, from Cork to Quebec with provisions, sent to Halifax, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 67. She had been taken on May 19 but was retaken by H.M.S. *Amazon* and H.M.S. *Juno* on June 5.

#### DIARY OF FREDERICK MACKENZIE <sup>1</sup>

[Rhode Island] 19th June Yesterday Evening a Rebel Brig came down from Providence, and stood towards Papasquash point as if she intended to go into Bristol bay; but about 7 o'Clock she tacked & appeared to be going back again. At 1 o'Clock this morning the *Lark* made a Signal that a vessel was coming down, & soon after perceived her going round the point into the bay, and fired several Shot at her; but the distance was too great to do her any damage. She proved to be the abovementioned Brig; and about 2 this morning she came out of Bristol bay, and having the advantage of Wind & Tide, she soon passed our battery. Seven shot were fired at her, one of which struck her, but as it was dark the effect could not be perceived. She stood up the bay, and at day break anchored off Mount Hope. A Sloop came round Papaquash point with the Brig; but she did not chuse to attempt passing our battery, and therefore anchored in the bay, where she now lies. If our Galley had been at her Station, and followed the Brig through the ferry, it is probable she would have taken her. The brig appeared to be the one of 14 Guns which came out of Taunton river some time ago, and went up to Providence.

The whole Rebel fleet may get out if they have only the spirit to risque

a few shot from our Batteries as they pass, for as our Frigates are now stationed they cannot prevent them, if they take the proper advantages of Winds & Tides.

The *Kingsfisher* resumed her Station in the Seconnet passage this morning.

1. *Mackenzie's Diary*, 141-42.

#### JOURNAL OF THE CONTINENTAL CONGRESS <sup>1</sup>

[Philadelphia] Thursday, June 19, 1777

A petition from Josiah Hewes, in behalf of Mr. Nicholas Brown, merchant, of Providence, owner of the sloop *Lydia*, was read, setting forth, that the said sloop was taken by a British man of war, and afterwards taken up adrift by Captain John Baldwin, in the schooner *Wasp*, and carried into Chingoteague inlet, where she was condemned, and sold, before it came to the knowledge of Mr. Brown; and, therefore, praying, that right and justice may be done to the owner, and a proportion of the value of the said vessel and cargo delivered to him.

*Ordered*, That the said petition be referred to the Marine Committee; and that they enquire into the facts, and do therein what they judge right; that in case the facts set forth are found true, they be instructed to relinquish to the owner, such share of the money arising from the sale of the said vessel and cargo, as belongs to the Continent.

1. Ford, ed., *JCC*, VIII, 480.

#### COURT MARTIAL OF WILLIAM WHITPAIN, MASTER OF THE CONTINENTAL NAVY SLOOP *Independence* <sup>1</sup>

At a Court Martial held on board the frigate *Washington*, in the port of Philadelphia, June 10, 1777, for the trial of William Whitpain, master of the Continental sloop *Independance*, for deserting from the said sloop, and taking away the boat of her prize, in direct breach of orders, the court were unanimously of opinion, that the said William Whitpain be cashiered, and rendered incapable of bearing a commission or warrant in the Continental navy in future.

Published by order, John Barry, President.

1. *Pennsylvania Evening Post*, June 19, 1777.

#### ROBERT MORRIS TO OLIVER POLLOCK <sup>1</sup>

Sir

Philada June 19th 1777

I have obtained two Blank Commissions one of which with the Bond for the faithful discharge of the Trust &c filld up for the Sloop *Mary* Captn James LeMaire bearer hereof – the other now enclose to you with the Navy Book of the Rules & Regulations respecting Prizes &c We agreed with Captn LeMaire that you should purchase his Sloop *Mary*, which I find he values at 2000 Dollars the whole, however you are to make the Bargain or get [her] valued by honest Men judges of her worth 1/3d to be for [your] Acct 1/3d

for my Acct & 1/3d on his Acct She is to receive a cargo from you for the Continent for which you are to fix freight on reasonable & honest terms he will come & deliver [the] Cargo on this Coast & carry you another back if you [desir]e it or go on a Cruize as may be deemed best you will [arm] & equip her according to what you propose she should [do] the freight should bear some proportion to the strength & the Expence thereof – perhaps while you are getting [together] the Cargo Captn LeMaire may take some prizes [in the] River if any English should come there & I wish to [have] satisfaction for what I have lost in this Way Should [these be] taken on our joint Acct you will make the most [of them] and Credit me for my Share the Nt Pceeds –

I intend to send a Memorial to the Court of Spain [requi]ring Satisfaction for the Seizure of our Brig whilst at New Orleans but shall wait a full State of the Facts when I send it to Spain I will send you a Copy of it with a list of what may be wanting to support the Claim which you [will] send from New Orleans but it will not do to put in [claims] for other persons unless they are Actually Subjects of these States.

The Blank Commission that I send you may make use of if occasion presents to fit out a Boat or Sloop when an Oppty presents to make prize of any Vessell or Vessells British Property in the River or if you think it best you may fit out a Privateer therewith but great Care must be taken that all the Rules of Congress are strictly complied with I think you & Captn LeMaire should keep it perfectly Secret that you have any such Commission wishing you all imaginable Success I am Sir Yours &c

P S Since writing the above I have agreed with Captn LeMaire for two thirds of his Sloop *Mary* for at the rate of 2000 Dollars the whole thereof you are to pay for said two thirds on Arrival one half on my Accot & the other half on yours & we [are] entitled to our Share of any Prizes she may take on her Passage

Yours R<sup>t</sup> M

1. Robert Morris Mss., Bank of North America Papers, HSP.

#### GOVERNOR THOMAS JOHNSON TO THE MARYLAND GENERAL ASSEMBLY <sup>1</sup>

Gentlemen of the General Assembly.

Capt Cook of the *Defence* informs me that a good deal of Uneasiness prevailed amongst his Officers and Men on Account of the Distribution of prize Money they having as they alledged had Encouragement to expect that the Officers & Men would share one half of the Captures and that now he is fitted in every Thing except a few Sailors for another Cruise the Men are not satisfied with being upon Terms less advantageous than those who are in the Continental Service I have promised to lay this Matter before you and to request your Consideration of it.

The armed Sloop *Molly* belonging to this State being a prime Sailer has made several Voyages but she is navigated at such a great Expence that she can make no profit the Council and myself think it advisable to fit her out as a Cruiser and the Row Galley or Xebeck built by Mr Steward now

ready to launch might probably get manned with the same View and be advantageous to the public the scarcity of Men and the high Wages given will we are apprehensive disable us from manning nearly the Number of Gallies designed to be fitted out for Service in the Bay – If you should resolve to have these Vessels employed as Cruisers I should be glad that as little Time as possible may be lost.

Th Johnson

[Annapolis] 19 June 1777.

1. Red Books, XVIII, 9, Md. Arch.

*South-Carolina and American General Gazette*, THURSDAY, JUNE 19, 1777

Charlestown, June 19

A Person lately arrived from the Bahamas brings Accounts of a Tender, formerly Capt. MacDonogh's Packet, arriving at [New] Providence about a Month since. Captains [Downham] Newton and [Andrew] Groundwater, in two Privateer Sloops<sup>1</sup> of this Port, having got Intelligence of her being in Nassau Harbour about three Weeks ago, endeavoured to cut her out; but the Crew having got into the Fort, from which they fired on the Privateers, and the latter learning that a Man of War, of 16 Guns, was in the Offing, they desisted from the Enterprize, and went out to Sea. A French Sloop which had put into Providence in Distress, a Ship belonging to New London, lying in Harbour Island, with a Cargo of Salt, and a Schooner suspected of being American Property,<sup>2</sup> were seized by the Man of War and Tender, who were to sail for Jamaica about ten Days ago.

By Intelligence from another Quarter we are informed, that Capt. Groundwater's Sloop soon after her Departure from Nassau, got ashore in a Gale on the Bahama Banks, and went to Pieces. The Crew were all saved by Capt. Newton.

Yesterday a Schooner from Jamaica, taken by Capt. Spencer, arrived here.<sup>3</sup>

The Marquis de la Faillette, a General Officer, the Baron de Kalb, Major-General of Infantry, and several other French Officers of Distinction, are arrived here in a Vessel belonging to the Marquis de Faillette, on a Visit to the Continent, and with an Intention of entering into the American Service.

1. South Carolina letter of marque sloops *Vixen* and *Swift*.

2. Schooner *Industry*, Jonathan Spooner, master, belonging to New Providence.

3. Schooner *Industry* was taken on May 8 by the Georgia privateer sloop *St. Louis*, Captain Samuel Spencer, *Gazette of the State of South-Carolina*, June 23, 1777.

## 20 June

FLOUR ACCOUNT FOR THE CONTINENTAL NAVY FRIGATE *Raleigh*<sup>1</sup>

[Extract]

1777 Accot Flower D'ld Mr Edward Hart to bake for Ship

*Raleigh* Vizt

Apl 29 To 12 Bbs

24 . 3 . 3



May 12	8 Bbs	14 . 2 . 23
28.	12 Do	25 . 2 . 16
		<hr/> 65 . 0 . 14

Charged to ship *Raleigh*

Accot Flower D'ld Edwd Hart to Bake for Ship

*Raleigh* Brot forward

65 . 0 . 14

June 10th out of Schoor *Doves* Cargo Vizt

	4 Bbbs	
14th	12 Bbbs	31 . 1 . 4
June 20.	18 Bbs	35 . 0 . 6
		<hr/> 66 . 1 . 10

Entd to Ship *Raleigh*

1. John Langdon Papers, Bills & Invoices 1773-1785, NHHS.

### JOURNAL OF H.M.S. *Milford*, CAPTAIN WILLIAM BURNABY <sup>1</sup>

June 1777                      Segwine Isld N 62 Wt 67 Miles  
 Thursday 19                at 6 [P.M.] Saw a sail to Windward Gave Chase  
 Friday 20                    at ½ past 10 AM Spoke the Chase She proved to be the  
                                      Sloop *Nancy* from Boston bound to St Peters <sup>2</sup>

1. PRO, Admiralty 51/607.

2. *Nancy*, Naler Hatch, master, with a cargo including boards, oil, candles, rice and tar was sent to Halifax, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 68.

### DIARY OF FREDERICK MACKENZIE <sup>1</sup>

[Rhode Island] 20th June About 5 this morning the Rebel Sloop which lay in Bristol bay got under way, and having a light fair wind at N.W. passed through the ferry. The *Lark* fired some shot at her at the distance of near two miles, all of which fell short. Eleven shot were fired at her from our Redoubt, one of which, a 24 pr struck her in the broadside, and caused great confusion on board; but she got through without any visible damage, & went round to Howland's ferry where she anchored. She appears to be a Privateer, and mounts about 10 Carriage guns besides Swivels, and was full of men. She is a very handsome Sloop, quite clean, and well rigged. She fired three or four shot at the Redoubt as she passed. One half of a Doubleheaded 6 lb Shot struck the Abbattis and was taken up.

The Brig which lay near Mount hope, was seen at anchor up Taunton River this morning. It is highly probable they will both go to Sea the first fair wind after the dark nights come on.

If the Galley had been up, and gone through the ferry after the Sloop, she must have galled her exceedingly with the 18 prs she carries in her bow. Our armed vessels have very little to apprehend from the Rebel battery at Bristol ferry. They must have seen that with our four Guns we have seldom done any material damage to the many Rebel vessels which have passed; and the Rebels have but two Guns in their Battery, and not near so well served.

1. *Mackenzie's Diary*, 142-43.

*Connecticut Gazette*, FRIDAY, JUNE 20, 1777

New-London, June 20.

Last Tuesday a Party of Men from three British Ships landed at Sachem's Head, in Guilford, 3 or 4 Miles from the Town, where they burnt a large Dwelling-House, belonging to Mr. Leete, also two Barns, and carried off several Cattle, Calves and Sheep: But the Inhabitants being alarmed, the Enemy made but a short tarry.

Bound on a Cruise against the Enemies of the American States, and will sail in a Fortnight from this Date.

The Sloop *Polly*, commanded by Eliphalet Roberts, now lying in the Harbour of New-London. She is a prime Sailor, and well found, mounting 12 Carriage Guns, and otherwise well equipt and having all her Provisions on Board. Great Part of her Men are engaged, but some able Seamen and Marines are still wanting, to whom good Encouragement will be given, by applying on Board said Sloop, or to said Commander at the Golden Ball in New-London. Those who have already engaged, and are absent, are desired without Delay to repair on Board said Sloop.

New-London, June 19, 1777.

VICE ADMIRAL RICHARD LORD HOWE'S PASS FOR SLOOP *Sachem* <sup>1</sup>

By the Viscount Howe, Vice Admiral  
of the White and Commander in Chief  
of His Majesty's Ships and Vessels  
employed and to be employed in North  
America.

In Pursuance of an Act passed in the second Session of the present Parliament, entitled, "an Act to prohibit all Trade and Intercourse with the several Colonies therein mentioned," I do hereby license, authorise, and permit Mr Peter Bryson, Master of the Prize Sloop *Sachem*,<sup>2</sup> taken by His Majesty's Ship the *Perseus*, of the Burthen of Sixty Tons, armed with Four Guns and two Swivels and navigated by six Men, to proceed in the said Sloop from hence to Cadiz, and to return from thence to this Port, with a Cargo of Wine and Fruit for the Use of His Majesty's Fleet and Army employed in North America. This License to be in Force for two Months from the day of her departure from Cadiz.

Given under my Hand and Seal, onboard His Majesty's Ship the *Eagle*, off New York, the Twentieth day of June 1777 –

Howe

By Command of the Vice Admiral Josh Davies

Note. If any Goods, Wares, or Merchandize, other than Wine and Fruit for the Use of His Majesty's Fleet and Army as aforesaid, shall be found on-board the Sloop for which this License is granted, on her Return from Cadiz, (the necessary Stores for the Sloops Use, and the Baggage of the

Passengers, only excepted) the said Goods, Wares &c: shall be forfeited, seized and prosecuted as the said Act directs.

1. Andrew Elliot Papers, Box 1, NYSL.

2. Continental Navy sloop *Sachem* which had originally been British tender *Edward*.

WILLING, MORRIS & CO. TO WILLIAM BINGHAM, MARTINIQUE.<sup>1</sup>

Sir

Philada June 20th 1777

There is a Brigt called the *Nancy & Molly* commanded by Captn John Green that is our property altho she now appears in other Colours being registred at Pensacola in the Name of Mr Oliver Pollock of New Orleans who lately sent her with a Cargo of Lumber from the Mississippi to BBdos from whence she took a Freight to New York & by the Newspapers we find she is now there We suppose she will return to BBdos & in one of the enclosed Letters to Mr C[harles] Willing we have requested him to direct Captn Green to call on you in his Way down to the Mississippi for some Letters & orders for Mr Pollock C.W. Imagines this Vessell belongs to him & we expect will direct the Captn to comply with our request at least we hope so – We are not sure whether Captn Jno Green who commands this Vessell knows her to be ours or believes her to be the property of Mr Pollock but we do not like she should be continued in the way she is & wish to take her out of that Tract therefore when Captn Green calls on you try to find out his Political Sentiments (for we do not know him) if you find him against us We hope you may be authorized by the General to detain the Vessell & we hereby as owners invest you with full Power & authority so to do & engage to Indemnify you for so doing – If the Captn is a Whig & knows us to be his owners this Authority may be unnecessary because he will no doubt consent to what we propose but if he refuses you must take the Vessel from him if possible

If you can sell this Brigt for 500 half Joes, do so & apply the Money in part payment of our Debt to Mr C.W. but if that cannot be obtained & you find Captn Green the right Sort of man for our purpose & willing to obey your orders you will in that case Ship onbd said Brigt a Quantity of Rum Sugar Molasses Coffee or of such Articles as you Judge most likely to sell well in Carolina or Georgia but I believe the latter would be the best place & Ship only such Value as you think will purchase a Cargo of Rice send her on as if bound for the Mississippi giving the Captn however a Certificate that she is our property both Vessell & Cargo consign her to Mr Peter Whiteside Mercht at Savannah or in his Absence to John Wereat Esqr at that place & if you chuse to take half this Vessell at 250 Half Joes & be half concerned in her Voyage we have no objection you must in either case order her back to you from Georgia with a Cargo of Rice & the Captn should be prepared & Instructed if met on his Passages to say always to British Cruizers that he is bound to or from the Mississippi to the Americans telling the truth

Shoud Captn Green be improper for this Voyage & these purposes you will drop him & find a more suitable Person – We find Mr Pollock remitted

to C.W. a Cargo by this Brig of the Value of £650 BBdos Money & perhaps her freight to & from N York may lodge as much more with him which may lessen his demand on us perhaps about 400 to 500 half Joes – We hope our R M's Concern with you may enable you to make a further payment & we have both given orders & are taking measures to make you remittances for the purpose of discharging our Debt to him & we still hope you may find Opportunity of drawing some Bills on us for the same Purpose & we hope to get clear of this very disagreeable Affair with your Assistance in such reasonable time as will occasion C.W. as little Inconvenience as possible & remain Dr Sir [&c.]

(Copy)

Willing Morris & Co

1. Papers of William Bingham, Accession 2233, LC.

"AMOUNT OF THE PAY ROLLS OF THE PENNSYLVANIA STATE FLEET FOR THE MONTH MAY 1777." <sup>1</sup>

14 Armed Boats	£ 1024. 15. --
2 ships, 2 Briggs & 1 sloop (Fire Vessels)	278. --. --
5 sloops for Accomodation, Victualg &c &c	130. --. --
13 Gallys Vzt The <i>Congress</i>	£206. 12. 6
<i>Franklin</i>	191. 5. 6
<i>Effingham</i>	186. 16. 6
<i>Warren</i>	177. 4. 6
<i>Washington</i>	244. 10. 6
<i>Chatham</i>	195. 16. 6
<i>Ranger</i>	226. 4. --
<i>Dickinson</i>	237. 9. --
<i>Burke</i>	144. 9. --
<i>Camden</i>	131. 9. 6
<i>Hancock</i>	180. --. --
<i>Experiment</i>	185. 15. 6
<i>Bull Dog</i>	130. 3. 6
	<u>2437. 16. 6</u>
Ship <i>Montgomery</i>	85. 15. --
<i>Putnam</i> Floating Battery	402. --. --
<i>Arnold</i> Floating Battery	314. 13. 9
<i>Brigg Convention</i>	193. 18. --
Schooner <i>Deleware</i>	107. 18. --
	<u>£ 4974. 16. 3</u>
Several of the Gallys, ship <i>Montgomery</i> & the other Vessels are short in their Complement of Men which if Compleat would Cost the state about	} 1350. --. --
	<u>£ 6324. 16. 3</u>

Philadelphia June 20th 1777

W<sup>m</sup> Webb: Navy Pay Master

1. Misc. Collections, ChHS.

NORTON & BEALL TO GOVERNOR THOMAS JOHNSON <sup>1</sup>

[Extract]

Williamsburg 20 June 1777

. . . A Man of War is Stationed near the mouth of York in order we presume to prevent the Baltimore Frigate getting out to Sea,<sup>2</sup> any Vessels you send for Your goods must keep a good look out . . .

1. Executive Papers, Box 7, Md. Arch.

2. Continental Navy frigate *Virginia*.

SOUTH CAROLINA NAVY BOARD TO CAPTAIN EDWARD ALLEN <sup>1</sup>

Navy Board South Carolina 20th June 1777 –

Captn Edward Allen Sir/

The Brigantine of warr *Comet* of which you are Captn. being now ready to proceed to Sea on a Cruze having on board nearly a full Complement of Men and Provisions & stores for Three Months, we desire that you will Embrace the first favourable Opertunity to proceed to Sea, And you have our Liberty to Cruze not Exceeding Three Months from the day you Leave Charles Town Barr, in such station as shall appear to you most promising of Success, During which time you are to Take, Sink, Burn or Destroy, any Ships Vessells or Goods belonging to the King of Great Britain or to any of *his Subjects*, *excepting* the Vessels or goods belonging to the Islands of *Bermuda* or New Providence, and Should you be so fortunate *as to take* any Prize be carefull to put on board a proper Officer *as prize Master* and a Sufficient number of Men to *navigate* [her] with Orders to proceed to Charles Town, or some *Convenient* Inlet in the State of South Carolina, and we *particularly* Recommend, that you take the Captn. and two *thirds* of the Crew belonging to any Prize (you may take) *on board the Comet*, and that you give directions for treating *your* prisoners with the greatest Humanity and Tenderness and that you do use your best Endeavours to Inlist as many seamen for the *Comet* as will keep the Complement to Eighty, You are to advise the Commissioners by Letter directed to the first Commissioner of every Transaction worth Communicating during your Cruze, and that you do frequently cause to be read to the Vessels Company the Rule of the Navy of this State, and the Third Article of the Rules of Decepline and good Government and that you Endeavour all in your power to Cultivate Harmony and good Order among the Officers and Seamen And that you do every Month Examine the Accounts of the different warrant Officers and when found right that you do sign their accounts agreeable to the General Instructions given you by the Board – And to prevent any Inconvenience that may arise for want of Credit should you be Obligated to put into any Foreign Port you have herewith a Letter of Credit from his Excellency the President on the agent of the Continental Congress residing at such port, and whatever Supplys you may Receive from him for the use of the *Comet* you are to Draw Bills on this Board for the amount, and advise the Commissions by every Oppertunity of all such Drafts,

The Commissioners of the Navy having received Information from

his Excellency the President of a Number of Brass Field Pieces and Other warlike stores belonging to this State; being at Cape Francois in the Hands of Monsr. Carabasse they desire *that* in Case you should put into that port at a time your *Cruze may be* [nearly] out, and you [are about] to return to Charles Town you will call on Monsr Carabasse and take on board the *Comet* [as] many of *them* with their Carriages and Stores as you can Conveniently Bring.

By Order of the Board  
Edward Blake first Commissr –

1. A. S. Salley, Jr., ed., *Journal of the Commissioners of the Navy of South Carolina, October 9, 1776–March 1, 1779* (Columbia, S. C., 1912), 74–75. Hereafter cited as Salley, ed., *South Carolina Navy Board*. On June 30, 1777, the Board issued identical sailing orders to Captain Stephen Seymour of the South Carolina Navy brig *Notre Dame*. The bracketed words, missing in Allen's orders are taken from the Seymour instructions, *Ibid*, 78–79.

GOVERNOR GEORGE JAMES BRUERE TO LORD GEORGE GERMAIN <sup>1</sup>

Duplicate

No 15

My Lord

Bermuda June 20th 1777

Two Brigs, Rebel privateers, from South Carolina, have visited the West end of these Islands. Took in some Water, Spiked up one Gun, and threw one piece of Cannon, into the Sea from a little fort at the Extreem West End of these Islands, and carried off either four or Eight, pieces of Cannon private property. The *Nautilus* Sailed towards the West End, but could not over take them, as the privateers were both Clean and lately from South Carolina, and are Commanded by two Bermudian Captains.

The *Galatea* being removed, to another Station, I am Sorry that the *Daphne* Man of War, said to be coming here, is not arrived on this Coast, as Yet, but I am informed is gone to St Augustine. The *Nautilus* alone, is not Sufficient to prevent Insult, from Rebel Privateers; and I hope my Lord Howe, will send another frigate Soon.

I have no Men, to Man any of the forts; but the very few, that Captain Collins of the *Nautilus* Hath sent to the little fort, to Guard the Entrance into Castle Harbour. The Cannon and Carriages are very Old and bad, but I have Repaired some of the Carriages. I have the Honor to be with great Respect [&c.]

George Ja<sup>s</sup> Bruere

[Endorsed] Rd 26th August (Dup. origl not reced)

1. PRO, Colonial Office 37/36.

21 June

JOURNAL OF CAPTAIN HECTOR MCNEILL, CONTINENTAL NAVY FRIGATE  
*Boston* <sup>1</sup>

Saturday

No Observation

21t June 1777.

Hoisted out the Boat & Went on board of Manley with the Officers of the *Fox* to dine with Capt [Patrick] Fotheringham

Lat D R

44–08N

[Longitude in] the first part this 24 hours Calm we sent our 2d Lt 2  
 40-58W Midshipmen & 16 Men on board the *Fox* to Compleat her  
 1 [A.M. Calm] According to agreement with Capt Manley.  
 10 [A.M.] Lay this day at 6 P M I hurt my right Legg between the Ship's  
 too up N Side & the Boat  
 off NNE -

1. McNeill's Journal, MM.

MASTER'S LOG OF H.M.S. *Unicorn* <sup>1</sup>

June 1777 Nantucket Shoal N 12° Wt Dist: 15 Leagues  
 Saturday 21st 5 [AM] Saw 2 Sail in the NE Qr made Sail & gave  
 Chace 8 Light Airs & fair at ½ pt TKd Ship 12 Do  
 Wr in Chace.  
 Light Airs & Clear wr Nantucket Shoal N 12° Wt Dist:  
 15 Leagues 1 [PM] the Prize in Compy TKd Ship 6  
 Fired 12 Guns Shoted at the Chace She brought too a  
 Schooner from Boston bound to Egg Harbour <sup>2</sup> sent a  
 Petty Officer & Six men to take Charge of her Wore Ship  
 & made Sail.

1. PRO, Admiralty 52/2079.

2. *Experiment*, Jacob Mills, master, with sugar, sent to Rhode Island, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 68.

*The Freeman's Journal*, SATURDAY, JUNE 21, 1777

Portsmouth, June 21.

Capt. Bartlet, in the Brigantine *Pinnet*, arrived at a safe Port the 11th instant, from Nantes, belonging to the State of the Massachusetts, with a Cargo, consisting of 400 Barrels of Powder; 400 Chests of small Arms; 4 Casks of Flints; 4 dit. Files; 1000 Bars of Steel; 5 Casks Leather Shoes; 20 Ton Pig Lead; 4 double fortified 4 Pound Cannon, 8 Swivels.

JEREMIAH POWELL TO GOVERNOR NICHOLAS COOKE <sup>1</sup>

State of Massachusetts Bay

Sir

Council Chamber June 21st 1777.

A few days since the Commissary of Prisoners here sent some Masters of Vessels, and others, to Providence in order to proceed to Rhode Island; but yesterday they return'd hither, and 'tis reported that the reason why your State prevented them, was because the Arm'd Vessels now with you, might have an opportunity to pass Rhode Island without the Enemy's gaining intelligence of your designs; In consequence, we have Stop'd the prisoners here until we receive your Reply to this; and if you have no material objection, we intend to send them to a small port near Dartmouth, from whence they may depart for Rhode Island, and will not have it in their power to make any discoveries greatly to our disadvantage.

In the Name, & behalf of Council - I am [&c.]

Jer Powell Presidt

1. Letters to the Governor, vol. 10, R. I. Arch.

23 June

SIMEON MAYO TO ELLIS GRAY, MASSACHUSETTS BOARD OF WAR <sup>1</sup>

[Extract]

Sir

Falmouth June 23d 1777

A Prize Briga Arivd heare this day Sent in by Capt Clouston,<sup>2</sup> the Prize master tells me his orders are to send an Express Imediately to Boston, he is in want of Provisions &c & also Cash to hire a man to go, I have hired the Post to Carry the letters to Boston & Shall Furnish him with what he wants – He heard I was agent at this Port made him apply to me it is true I was appointed Dy Agent by Timy Parsons of Pownalboro last Fall before I went to Virginia but whether he is Continued to this time I dont know, If he is I woud not have any thing to do with any Vessell under [Mr] Parsons (From what I have heard respectg Parsons I woud not at any rate) As I have the Care of the Continental Prizes which Arive heare, it may be of Service to me to be Agent for the State Prizes & also to the Place to have some of them sold heare

Shud there be an Agent appointed for this Place shall take it a Favor you'l mention My name, it may be as much in my Power to Serve the State as any one Else Woud thank you for an answer whether I shall Supply the Prize master &c by the Bearer who will Come out of Town Imediately I am in Haste [&c.]

Simeon mayo

1. Mass. Arch., vol. 152, Board of War Letters, 1776–1777, 260.

2. *Phoebe*, Nicholas Devereux, master, taken by the Massachusetts Navy brigantine *Freedom*, *Independent Chronicle*, Boston, July 10, 1777.

JOURNAL OF H.M.S. *Flora*, CAPTAIN JOHN BRISBANE <sup>1</sup>

June 1777

Cape Ann No 74. 30 Wt Distance 74 Leagues

Monday 23d

AM at 8 saw a Sail to the No wd Standing to the EtWd, made Sail, and Chac'd, at 10 Fired 2 Six Pounders at the Chace and brot her too, she proved to have come from Newbury, bound to the Granadoes, took the Prisoners out and sent a Petty Officer and 6 Men to take Charge of her – PM at 2 took the *Friendship* in tow and made Sail <sup>2</sup>

1. PRO, Admiralty 51/360.

2. *Friendship* was condemned on July 17 in Nova Scotia Vice Admiralty Court, N.S. Arch., vol. 496, Vice Admiralty Register, vol. 6, 1777–82, 6–7.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN RICHARD JAMES <sup>1</sup>

War-Office,

Sir,

Boston June 23d 1777

We rec'd your Letter of the 18th from Truro & have sent a small Sloop James Soule Master to take on Board your Lading, which you will with all possible Expedition ship on Board his Sloop – As it is not in our power to sell the Salt you will put it on Board this Sloop. – You will let us know what Situation your Vessel is in, that such Measures may be taken by us, as





*Captain John Brisbane, R.N.*

shall be most for the Interest of the State, – You will take Receipts of Mr Soule for such Goods as you may put on Board him, mention the order they are in at the time of shipping – send us also your Accts of the Cargo took on Board at West Indies, & what was taken by the Enemy. – As Mr Soule is on pay by the Day you will give him the greatest dispatch possible.<sup>2</sup> We are, yr Friends &c.

By order of the Board,  
Sam<sup>l</sup> Phps Savage, Prest

1. Mass. Arch., vol. 151, Letters from the Board of War, 1776–1780, 80. James commanded the brig *Compte d'Estaing*.
2. Mr. Soule was allowed "forty Shillings for every Day," Mass. Arch., vol. 8, 22.

#### ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT

[Boston] Monday June 23d 1777.

Resolved that the Board of War be and hereby [are] directed to deliver to Capt. John Roache [Roche] as much bolt rope as may be necessary for Compleating the Sails of the Continental Frigate *Ranger* under his Command – he paying for the Same –

1. Mass. Arch., vol. 37, Part II, 88, 89.

#### LEONARD JARVIS TO CAPTAIN JOHN PAUL JONES <sup>1</sup>

Sir

Dartmouth June 23d 1777

I have now to reply to your Favour of the 9th Instant which inclos'd me a list of the Persons concern'd in the Capture of the Ship *Alexander* – which being certified only by the Clerk – I have returnd with the list of the Ship *Alfreds* Company to Capt John Bradford for you to affix your Signature – I was the more induced to this as I observe that you have put down James Grennell as a Boy – when the late Commr in chief Mr Hopkins certifies that he was a Midshipman – although it may be just that when there are fewer than the Compliment in any Classes of Officers those who belong to such Classes are entitled to no greater Shares than they could have claim'd, had the Compliment been full – yet I am persuaded those Officers never would consent that the part allotted to their particular Class shd be divided otherways than among themselves – but should the Congress order it to be so settled I imagine they would make no great Difficulty –

The Supernumerary Officers are pretty well got over the Order of Congress respecting the turning over of Officers from one Ship to another leaves but little room for Dispute – the only Objection now is against the Acting Lieutenants Masters &c classing with the Lieutenants & Masters – the Classes below them will object to their classing w[ith] them & I see not where you can place them or what furthur can be done than dividing the ten Deserving Shares among them <sup>2</sup>

Capt Hacker has disposed of three & half Shares of the ten & consequently has left six & a half for [the] Ship – he also has allotted a Share to one [Stephen] Rus[t] a Midshipman on board the Prize as first seeing the *Mellish*.

I observe there was 7 Casks of Beef & 26 Bags Bread taken on board the *Alfred* from the *Mellish* – I have been applied to by Commodore Hopkins for his 1/20 of the *Alexan[der]* & shall acquaint him with your Demand – [but] I cant yet think myself safe in paying it to you any more than to him – as soon as I can see a Resolution of Congress to pay the thr[ee] twentieths of that Vessel to Capt Jones I shall be ready to obey – If you will be kind enough to call on Messs Cushing & White they will pay you Seven hundred & eighty pounds which if the Division is made as I am confident it will wont be much short of yr part of the Ship *Mellish* & Brig *Active* & yr part also of the *Alexander* with the fifty pounds Sterling paid your Order to [Ca]pt Fox<sup>3</sup> – I wish you when you sail a [p]leasant & prosperous Voyage & am – with due respect [&c.]

Leo: Jarvis

1. Papers of John Paul Jones, 6589a, 6589b, LC.
2. Navy Regulations provided that "There shall be ten shares of every prize, which shall be taken and condemned, set apart to be given to such inferior officers, seamen and marines, as shall be adjudged best to deserve them by the superior officers." See Volume 2, 1182.
3. Isaac Fox was master of the prize brig *Active* and the payment was probably for wages of the British crew up until the time of condemnation.

#### MINUTES OF THE RHODE ISLAND COUNCIL OF WAR<sup>1</sup>

State of Rhode Island &c

In Council of War June 23d 1777

Resolved that Messrs John Brown John Jenckes, Esek Hopkins Thomas Rumrick, & Christopher Lippett be & they or any three of them are hereby appointed a Committee to Propose a Plan for the purchase of Two Vessels for Cruizers & for the Voyages of Three Vessels to be fitted Out by this State to procure such Articles as are necessary for the use of the Inhabitants thereof & the supply of the Army. – that they lay the same before this Council with an Estimate of the Expenche that will attend the fitting them out

1. RIHS Manuscripts, vol. 6, 79.

NATHANIEL SHAW, JR. TO SAMUEL BROOM, MERCHANT,  
WETHERSFIELD, CONNECTICUT<sup>1</sup>

[Extract]

New London June 23 1777

Dear Sir Your favr 19 Inst. I Recd & observe the contents, I really am of the opinion in regard to the purchase of the Sloop *Montgomery* & think she will answere to send on the Voyage to Europe better then the Brig. and consent to the purchase of her & to be concerned in one fifth, but Insted of the Brig. going to Virginia I would have her fitted out as a privateere there is not a better Vessell on the Continent I have Six Cannon Six pounders which added to what the Sloop has will be almost enough & make no doubt but I can git the remainder. Capt Thos Kennedy will go master of the Sloop and a better man cannot be had. . . .

1. Nathaniel Shaw Letter Book, YUL.

*New-York Gazette*, MONDAY, JUNE 23, 1777

New-York, June 23.

Last Wednesday Night Mr. Lowther arrived here with his Family, from Edenton, in North-Carolina, being obliged to leave that Province, where the Rebels are persecuting to Death and Destruction every Person, that will not join in the present Rebellion. Last Monday Mr. Lowther fell in with the *Hinchinbrooke* Sloop of War, Lieut. Ellis, who had taken a Schooner from Boston with 12 Hogsheads of Sugar and one of Rum, bound for Baltimore, in Maryland. Another Vessel, taken by the same Sloop of War, was then burning in Sight.

Last Monday Evening arrived here from England his Majesty's Ship the *St. Albans*, Capt. Onslow, of 64 Guns, and brought in under Convoy several Vessels with some British Artillery and Hessian Yagers.

The 15th Instant returned here from a Cruize his Majesty's armed Sloop *Harlem*, Lieut. Knight, and the *Stanly* Brig Tender: A few Days before they came in, they cut out of Egg-Harbour two Brigs, one of them a Letter of Marque, the other is loaded with Lumber and Tar: They took three other Vessels during their Cruize.

LIBEL OF CAPTAIN JOHN YOUNG AGAINST THE SCHOONER *Mary* <sup>1</sup>

Baltimore County in the State of Maryland to wit

To the Honorable Benjamin Nicholson Esquire Judge of the Court of Admiralty erected by the Honorable the Convention of Maryland to take Cognizance of and determine the property of Captures of Vessels brought into the State of Maryland pursuant to the Resolves of the Honorable the Continental Congress

The bill of John Young Esquire Commander of the Continental Sloop of war called the *Independance* duly Commissioned under the Honorable the Continental Congress, who, as well for himself as the Officers, Mariners and Seamen and all others belonging to and concerned in the said Sloop in this behalf prosecuting in all humble manner sheweth; That the said Sloop was fitted out Equipped, Victualled and armed at the Expence of the united States of America and the said John Young being duly Commissioned, authorised and appointed with his officers Mariners and Seamen on board the said Sloop to cruise and Sail on the high Seas; did on the day of            in the year of our Lord one thousand seven hundred and seventy            within the Jurisdiction of this Court discover on the high Seas, pursue, apprehend and as a lawful Prize take the Vessel or Schooner *Mary* Commanded by Patrick Bower, burthen about thirty Tons together with her apparel, Tackle, Furniture and Cargoe; belonging to a Subject or Subjects of the King of Great Britain; and the said John Young doth further shew that the said Schooner *Mary* at the time of her Capture afore-said and long before, and the Tackle, apparel, Furniture and Cargoe of the said Schooner did belong to Subjects of the King of Great Britain not residing in or being Inhabitants of the Bermuda, Providence or Bahama Islands; wherefore the said John Young prays this honorable Court that the

said Schooner called the *Mary* with her Tackle, apparel, furniture and Cargo may be adjudged and condemned as forfeited to the Use of the Captors thereof and those concerned in the Sloop called the *Independance* according to the Resolutions of the Honorable the Continental Congress in that behalf made and provided –

David M'Meehan pro Libellant

Baltimore Town

June 23th 1777

1. Admiralty Court Papers, Box 1, Folder 14, 1776–1781, Md. Arch. *Mary* was condemned as a legal prize.

# JOURNAL OF THE MARYLAND HOUSE OF DELEGATES<sup>1</sup>

June 23d 1777–

The House took into Consideration his Excellency the Governor's Letter to the General Assembly of the 19th Instant, and thereupon

Resolved, that the Officers, Mariners, and Marines of any of the Vessels of War fitted out by this State, be entitled to the same Distribution of Prize Money as the Officers, Mariners, and Marines in the Continental Service.

That the Governor and the Council be Empowered to fit out the Sloop *Molly* and the Row Galley or Xebeck built by Mr Steph Steward and to Employ them as Cruizers.

By the Senate, June 23d 1777.

Read and assented to with the following Amendment: – Strike out the following Words in the second Resolution, “the Sloop *Molly*”<sup>2</sup>

By Order,

A. C. Hanson Clk Sen.

1. House of Delegates Journal, Md. Arch.

2. The reason for the Senate's action was given in a brief note, reading “Gentlemen, We cannot agree to that Part of your Resolution which empowers the Governor and the Council to fit out the Sloop *Molly*, and employ her as a Cruiser, because we think she would be much more advantageously employed in a Voyage to import Salt and Medicines, Articles much wanted by, and very necessary to, the Inhabitants of this State,” House of Delegates Journal, 1777, Md. Arch.

*Gazette of the State of South-Carolina*, MONDAY, JUNE 23, 1777

Charles-Town, June 23.

By a Gentleman just arrived here, who was in Jamaica the 27th of last Month, we learn, that the Continental Sloop of War *Hornet*, was carried in there (not into Antigua) the 9th, by the *Porcupine* Sloop of War (lately Capt. Johnson's, purchased at Curacoa) mounting 20 Iron and 2 Brass Cannon, commanded by the Hon. Capt. Cadogan – that the *Porcupine* had 5 Men killed in the Engagement – and that Capt. Nicholson and his Crew were confined, in Irons, on board Admiral Gayton's Ship. – That every Vessel which the Men of War carried into Jamaica, even Bermudians in Ballast, and Frenchmen, were, under some Pretence or other, condemned and sold there. – And that a large and rich Fleet, was certainly to sail from thence for Great-Britain, by the 15th Instant, under Convoy of the King's armed Ship *Kent* of 36 Guns and 160 Men, Capt. Joseph Tathwell, and the *Lively* Man of War of 20 Guns, with a like Number of Men.

A French Scooner, laden with Rice, is taken and carried into Jamaica, by the *Porcupine* Sloop of War.

The Brig *Anne*, James Garrigues, Master, of Philadelphia, with 18 fine Brass Field Pieces on board for the Use of the United States, has also been taken and carried into Jamaica.

The *Cotesworth-Pinckney* Privateer of this Port, of only 2 Swivel Guns, 4 Patteraroes, and 13 Men (Officers included) commanded by Capt. William Ranking (of whom some mention was made in this Gazette of the 9th Inst.) returned last Tuesday from a Cruize; of which he has favoured us with the following particulars. On the 23d of May, off St. Augustine, he a second Time fell in with Capt. Mowbray's Sloop, and the Ship which Capt. Allen in the *Comet* engaged four Days after, which he had approached near enough to know what they were, they gave him Chase for six Hours, but he happily got clear of them. The next day he again saw them, but they did not then chase. This did not discourage him from continuing to cruise off St. Augustine and on the 8th Instant he took within half a mile of that Bar (having cut him off from the Breakers) the Sloop *Mary*, Robert Harrison, Master, from Antigua for St. Augustine, laden with Rum, Sugar, Beef, Butter, Candles &c. On the 9th he discovered three sail at Anchor to the Northward, in about seven fathom Water, between St. John's and St. Mary's Rivers. He thereupon ordered the Prize to run in shore, while he stood toward the Ships, to see what they were. He soon discovered that one was a Frigate, the others Transports or Merchantmen (probably the same that stole the Negroes off this Bar Sunday the 1st.); the Prize was then ordered to make the best of her Way, while he stood in Shore toward the Mouth of St. John's; where he a third time saw Mowbray, He thereupon returned to his Prize, and ordered her to stand to the Eastward; but, about noon he had the Mortification to see the Frigate come up with and retake her; she afterwards chased him till Night, but he left her at his Pleasure, and ended his Cruize, his Crew being then reduced to six Men.

On Tuesday last Capt. Richard Wells, as Prize Master, brought into safe Port, the Scooner *Industry*, from Jamaica, taken on the 8th of May, by the Privateer Sloop *St. Louis*, of Georgia, commanded by Captain Samuel Spencer.

Capt. Wells put into the Havana on the 6th Instant, where he met with a most hospitable Reception, and was readily supplied with every Thing he wanted. Captain [Woolman] Sutton in a Letter of Marque Brig, belonging to Philadelphia, put into the same Port, on the 7th, and Captain Spencer on the 8th, who both met with the like reception and treatment.

The Day Capt. Wells came in, about 9 in the Morning, he saw two Ships and a Scooner, about 5 Leagues S.E. of this Bar, standing off, who did not offer to chace, but are likely to be the same that drove ashore and burnt the Mississippi Brig, mentioned in our last, near Stono. — The Brig was the *Union*, Capt. Bell, from Mississippi, laden with Barrel Staves, bound for Ireland, and had been taken on the 5th Instant, by the Letter of Marque Brig *Lively*, of Philadelphia, commanded by Capt. W. Sutton.

Capt. Downham Newton, of the Sloop *Vixen*, and Capt. Andrew

Groundwater, of the Sloop *Swift*, both Privateers of this Port, having learnt that a King's Scooner, of 10 Guns, was in the Harbour of Nassau in New-Providance, and had seized a French Sloop which had put in, in Distress, the Scooner *Industry*, Jonathan Spooner, Master, of that Island, under Pretence of being American Property, as well as a Ship at Harbour Island, belonging to New-London, that was loading salt; they formed the Design of cutting her out, and for that Purpose entered the Harbour on the 1st Instant, but finding the Scooner hawled up under the Guns of the Fort, into which the Crew had retired, and a Man of War Sloop of 16 Guns, appearing in the Offing, after exchanging a few Shot with the Fort, they were obliged to put to Sea again. The Sloop *Swift* since struck a Rock on the Bahama Bank, in a Gale of Wind, and soon went to Pieces; but Captain Groundwater and his Crew got on board the *Vixen* – The Man of War and armed Scooner were to sail from Nassau last Yesterday se'nnight, with several Vessels they had seized, for Jamaica.

## 24 June

### PETITION OF JOHN BROWNE TO THE MASSACHUSETTS GENERAL COURT <sup>1</sup>

To the Honble the Council, & the Honble House of Representatives, in Genl Court Assembled, at Boston June 1777

The Petition of John Brown of Boston humbly shews That your Petitioner, in the Month of Septr AD 1775 sent a Brigantine belonging to himself, & called the *Eunice*, on a Voyage to the Island of St Vincents, that the Capt of the Brig, soon after the Act for Subjecting American Property to Seizure was passed, as a Cover made a fictitious transfer of the Vessel, & put her into the Employ of certain Merchants, Subjects of the King of Great Britain, to freight from St Vincents to London, in this Employ she was lately Captured by an American Privateer,<sup>2</sup> has been libelled in the Maritime Court, & twice tried, and the Jury on the last Trial contrary to the Express Opinion of the whole Court; found, "that the aforesaid Brig was employed by the Enemies of America, and a Lawfull Prize to the Captors" The Opinion of the Justices of the Superiour Court of Judicature &c has been repeatedly given, that the Statute Subjecting Vessels to forfeiture, that are found in the Employ of the Enemy, restricts the Meaning of Enemies, to the Fleet & Army, employed against the United Colonies of America, as it Clearly does in so many words. In Consequence of this Adjudication all the Vessels under the same Predicament with your Petitioners have been restored to their Owners –

Your Petitioner thinks it peculiarly hard on him, that his Property shou'd be forfeited for an Act, which no law of his Country Condemns, and while others under precisely Similar Circumstances are restored, Besides your Petitioner is really apprehensive that this Judgement will be of dangerous Precedent, for if all American Vessels, that have been transporting British Merchandize from any foreign Port to another since the present

War are forfeitable. Your Petitioner is persuaded that half the floating Property of the Continent is liable to Seizure, for an Act too which by Adverting to the Laws of their Country, they find no where prohibited.

Your Petitioner therefore humbly Prays, that as the Laws of the State have not provided for Reviews in Maritime Causes as in Common Law Actions, your Honors would kindly interpose in behalf of your Petitioner, and for the furtherance of Law and Justice, direct a New trial to be had on the Aforesaid Brig, at the Next Superiour Court, for the Middle District – And as in Duty Bound shall ever pray &c –

John Browne

[Endorsed] State of Massachusetts Bay –

In the House of Representatives June 24th 1777 –

On the Petition of John Browne Esqr praying a Review in a Certain Maritime Cause Mention'd in his Petition –

Order'd That the Petitioner Notify the Adverse Party by serving the Owners of the Privateer which Captur'd his Vessel, or their Agent or Agents, and the Agent and the Agents for the Captors by Serving them with a Copy of his Petition & this Order thereon, to shew Cause if any they have, on Friday the Twenty seventh Instant, why the Prayer of said Petition should not be granted, & the sales of said Vessel & Cargo & all proceedings thereon be stayed till the further Order of this Court –<sup>3</sup> sent up for Concurrence

J Warren Speakr

In Council June 24th 1777 –

Read & Concurred

John Avery Dpy Secy

1. Mass. Arch., vol. 183, 35–35a.

2. *Eunice*, Charles Anderson, master, was taken by the Massachusetts privateer ship *Boston*, Captain William Brown, *Independent Chronicle*, Boston, April 10, 1777.

3. Mungo Mackay and Thomas Adams, agents for the privateer *Boston*, submitted their rebuttal to this petition on June 27, Mass. Arch., vol. 183, 36–38.

#### MASSACHUSETTS BOARD OF WAR TO EMANUEL MICHAEL PLIARNE<sup>1</sup>

[Extract]

Mr Pliarne,

Sir,

War-Office

Boston June 24th 1777

The Board of War have the Pleasure of congratulating you on the Arrival of the Brig *Penet* at the Eastward from Nantes in 43 days – Capt [Nicholas] Bartlett sent an Express informing of it – but for what reason we know not, he has detain'd whatever Letters he may have brought for either of us; – In the *Penet* Capt Chapman of our Ship *Versailles* came Passenger he arriv'd in 45 Days in France, & left his Ship & Cargo with Messrs Gruel – As soon as we receive our Letters we shall send further Information to you; – We are sorry to acquaint you that the Bark *John* (now *Adams*) is still here waiting for Hands, We design'd her first for Virginia, but finding it impossible to get in the Capes, we have alter'd her Voyage to So Carolina as we before wrote you, – We shall embrace the first Men which can be procur'd & send her to you – Two Ships are now at the



Eastwd loaded with Masts &c for Nantes, they we hope will sail in a few Days if a convenient Oppertunity offers, the Eastern Coast being constantly watch'd by 3 or 4 English Frigates . . .

1. Mass. Arch., vol. 151, Letters from the Board of War, 1776-1780, 83-84.

### TRIAL AND CONDEMNATION OF THE PRIZE SLOOP *Betsey*<sup>1</sup>

State of the Massachusetts Bay }  
Middle District Suffolk ss

At the Maritime Court for the middle District of the State of the Massachusetts Bay holden, at Boston in the County of Suffolk, by the Honourable Nathan Cushing Esquire Judge of said Court, on Tuesday the twenty fourth Day of June in the Year of our Lord one thousand seven hundred and seventy seven –

John	Be it remembered That on the seventeenth Day of May
Bradford	last, John Bradford Esqr of Boston in the County of
Esqr	Suffolk, in Behalf of John Skimmer Commander of the
Propont	armed Schooner <i>Lee</i> , & the Officers, Marines & Mariners
vs	on board the same, the Owners thereof, and all concerned
the Sloop	therein, came before the Honourable Timothy Pickering
<i>Betsey</i>	Esquire, then Judge of said Court, and filed a Libel ex-
Nathl	hibiting an Information, to wit, that the said Skimmer
Horrick	and his Company, in said Schooner, on the high Seas, on
late Master	the third Day of the same May, attacked and took and on
Libel &c	the sixteenth Day of the same May, brought into Boston
filed 149	in said District, the Sloop <i>Betsey</i> , of about fifty Tons

Burthen, commanded by Nathaniel Horrick and laden with the Articles mentioned in a Schedule to said Libel annexed

And the said John Bradford, in his said Bill, averred that the said Sloop, her Cargo and appurtenances were, at the Time of her Capture, the Property of & belonging to some of the Subjects of the King of Great Britain other than the Inhabitants of Bermuda, New Providence or the Bahama Islands; and that the said Sloop was then employed by the Enemies of the united States of America and carrying Supplies to said Enemies. By Means of all which and by Force of the Laws of this State and the Resolves of the Continental Congress in such Case provided, the said Sloop, her Cargo and appurtenances (the Proponant further said) are forfeited, and to be distributed to the Captors and others concerned therein – Praying advisement in the Premisses and that, by a due Course of Proceedings, the said Sloop, her Cargo & appurtenances may be decreed to be and remain forfeited and distributed as the Law directs.

And the Time & Place of Trial having been duely notified, the said John Bradford the Proponant appeareth, and no Person appearing to shew Cause why the said Sloop her Cargo & appurtenances should not be condemned;

After a full Hearing of the Proponant (by his Counsel) the Proponants Bill aforesaid is committed to a Jury duely returned and impannelled and

sworn to return a true Verdict thereon according to Law and Evidence, Which Jury are William Foster, John Woods, Elisha Gardner, Joshua Boylston, John Coburn, John Hooton, David Williams, John Champney, Thomas Parker, William Bosson, Francis Archibald, John Bennet, Who return their Verdict to the said Nathan Cushing Judge, and upon their Oath say, "that the said Sloop is a Merchant Vessel that she was taken, on the high Seas, by Capt John Skimmer Commander of the Continental arm'd Schooner called the *Lee* and bro't into the middle District of this State, that the said Sloop her Cargo & appurtenances were at the Time of her Capture the property of & belonging to some of the Subjects of the King of Great Britain other than the Inhabitants of Bermudas New Providence or Bahama Islands."

And thereupon, It is, by the [said] Nathan Cushing Judge as aforesaid, considered and decreed that the said Sloop *Betsey* with her Cargo and appurtenances are forfeit; that the same be sold at public Vendue; and that of the monies thence arising, there be paid the Charges of Trial & Condemnation being eight pounds eleven shillings & eight pence and the Charges of Sale and the Wages of the Seamen & Mariners who were taken on board the said Sloop, according to the Terms of their Contract up to the Time of her Condemnation (such Wages as have been advanced & paid to the Seamen & Mariners by the said Nathaniel Horrick late Master of said Sloop out of his own Monies, to be paid to him together with his own Wages, and the arrears of the Seamen & Mariners Wages to be paid them severally); and that the Residue of the Monies arising from the Sale aforesaid be delivered to the said John Skimmer & his Company Captors of the said Sloop *Betsey*, or their agents or attorneys, for the Use and Benefit of such Captors & others concerned therein –

attest      Isaac Mansfield    Clerk

1. Mass. Arch., vol. 159, 108–11.

COLONEL JEDEDIAH HUNTINGTON TO NATHANIEL SHAW, JR. <sup>1</sup>

Dear sir,

New Haven 24 June 1777 –

I wish you to give your Influence to Capt Clark to enable him to collect all the Whale Boats in the State & bring them to this Place where they may be together under Guard & put into Repair – If an Order from Governor Trumbull is necessary for this Purpose I will procure it – I would be glad that Capt Clark might bring the *Mifflin* <sup>2</sup> to this Place since the Return of Genl Howe to Brunswick General Putnam has it in Contemplation to form a Camp at White Plains – in supplying of which great Use may be made of Water Conveyance – this will do for an ostensible Reason why the Boats should be collected together & repaired – I am [&c.]

Jed Huntington

1. Nathaniel and Thomas Shaw Letters and Papers, Portfolio 9, NLCHS.

2. Connecticut Navy schooner.

JOURNAL OF THE CONTINENTAL CONGRESS <sup>1</sup>

[Philadelphia] Tuesday, June 24, 1777

*Resolved*, That Mr. [George] Frost be appointed a member of the Marine Committee, in the room of Mr. Whipple.

1. Ford, ed., *JCC*, VIII, 492, 496.

CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT TO  
CAPTAIN JOHN ASHMEAD <sup>1</sup>

Sir

For the better regulating of the Distribution of Provisions & for other good purposes we think proper to direct, that the Captains of the Continental Vessels now in this Port, shall every Monday Morning deliver into this Office regular and exact Muster Rolls of the Officers & Men belonging to their Respective Vessels We therefore give you this Notice of our Expectations, not doubting but you will govern yourself accordingly.

We are yr Friends

John Nixon John Wharton Fra<sup>s</sup> Hopkinson

Continental Navy board  
Philada June 24th 1777 –

P.S. We desire you would move your Brig down to the Piers at Fort Island & lay her there till further Orders.

Fra<sup>s</sup> Hopkinson John Wharton John Nixon

To John Ashmead Esqr  
Commander on Board the *Mercury* <sup>2</sup>

1. American Mss, 803, 229, HSP.

2. Continental packet.

CAPTAIN JOHN DAVID TO GOVERNOR THOMAS JOHNSON <sup>1</sup>

Sr/ June 24th 1777 *Conqueror* Galley Pankethank Harbour

I have been in this harbour these five days and Could not get a pilot till this day to pilot me to York and I am oblig'd to give him an extraordinary price, I Intend to sett Sail this Evening for York; I am Informed there is a fifty Gun Ship at anchor at the head of the shell [shoal] of York and at Cape Charles Twenty gun frigate If Captn [James] Nicholson gives me as many hands as I want I will go and attack the frigate, and hope to meet with Success as my men seem to be full of Spirrit, no more From

Yrs to Comand

John David

P:S: I am told the ship lies in the Channell

1. Red Books, XVII, 61, Md. Arch.

JOURNAL OF H.M.S. *Emerald*, CAPTAIN BENJAMIN CALDWELL <sup>1</sup>

June 1777

Cape Henry SSE, Willoby's Point West

Tuesday 24th at 4 AM saw a Sail to the SW, gave Chace, fired to bring

her too 14 Six pounders Shotted, at 7 brought her too, the Sloop *Delaware* from Curraco, bound to Virginia, with Salt,<sup>2</sup> at 9 AM Anchored with the Best Bower in 7 fathom Water, in Chesapeake Bay, at 11 Out five fathom of the Small Bower, it being rubbed & worne in several places, & deliverd it into the Charge of the Boatswain for Junk. Moderate breezes and fine Wear at 2 PM set the Prize on fire

1. PRO, Admiralty 51/311.

2. Thomas Coleman, master, burnt in Chesapeake Bay, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 66.

JOURNAL OF H.M.S. *Ariadne*, CAPTAIN THOMAS PRINGLE <sup>1</sup>

June 1777

Saints ESE. 9 or 10 Leagues

Tuesday 24th

at 10 am saw a sloop bearing SSW made sail and gave chace p Signal from the Admiral<sup>2</sup> still in Chace and the Admiral in Sight. at 5 pm brought too the Chace after firing 6 shot at her, proved to be the Sloop *St Pierre* Antoin Kessan Mr from St Eustatius bound to Gaudaloupe laden with Rice. Exchanged Prisoners and put on board her a Mate Midshipman & 6 men. the Admiral still in company. at 7 PM lost sight of the Prize.

1. PRO, Admiralty 51/60.

2. Vice Admiral James Young, in H.M.S. *Portland*, had sailed from Nevis the night before, in company with the *Ariadne*.

25 June

JOURNAL OF CAPTAIN HECTOR MCNEILL, CONTINENTAL NAVY FRIGATE  
*Boston* <sup>1</sup>

Wednesday June 25th 1777. Chaicd a Vessell Several hours but only came Near Latd 43.05N to be one of those Privatiers Which had Sailed with us Longd 45.14W from Boston, first part fresh Gales – began to put to 2 quarts of water a man

1. McNeill's Journal, MM.

GOVERNOR NICHOLAS COOKE TO THE MASSACHUSETTS GENERAL COURT <sup>1</sup>

[Extract]

State of Rhode Island & Providence Plantations.

Hon'ble Gent.

Providence June 25th 1777.

The invasion of this State hath obliged us to keep either the whole or a very considerable Part of our Militia upon Duty; and as it is very difficult to prevail upon Men to enlist for a long Term of Time when they receive large Bounties upon short Inlistments, especially in the exhausted State of this Government; we were obliged to give enormous Sums to engage Men

in our Continental Battalions. – Six Seamen, Europeans, and Residents in this State who received Three Hundred Dollars each or more having formerly sailed with Abraham Whipple Esq Commander of the Continental Frigate *Providence* were desirous of entering on board his Ship; Upon which Capt Whipple agreed to receive them and to exchange for them Six Marines who preferred the Land to the Sea Service and desir'd that the exchange might take place, wch accordingly did. Joseph Merry one of these Six Marines, who so enter'd received the Small-Pox, at the Hospital in this State, deserted from it and we are informed is now in the Hospital at Taunton. – As in this Case the State will suffer the loss of the Bounty we desire you to send us an Order by Mr Mumford (to whom we refer you for a more particular Account of this Affair) for the delivery of the said Joseph Merry to such Officer as we shall appoint to receive him.

We have been favor'd with Mr President Powell's letter of the 21st Instant relating to some Prisoners sent here from your State to proceed to Newport. – In Answer to wch we would observe that a considerable Body of Men being stationed here, and the Continental Frigates being in this Harbor it frequently happens that measures are in Contemplation, which make it necessary to stop all Communication with the Enemy to prevent their gaining Intelligence of our Designs; by which means the Prisoners are detained at considerable Expence, and other Inconveniencies arise. We are therefore of Opinion that it will be more prudent to send your Prisoners by the Way of Dartmouth. . . .

1. Mass. Arch., vol. 197, 199–201a.

*Connecticut Journal*, WEDNESDAY, JUNE 25, 1777

New-Haven, June 25.

Monday last, a small privateer from Connecticut-River, took a sloop of 30 tons, near Huntington, Long Island, having on board a quantity of flour, &c.

BRITISH FLEET'S ORDER OF SAILING FROM NEW YORK SOUTHWARD <sup>1</sup>

Order of Sailing		
	<i>Liverpool</i>	
	<i>Eagle</i>	
<i>Raisonable</i>	Transports	<i>Augusta.</i>
	&ca &ca	
<i>Isis</i>	<i>Nonsuch.</i>	<i>Somerset</i>
<i>Swift.</i>		<i>Dispatch</i>

Given onboard His Majesty's Ship the *Eagle* off  
New York the 25th day of June 1777.

Howe

To The Honble Capt Cornwallis  
Commander of His Majesty's Ship  
the *Isis*.

By Command of the Vice Admiral Jos<sup>h</sup> Davies.

1. Cornwallis Papers, II, NMM.

#### LORD HOWE'S INSTRUCTIONS TO TRANSPORT MASTERS <sup>1</sup>

Rendezvous  
for Transports.

*Eagle*, Hudson's River  
June the 25th 1777.

If you think you shall not be able to join the Fleet by keeping the Course steered at the time of your Separation, you are to proceed as the Wind is most favorable for making the quickest Passage, either to New York, Rhode Island, Whorekill Road within Cape Henlopen at the Entrance of the River Delaware, or to Chesapeak Bay within the Capes of Virginia; at each of which Anchorages you will find Ships of War to give you Protection, or conduct you to the Fleet. But if any Ships of War of the Squadron are in company with you at the time of your Separation, you are to be governed in your future Proceedings in quest of the Fleet by the Directions of the Senior Commander thereof.

Howe

1. Collection of Lord Hotham, Yorkshire (East Riding) County Record Office, England.

#### MINUTES OF THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL <sup>1</sup>

Philada Wednesday, June 25, 1777

On motion Agreed, That the Pay of the Commodore of the Navy of this State be allowed and paid at the rate [of] One hundred and Twenty five Dollars P. Month, inclusive of Rations.

On motion agreed, That the Pay of Capt. Hazlewood, the second in Command in the Navy of this State, be allowed & paid at the rate of One hundred Dollars, P. Month, inclusive of Rations.

1. Record Group 27, Supreme Executive Council Minute Books, vol. 6, 67, Pa. Arch. Hereafter cited as Supreme Executive Council Minute Books, Pa. Arch.

#### ADVERTISEMENT FOR A DESERTER FROM PENNSYLVANIA NAVY ARMED BOAT *Vulture* <sup>1</sup>

Deserted from the armed boat *Vulture*, under my command, John Hanlon, about five feet six inches high, swarthy complexion, black curly hair, and looks much like an Indian. He had on, when he went away, a swanskin jacket, buckskin breeches, yarn stockings, his shoes tied with strings, and an old slouched hat; was sickly, and left the navy hospital on Sunday last. Whoever takes up said deserter, and secures him so that I get him again, shall have Six Dollars reward.

June 25.

Jacob Hanse. Capt.

1. *Pennsylvania Evening Post*, June 26, 1777.

HENRY FISHER TO THE PENNSYLVANIA NAVY BOARD <sup>1</sup>

Gentlemen/

Lewistown [Lewes] June 25 1777 –

When i wrote you last which was on the 22d of this instant, I inform'd you that the ships was making up the Bay, but before my Express had been gone a half an hour, they all anchor'd above the Brandywine, and Remain there still, there is no more ships in sight at this time.

The *Roebuck* and the other ships Carry on a fine Stroke of trade with the inhabitants from the uper part of this County, and from Long neck upon the north side of indian River where they get all sorts of fresh Provisions and Fish and fowl together – in these two necks of land there is scarce one Whigg and the Officers has give out that if the Militia should offer to hinder there trade they will land five hundred Men from these ships so that the torrys will Joine them with as many More and they will Plunder the whole County. Mr George Jackson is Comeing up who will inform you better than I Can Write. There has Been a Certain Simon Kollock who Serv'd his time to Mr Jonathan Evans Cooper in your City, Sent on shore from the *Roebuck* with a Large Sum of Counterfit thirty Dollar Bills he has inlisted near a hundred men from the two Necks above mention'd and is gone Round to [New] York in a Schooner to Joine the Rascally Crew – he, the said Kollock left with the High Sheriff of our County a large sum of his Base Money which the Shiriff has been buying up Cattle with, and imploying others to Doe the like we have detected some of them and at Snow Hill they have taken up one of the Shiriff's Emmisaries one Solomon Triss and Confin'd him in Jail – they found upon him one hundred and thirty thirty Dollar Bills all Counterfit – the Shiriff is not taken as yet, but I hope soon to here he is. if we should be so happy as to take him I am Perswaded that he will bring in some of our Great men, This Gentlemen, is what may be Called Striking at the Very Foundation of our Liberty, and I must beg that you will make all the Interest with the Congress, to have our Case taken under there Serious Consideration and grant us such Redress as they in there Wisdom shall think Proper. if they should take no notice of us our state is gone and the few friends to the American Cause in these parts must fall a sacrifice to Tyrants.

The Bearer hereof Major Henry Neille goes up to wait upon Congress with a Letter to that Honorable Boddy Pointing out some of our Greviances, in hopes of Relief. Any assistance you can give him will Ever be Rememberd by [&c.]

Henry Fisher

PS/ if something is not done I am under some Apprehention that should the fleet come in I shall not be Able to send the Express by land for the Second horse is kept at Evan's which is in the heart of the torrys therefore You Must have that nest Broke up. I am yrs

H Fisher

1. Record Group 27, Executive Correspondence File, Pa. Arch.

26 June

JOURNAL OF CAPTAIN HECTOR MCNEILL, CONTINENTAL NAVY FRIGATE  
*Boston*<sup>1</sup>

Thursday Rainey Thick Fogg, & no Observation  
June 26th 1777. first part thick fogg & heavy breezes  
Latd 43.45N at 9 P M. Manley put about without making the proper  
Longd 47.25W Signal so that we narrowly Escape'd runing on board each  
other, in which case the Consequences might have been  
fateall to one or both of us -

1. McNeill's Journal, MM.

CAPTAIN JOHN PAUL JONES TO JOHN LANGDON<sup>1</sup>

Dear Sir

Boston 26th June 1777.

I had the pleasure of writing you last week - but could not be very particular as I had but a few Minutes warning of the Opportunity - I depended with a degree of certainty on receiving the return of our letters to the Honble the Secret Committee P the last post - no return however hath Appeared; which makes me very Uneasy Indeed! - A whole Month hath elapsed Since my first copies wer forwarded. - Should this Plan misgive - it will be the fifth disappointment of the kind which hath befel me Since my Arrival at Christmas. - it distresses me beyond Measure to think that I should lay Idle and inactive thus long - for no Violence can be greater to my Nature than this Preclusion from Duty.

Under my present uncertainty I think it imprudent to Enlist Men for I find it very difficult to hold the few who have entered. - As I understand that sundry letters have passed thro' here lately from Monsr Fautrel - I should be glad if you will please to inform me in What readiness the *Amphitrite* is and how he purposes to proceed Also what you think of your proposal respecting the Other Ship -

I must say that I wish it to take place - I have settled Captn [Thomas] Thompson's Accot here and shall write to him Soon - I am with due respect Sir [&c.]

J. P. J.

the Honble John Langdon Esqr

1. Papers of John Paul Jones, 6590, LC.

CAPTAIN JOHN PAUL JONES TO LIEUTENANT GEORGE HOUSE<sup>1</sup>

[Copy]

Sir

Boston June 26th 1777.

I should have made an earlier reply to yours of 17th June instant had I not expected that Yesterdays post would have brought me letters from Congress that would have determined the time of my departure. these letters however, have not Yet Appeared - so that I remain in a degree of Uncertainty. - I think myself obliged to you for the preference which you give me by expressing a desire to Sail under my Command - You have my thanks for



that Offer. – the Ship in Question being by accounts one of the finest Frigates in France and being intended for a Service which even my wishes could not exceed – must be Officered by Gentlemen of the first natural and acquired abilities. – the necessity of being thus particular is evident, altho' it hath been too little attended to in our Service. – for the Abilities of Sea Officers ought to be as far Superiour to the Abilities of Officers by land – as the nature of a Sea Service is more complicated and Admits of a greater number of Cases than can possibly happen on the land: so that the disciplin by Sea ought to be so much the More more exact and Regular.

As I shall ever regard the good of the Service in preference to the Situation of the particular Ship under my Command – I disdain the Idea of enticing any person to quit the Ship to which they Immediately belong in the Service – I do not at present see the propriety of your quitting the *Hampden* without a special Order from the Honble Committee or from the Deputy Board here Established – especially as you are the only Officer whose Commission is for that Vessel. – I would give yourself and the other Officers and Men encouragement equal to their Merit and Abilities provided they were fairly disengaged from Other connections – but, I determin to come under no positive engagement for any particular high Stations without a thorough knowldge of the persons Abilities and Superiour Merits to whom I make such Engagements. – Should any thing favourable Occur I will not fail to render you any consistent Services. – I left your Mother & Sister well in April – & am, Sir [&c.]

J. P. J.

Lieut Geo. House of the Brig of War *Hampden*

1. Papers of John Paul Jones, 6591, LC.

JOHN BRADFORD TO LEONARD JARVIS <sup>1</sup>

[Extract]

Sir

Boston 26th June 1777

Your several favours under the 16th, 21st & 23d I but this hour at 11 O Clock Receiv'd tho' I was twice at the Lodgings of the post early in the morning to enquire after Letters but he was out, the list of names is gone forward for Capt [John Paul] Jones to sign, its fate I shall soon know, I return them by post I am pleas'd to hear the *providence* has 25 Barrells provision on board, as its next to impossible to get any round, that quantity I presume is sufficient for her Cruise, and I trust you will be able either to [illegible] bread or get flour Baked up to supply them, in regard to her future Cruise I suppose Capt Rathbourn [John Peck Rathbun] who is now with you has his orders how to proceed from the marine Board,<sup>2</sup> . . .

In answer to the disputes arising between Capt Jones & his Officers Relative to the distribution of their shares its impossible for me to say how it must be determined, and at present as things are situated to the southward, its not probable we shall soon hear from them, in short every reasonable man must know that the Congress can't give attention to those

matters at present, & tho' it effects individuals, less things must give way to greater, and they must wait –

1. John Bradford Letter Books, vol. 1, LC.

2. Rathbun in the Continental Navy sloop *Providence* had been ordered to cruise off New York.

MASSACHUSETTS COUNCIL TO MESHECH WEARE, PRESIDENT  
OF THE NEW HAMPSHIRE COUNCIL <sup>1</sup>

[Copy]

To the Honble Meshech Weare Esqr

Council Chamber [Boston] June 26th 1777

Agreeable to a Resolve of this Court, of the 18th Inst, we enclose Copies of Sundry Resolves respecting an intended expedition to St John's River in Nova-Scotia. – You will See that it is grounded upon a Resolve of Congress of the 13th Ultio; which, together with Petitions from Sundry Inhabitants of the Eastern parts of this State, have determined us upon the Measure; being convinced that we must make a Stand Somewhere, & that it would be better to do it at that River, than at any other place, or to remove the Inhabitants: That by securing that River, we Should prevent a communication, that way, between our Enemies at Canada, with those in Nova-Scotia; – Should cover our Eastern Country; – Secure the Indians in our favor; – give greater Security to Your State, & promote the Interest of the united States of America: From all which considerations we are led to desire your aid therein, by permittg Your Inhabitants to inlist into this Service, or in Such other way as you may judge more proper. – Brigadier [Jonathan] Warner is appointed to the General Command; & Colo [Samuel] McCobb, to that of the first-mentioned Regiment; but the Field-Officers of the Regimt to be raised in Nova-Scotia, are not yet appointed.

We have engaged the *Alfred* Man of War, Capt Hinman, in the Service; & if you Should prevail with Capt Thom[p]son <sup>2</sup> to join him, it will make a good Convoy: They must soon enter upon the Service, & 'tis not probable that they will be detained long in it.

1. Mass. Arch., vol. 197, 204.

2. Commanding Continental Navy frigate *Raleigh*.

MAJOR ISRAEL KEITH TO DANIEL TILLINGHAST <sup>1</sup>

Sir,

Head Quarters. Boston June 26th 1777.

Two men by the Names of Levi and Peter Darling, some Time Since Inlisted in Colonel Baileys Regiment in the Service of the United States of America, were sworn Passed muster & Received the Continental States and Towns Bounty and were Just ready to march when a midshipman from Providence who was in this Town Saw and Challenged them as belonging to the Navy having as He saies Entered on Board the Brigantine *Ham[p]den* in the month of Febry Last from which they Deserted and were afterwards turned over to the Ship *Providence*, They were on Saturday last Tryed by a General Court Martial Sentenced to be whiped for Inlisting a Second

Time, to be returned to the Ship and a Stoppage of their Pay to be made to refund the late Bounty which they have received, The men declare that they Engaged for Six weeks, only on Board the Ship and that the Time was Expired before they Inlisted, as the midshipman has not a Copy of their Entry on Board the vessel and the men declare that they Engaged only for the Time before mentioned – Major General Heath Desires that you would Enquire of the Captain of the before mentioned Vessel, and Certify him as soon as Possible, of the Truth of facts alledged, and if it appears that they did enter on Board the Vessel and their Time of Engagement is not Expired, they will be Immediately Delivered up – I am Sir [&c.]

I. Keith A D C.

Colo Tillinghast Continental Agent at Providence.

1. William Heath Papers, II, Force Transcripts, LC.

*Independent Chronicle*, THURSDAY, JUNE 26, 1777

Boston, June 26, 1777.

Last Sunday [June 22] arrived at Cape Ann, from Halifax, in Nova-Scotia, 10 American Sailors, in a Whale-Boat, who made their Escape from the *Lord-Stanley* Prison-Ship in that Harbour, the 1st Instant. They were part of 75 American Prisoners, that were draughted from on board the said Prison-Ship, to help man the *Rainbow*, of 44 guns, the *Milford*, of 28; and the *Cabot*, of 16.

The pirate Ship of 64 Guns (lately mentioned to have been chased, by Commodore Manly) with the two Transports under Convoy, it is *said*, are arrived *safe* at pirate Road, near Sandy-Hook.

Last Week, a Vessel bound to this Port, from Martinico, was chased ashore on the Highlands, at the Cape, by a British sea-plunderer. The Cargo was saved.

To be sold by Public Vendue, On Wednesday, the 3d of July next, At General Hancock's Wharf, At Eleven o'Clock, in the Forenoon, The Prize Sloop *Betsey*, burthen about 60 Tons. She is a prime Sailer, uncommonly well found, and has been constantly used in the fishing Trade. Also her Cargo, consisting of about 160 Quintals of choice Fish, a few Barrels of good Beef, and a Quantity of Codline and Leads. At the same Time and Place will be sold for 7 Years Servitude, two Negro Men and one Negro Woman, at the Expiration of which Term they are to be free'd by the Purchaser. The Sloop and Fish are at General Hancock's Wharf.

Wm. Greenleaf, Sheriff.

LIBELS FILED AGAINST SEVEN PRIZES IN MASSACHUSETTS ADMIRALTY COURT <sup>1</sup>

State of Massachusetts-Bay, }  
Southern-District. } To all whom it may concern.

Notice is hereby given, That Libels are filed before me, against the following Vessels, their Cargoes and Appurtenances, viz. in behalf of Azeriah Whittlesey, Commander of the private armed Brigantine called the *Fanny*, and

all concerned in said Brigantine, against the Ship *Caesar*, of about 180 Tons burthen, Lucius Obrian, late Master; against the Brigantine *Nancy*, of 150 Tons burthen, John Taylor, late Master; against the Brigantine *Conde de Aranda*, of about 100 Tons burthen, Thomas Wakehouse, late Master; against the Snow *Apollo*, of about 120 Tons burthen, Andrew Smith, late Master; and against the Brigantine *Nancy*, of about 90 Tons burthen, —, late Master. In Behalf of Harmon Courter, Commander of the Ship *Oliver Cromwell*, and all concerned in said Ship, against the Brigantine *Mercury*, of about 120 Tons burthen, Nathan Coffin, late Master. — In Behalf of Joseph Cockling, Commander of the armed Sloop *Revenge*, and all concerned in said Sloop, against the Schooner *Adventure*, of about 17 Tons burthen, Richard Hinckley, late Master. All which Vessels and their Cargoes, so libelled, are said to have been taken and brought into the Southern District aforesaid: And for the Trial of the justice of these Captures, the Maritime Court, for the said District, will be held at Plimouth, on Wednesday, the 16th Day of July, 1777, at the Hour of 10 in the Forenoon, when and where the Owners of said Captures, and any Persons concerned, may appear and shew Cause (if any they have) why the same, or any of them, should not be condemned.

N. Cushing, Judge of said Court.

1. *Independent Chronicle*, Boston, June 26, 1777.

DISPOSITION OF AMERICAN FORCES AFLOAT ON LAKES  
CHAMPLAIN AND GEORGE <sup>1</sup>

Officers Present at Fort George for the Navey

Jacobus Wynkoop Comd  
Isaac Seaman Capt  
Leonard Primer Capt  
Gilbert Sherer Capt  
Peter Hepburn Capt

Cornelius Wynkoop Lieut  
Barnabas Woodcock Lieut  
Thomas Easterly Lieut  
James Fletcher Lieut  
Samuel Pond Lieut

At Ticonderoga June 26th 1777

Galley *Gates*

Frederick Chappel Capt  
John Wilcot Lieut  
Jeremiah Gillet 2nd Lieut  
William Lewis Master

Sloop *Enterprize*

Daniel Scovell Capt  
Comfort Pratt Lieut  
1 Boatswain 1 mate Do  
1 Gunner 1 mate Do

Galley *Trumbel* [*Trumbull*]

Elijah Toleman Lieut  
1 Boatswain 1 mate Do  
1 Gunner 1 Steward

Schooner *Revenge*

Richard Hyam Lieut

Schooner *Liberty*

Mathias Primer Lieut

Gundelo *N York*

Robert Applebey Lieut

Vessels Names	Guns						Officers & men on Bord Each
	18 pounders	12 pounders	6 pounders	4 pounders	3 pounders	2 pounders	
<i>Gates</i>		2		6		4	40
<i>Trumbel</i>	2		2	6		4	24
<i>Interprize</i>				8		4	15
<i>Liberty</i>							12
<i>Revenge</i>							7
<i>New York</i>					1		11
Total Amount	2	2	2	20	1	12	109

1. FTML.

MAJOR GENERAL PHILIP SCHUYLER TO MAJOR CHRISTOPHER P. YATES,  
FORT GEORGE <sup>1</sup>

[Extract]

Sir

Saratoga June 26 1777

As a Body of the Enemy are encamp'd at Gilland Creek on Lake Champlain, from whence they will probably send parties to Harrass us, I intreat you to keep a good look out to send Scouts continually a considerable Distance to the west and Northwest of your Garrison to make discoveries, and least an attempt should be made to burn our Vessels on Lake George, I have orderd Commodore Wyncope to get the Guns in the Vessel already launched that they may be in a condition of Defence. . . .

1. Schuyler Papers, Letter Book, NYPL.

MAJOR GENERAL PHILIP SCHUYLER TO COMMODORE JACOBUS WYNKOOP <sup>1</sup>

To Commodore Wyncope

Sir

Saratoga June [26] 1777 <sup>2</sup>

Immediately on receipt of this you will get the Guns on board the Schooner which is already Launched together with a sufficient Quantity of Ammunition – some provisions & put her in the best state of Defence you can and moor her with a Spring on her Cable in such a station as that she may protect the Vessels on the Stocks and the store houses – Shou'd any attempt be made to destroy either – Captain Donaldson and his Company should lay on Board – I also wish to have two Batteaus fitted with a Gun in the Bow, One to lay off[f] the Creek towards the Hospital The other of[f] the Creek where the Batteaus are kept, – You will expedite this Business without delay – I am Sir [&c.]

Ph Schuyler

1. Schuyler Papers, Letter Book, NYPL.

2. Date is established by Schuyler's letter of June 26 to Major Yates.

CONTINENTAL MARINE COMMITTEE TO CAPTAINS THOMAS GRENNELL  
AND JOHN HODGE <sup>1</sup>

(Circular)

Sir

[Philadelphia] June 26th 1777

As it is the opinion of the General officers directed by his Excellency General Washington to take the most effectual measures for Securing the command of the North River that the Continental Frigates will be of essential service in securing the Chain and obstructions in Said River; and as by your Letter of the 9th instant we find you entertain a similar sense. We now think proper to direct that you have the frigate under your Command put in as good A State of defence as can be admitted of, and follow such orders as may be given you by his Excellency the General, or the Commanding officer appointed to direct the operations in that quarter, using your best judgment in the execution of such orders as you may receive. We now send forward to the Council of Safety for the State of New York a sufficient number of

Blank Commissions and Warrants for your officers, who are to be appointed temporary only until such time as their Characters and qualifications are sufficiently evinced and made known to us, therefore we wish you to join with the Council in having those Commissions filled up with the Names of Men of Merit whom you can recommend freely for a permanent establishment. We recommend your taking great care of the frigate her Materials and Stores and keep us constantly advised of your proceedings. We are Sir

Your hble servants

P:S: Congress have allowed Pursers for their Ships whose pay is Dollrs per month, and we send you herewith A Pay List & the Rules & Regulations of the Navy for your Government

1. Marine Committee Letter Book, 97, NA.

CONTINENTAL MARINE COMMITTEE TO THE NEW YORK COUNCIL OF SAFETY <sup>1</sup>

Gentlemen

[Philadelphia] June 26th 1777

We are informed by a Letter from the Captains of the Continental Frigates in Hudsons River that the General officers sent by His Excellency General Washington to view the fortifications and obstructions in Said River were of opinion that the frigates would be serviceable in defending and covering the same and we find by an extract from your Minutes enclosed that you were of the same opinion. —

In consequence whereof we have now given orders to the said Captains to have the frigates put in as good a State of defence as can be admitted, and to follow and obey such orders as they may receive from General Washington or the Commanding officer who may direct the operations in that quarter. We must beg your Assistance in getting the ships fitted, and we now take the liberty to enclose a sufficient number of blank Commissions & Warrants for the Lieutenants and other officers who are to be appointed temporary until such time as we are sufficiently informed that they are well qualified for the Stations in which they may be put, therefore you will please to fill the Commissions with this proviso. & we have required the Captains to join in your researches for men of good Character whom you can freely recommend for a permanent establishment in our Navy. We must further beg leave to trouble you to send us a List of their Names, Stations, & qualifications & have the honor to be Gentlemen

Your hble servants

1. Marine Committee Letter Book, 98, NA.

CONTINENTAL MARINE COMMITTEE TO JAMES WARREN,  
WILLIAM VERNON AND JOHN DESHON <sup>1</sup>

Gentln

In Marine Committee Philadelphia June 26th 1777

We have the pleasure to transmit to you herein, a Resolution of Congress appointing you A Navy Board in the Eastern Department to Conduct and manage the business of such part of the Continental Navy as may be Built, bought, or fitted from Time to Time in the Four New England States. You are considered by this appointment as a Board of Assistants to the

Marine Committee, and subject to their Orders and directions in all such things as are not particularly provided for by orders or Resolutions of Congress, and we have now under our consideration a Set of Instructions adapted to the Nature of your business, and the extent of the Powers you are to be Invested with. In the mean time we desire you will meet together soon as Possible, fix on the most convenient place for opening your Office, which we suppose will be at Boston, appoint your clerk, and get all things so arranged as that you may be ready to enter on the Execution of your Duty without delay and should any business Occur to you as necessary to be done previous to the receipt of the intended instructions, we hereby Authorize you to do all such things in the Naval department as in your opinion will promote the Service and conduce to the true interest of the United States of America, taking care however that you do nothing that is contrary to or inconsistent with the Rules, Regulations, Orders or Resolves of Congress, which you are in all Instances and on all occasions invariably to pursue and Obey.

We are Gentlen Your Obedient Servts

John Hancock

Geo: Frost

Rob<sup>t</sup> Morris

Phil: Livingston

Henry Marchant

Benj<sup>a</sup> Harrison

Roger Sherman

Geo: Walton

I. Marine Committee Letter Book, 98-99, NA.

*Pennsylvania Evening Post*, THURSDAY, JUNE 26, 1777

Continental Navy Board, Philad. June 26, 1777.

Whereas an exchange of prisoners in the naval department is now in agitation, and likely to be accomplished, Notice, is hereby given to all officers, seamen, marines, and others, in or near this city, belonging to British vessels of war, or merchantmen, who have been taken by American privateers, or Continental vessels of war; and to all officers, seamen, marines, and others belonging to the American navy, privateers, or merchantmen, who are prisoners on parole, that they apply to this office as speedily as possible, in the forenoon, between the hours of nine and one o'clock, and enter their names and stations, with the time of their capture, for the purpose of negotiating an exchange.

John Nixon, John Wharton, F. Hopkinson.

Deserted from the ship *Montgomery*, commanded by William Allen, a certain William Atchison, born in the North of Ireland, is about five feet seven or eight inches high, black short hair; had on when he went away, a felt hat bound with black tape, and a light blue jacket. Whoever takes up said deserter and secures him so that I may get him again, shall have Four Dollars reward, and reasonable charges.

William Allen, Capt.



ADVERTISEMENT OF SALE OF CONNECTICUT PRIVATEER SLOOP *Lyon*<sup>1</sup>

To be sold at public vendue, at the dwellinghouse of Capt. George Payne, innholder, at Chestnut Neck, in Egg Harbour, on Wednesday the 9th of July next (the sale to begin at eight o'clock in the forenoon) the remains of the privateer sloop *Lion*, lately commanded by Captain Timothy Shaler, of about ninety-five tons burthen, viz. Her hull and some spars, &c. as they now lie on Long beach; her standing and running rigging, cables, sails, barge, yawl, eight excellent double-fortified four pounders, all complete, with carriages, gunners implements, &c. Continental and English colours, a number of swivel guns, blunderbusses, small arms, pistols, cutlasses, cartouch boxes, spears, a quantity of powder, a quantity of shot of different sorts, musket balls, a medicine chest, surgeons instruments, beef, pork, salted shad, bread, old iron, and a number of other articles, which may be seen at the place of sale.

June 26.

1. *Pennsylvania Evening Post*, July 3, 1777.

JOSEPH SNOWBALL TO GOVERNOR THOMAS JOHNSON<sup>1</sup>

The Humble Add[r]ess and petition of Joseph Snowball late Master of the ship *Elizabeth* most Humbly Sheweth

That on the second day of Feby 1777 in the Lattd 17° 12<sup>m</sup> North and Longd 48° 24<sup>m</sup> West, your Petitioner in the Said ship *Elizabeth* was steering for the west India Islands fell in with, and was taken by the private Briganteen of war Calld the *Sturdy Beggar* Commanded by John McKeel Esqr and on the 23d of March last was in the Said Ship Brought to Baltimore, and Since then, your petitioner has been Detained a prisoner on parole, by the Owners of the said Brig, your Petitioner was Order'd to Board and Lodge at a Certain House at the point by James Nicholson Esqr and the Owners of the Brig has paid the Charge thereof, your petitioner begs leave to inform Your Excellency that on his Arivell at Baltimore, had Very little money which was Some time Ago all of it Expended in Washing and Other Necessary Expences, that being intirely Unacquainted here, has not, any friend to whom he Can Apply for Assistance in his present Situation and in Order to defray to small Unavoidable Expences, has been under the Disagreeable Necessity of Selling a part of his Apparell – Your petitioner most Humbly requests Your Excellency will be Kind enough to prevail upon the Owners of the said Brig to discharge him, and further begs the favour of a passport from your Excellency. Your petitioner Yett Can (by Selling the Remainder of his Apparel) Raise a small Sum to Carry him off, but if Much longer confind will Soon be Expended here – Your petitioner trusts you will be pleas'd to take his Case into Consideration and Grant him Such Relief as to your Excellency Shall seem Meet – and will be ever gratefully Remembered by

Joseph Snowball

Baltimore June the 26th 1777

1. Executive Papers, Box 7, Md. Arch.

*South-Carolina and American General Gazette*, THURSDAY, JUNE 26, 1777

Charlestown, June 26.

Advices from the Dutch West Indies inform us, that by Accounts received there from Holland to the Middle of April, the States General had determined to fit out 50 Sail of Men of War for the Protection of their Commerce, which had met with considerable Obstruction from the British Cruizers; that 12 of them were actually sailed, and that two, with some richly laden Merchantmen under their Convoy, were daily looked for at Currassow. It is added, that Sir Joseph Yorke, the British Ambassadour at the Hague, had demanded Satisfaction for the Protection and Respect afforded to the American Vessels by M. de Graaf, Governour of St. Eustatius; when their High-Mightinesses gave an Answer not all agreeable to the British Minister.

Capt. John Willis, who arrived here on Monday from Martinico, after a Passage of 23 Days, informs us, that the Day he left St. Pierre's, three Prizes taken by two American Privateers, of 14 Guns each, commanded by Captains Orr and Palmer,<sup>1</sup> arrived there, viz. a Ship from Africa with 318 Slaves, a Brig from Corke for Barbados with Provisions, a Letter of Marque Ship of 14 six Pounders, from Liverpool for Jamaica, with Dry Goods. The third day after Capt. Willis left St. Pierre's, he saw 13 Ships, some of which appeared to be Men of War, steering a S.W.W. Course; they did not show any Colours.

1. Pennsylvania privateer schooner *Security* and privateer sloop *Fly*.

## 27 June

JOURNAL OF CAPTAIN HECTOR MCNEILL, CONTINENTAL NAVY FRIGATE  
*Boston*<sup>1</sup>

Friday June	I wrote him [Manley] a Letter at noon, & gave him my
27th 1777.	mind freely on his misconduct, which nettle'd the Com-
Latd 43. . 29	modore Verey much
Longd 48. . 03	Latter part clear & pleasant
	hoisted out the pinnace & Sent on bd the Other Ships.
	first part small breezes & Clear weather
	Manleys boat brot 1 chest with 30 Small arms from on
	board the <i>Fox</i> .
	wrote Manley concerning our Signals & Standing so much
	to the North.

1. McNeill's Journal, MM.

CAPTAIN JOHN MANLEY TO CAPTAIN HECTOR MCNEILL<sup>1</sup>

Captn McNieill  
Sir -

On board Ship *Hancock*  
June 27th 1777 -

By your Letter you tax me & my Officers for not showing proper Signals last Night but I was upon Deck & made the Exa[c]t Signals you gave me which was by firing one Gun & showing three Lights which was for Tack & Sail with the Starbard Tacks on board if there is any mistake it is owing to your now [*sic not*] giving me a true Copy I am much surprized that

you should not observe the Signals when Mr Hill<sup>2</sup> did whom I give an Exat Copy from your Signals but at the same time it cannot be supozed that your Officers knew the Signals when they never had seen them expecting some ill consequences I desired Captn Waters to go forward to look out & had it not have been for his hailing we certainly must have been aboard of each other you some time ago tax't me for being sparing of my Lights – I must now tax you for being sparing of your Canvas for you commonly keep a considerable distance astern atho' you was shy of our Compy. I should think it more proper especially in foggy weather when there is a good breeze of Wind that we can Command our Ships to keep within hail of each other or so near as that we can hear the Bells strike as for the *Fox* she keeps so nigh that I can distinguish her Bell in the Cabin every Night as well as I can my own if you will go a head I will be bound to keep Compy with you & be close upon your Quater or so nigh that it Will be impossable to loose Each other you mention of not standing upon Sound-ing which I Join with you, but I think it will not be of any advantage to stand on this Tack after we break off from South, I am very Anctious to get home since I am very lame myself and destitute of Officers. In Case of Foggy Weather I think it would be necessary when the foregoing Signals is made for Tacking for the Sternmost & Weathermost Ship to Tack first & when she is about to repeat the Signal – I am sorry you met with that Accident in going aboard hope your Leg is better, am afraid I cannot wait on you next Sunday on Account of my Lameness for I am no[w] laying upon my be[am] ends & what is worse than that I cannot drink neither, Punch, Wine nor Grog –

Yrs –

John Manley

1. Simon Gratz Autograph Collection, Case 5, Box 28, HSP.

2. Lieutenant Stephen Hill prize master on board captured British frigate *Fox*.

MASSACHUSETTS BOARD OF WAR TO EMANUEL MICHAEL PLIARNE<sup>1</sup>

Mr Pliarne,

War Office

Dear Sir,

Boston June 27th 1777

We have the Pleasure to forward your Letters from France with our Wishes that the Intelligence the[y] contain may be agreeable, – That you may see the State of our Correspondence with your House we inclose Copy's of the Letters rec'd from them – The two Large Ships with Lumber & Spars will sail soon, but the utter impracticability of engaging Seamen in this Town has hitherto prevented our dispatching the Ship *Adams* – This together with the extreme danger of the Navigation, three British Men of War being in our Bay, & many others on our Coast, has induc'd the Board to suspend for the present, any further Speculation in Navigation, which they determine to reassume the Moment a favourable Opportunity presents We are with Regard & Esteem, Dear Sir [&c.]

By order of the Board,

Sam' Phps Savage, Prest

1. Mass. Arch., vol. 151, Letters from the Board of War, 1776–1780, 84.

TRIAL AND CONDEMNATION OF THE PRIZE BRIGANTINE *Independence* <sup>1</sup>

State of the Massachusetts Bay }  
 Middle District Suffolk ss }

At the maritime Court for the middle District of the State of the Massachusetts Bay holden, at Boston in the County of Suffolk, by the Honourable Nathan Cushing Esquire, Judge of said Court, on Fryday the twenty seventh Day of June in the Year of our Lord one thousand seven hundred & seventy seven

Mackay & Adams Proponts vs the Brig <i>Independa</i> Harvey Master Libel &c filed 153	Be it remembered that on the twentieth Day of March in the same Year of our Lord, Mungo Mackay & Thomas Adams both of Boston aforesaid Merchants, in Behalf of William Brown Commander of the private arm'd Ship called the <i>Boston</i> , the officers, marines & mariners on board the same Ship, the Owners thereof and all concerned therein, came before the said Judge and filed a Libel exhibiting an Information, to wit, that the said Brown and his Company, in said Ship, on the high Seas, on the tenth Day of February last, attacked and took, and, on the same twentieth Day of March, bro't, into Boston in said District, the Brigantine called the <i>Independance</i> of about one hundred and twenty Tons Burthen, in Ballast, & commanded by one Harvey, <sup>2</sup>
---	---

Which Brigantine and Appurtenances, the said Mackay & Adams, in their said Bill, aver'd, were, at the Time of said Caption, the Property of & belonging to some of the Subjects of the King of Great Britain other than the Inhabitants of Bermuda, New Providence and the Bahama Islands, and was then employed by the Enemies of the united States of America, By Means whereof and by Force of the Laws of this State and the Resolves of the Continental Congress in such Case provided, the same Brigantine, her Cargo & appurtenances (the Proponants further said) are forfeit & to be distributed to and among the Captors and others concerned therein, Praying Advisement in the Premises and that, by a due Course of Proceedings, the same Brigantine and appurtenances may be decreed to be and remain forfeit & distributed as the Law directs –

And the Time & place of Trial having been duely notified, the said Proponants appear. And Richard Derby junr Esqr agent, within the said District, for the State of Massachusetts-Bay, by William Wetmore Esqr his attorney comes into Court & (his Claim having been duely filed) in behalf of said State, claimeth the said Brigantine, her Stores, Guns, Arms, Boat & appurtenances – and saith “that no Condemnation of the said Brigantine &c hath been had by the Enemy – & the same Brigantine &c before the Capture thereof were and now are the Property of the Government and People of the State aforesaid & not liable to Forfeiture” and prays that the one half of what she, her Stores, Guns, Arms, Boat & appurtenances may sell for, be restored & paid to him the said Richard, for the Use of the said Government and People, after deducting the Charges of Trial and Sale from the Proceeds of the said Brigantine &c

And after a full Hearing of the Proponants and the Claimants (by their respective Counsel) the Bill aforesaid of the Proponants and the Claim of the said Richard Derby are committed to a Jury duely returned and impannelled & sworn to return a true Verdict thereon according to Law and Evidence. Which Jury are John Coburn, John Woods, Elisha Gardner, Joshua Boylston, John Hooton, David Williams, John Champney, Thomas Parker, William Bosson, Francis Archbald, John Bennet, Benaiah Perkins. Who return their Verdict to the said Judge & upon their Oath say "that the said Brigantine & her appurtenances, Stores, Guns, Arms & Boat were the Property of the Government and People of this State of the Massachusetts Bay and were taken by the Enemy and were in the Enemy's possession more than ninety six Hours and then no Condemnation thereon being had, was retaken on the high Seas, to wit, the tenth Day of February last, by Capt William Brown Commander of the Ship *Boston* and his Company & brought into the middle District of this State; and thereupon the Jury determine that one half of the neat Produce of said Brig Stores, Guns, Arms, Boat and appurtenances be to the Recaptors & others concerned therein and the other half to this State of the Massachusetts Bay."

And thereupon, It is, by the said Nathan Cushing Judge as aforesaid, considered and decreed that the said Brigantine *Independance* with her Stores, Guns, Arms, Boat and appurtenances be sold at public Vendue; and that the Monies thence arising, after deducting the Charges of Trial & Condemnation being eigh[t] Pounds fourteen Shillings & three pence and the Charges of Sale, be delivered, to wit, one half thereof to the Recaptors aftersaid, their agents or attornies, for the Use & Benefit of such Recaptors & others concerned therein; and the other half thereof to the said Richard Derby for the Use of the Government & People of the Massachusetts Bay.

attest Isaac Mansfield Clerk

1. Mass. Arch., vol. 159, 121-27. On this date the brigantine *Sally*, prize of the Massachusetts Navy brig *Tyrannicide*, Captain Jonathan Haraden, was also condemned.
2. *Independence*, before recapture by the *Boston*, had been taken by H.M. Sloop *Hope*. See Volume 7.

# JOURNAL OF H.M.S. *Juno*, CAPTAIN HUGH DALRYMPLE <sup>1</sup>

June 1777

Friday 27

Monument Land SW 3 Leagues

at 8 AM tackd in company as before

First part fresh Gales and hazy Latter little wind Working into Cape Cod Harbour at 1 PM a Brig and a Sloop run a shore near Cape Cod Harbr at 2 the *Amazon* made the Signal for all Boats man'd and Arm'd, Came to with the Bt Br in 7 fm water and sent the Boats to get the Brig and Sloop off fird Several Shott at the Rebels; on shore who had brought 2 Pieces of Cannon for the Protection of the Sloop at 3 got the Brig afloat sent 2 men on board of her and hung her at our Stern with the stream Cable <sup>2</sup>

1. PRO, Admiralty 51/4229.

2. *Compte D'Estaing*, from Martinique to Boston with salt, capture credited to H.M.S. *Amazon*, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 67.

28 June

CHARTER AGREEMENT FOR SCHOONER *Speedwell* AS A CARTEL VESSEL <sup>1</sup>

This Charter Party of Affreightment Indented made and fully concluded the Twenty eighth day of June, In the Year of our Lord One Thousand Seven Hundred and Seventy Seven, Between Nathaniel Waterman of Scituate – in the County of Plymouth, and State of the Massachusetts Bay Cooper Owner of the Schooner named *Speedwell* burthened about Forty Tons, whereof Job Prince junr is at present Master on the one part, And Robert Pierpont of Boston in the County of Suffolk and State aforesaid Merchant Commissary of said State for the Exchange of Prisoners of the other part; Witnesseth That the said Nathaniel Waterman for the consideration herein after mentioned Hath Granted and Letten to Freight, And by these presents Doth Grant and Lett to Freight unto the said Robert Pierpont for the use of said State The whole Hull or Body of the said Schooner Furniture and Appurtenances whatsoever to her belonging for a Voyage to be made in her as a Carteel Vessel from the Port of Boston aforesaid to Dartmouth, from thence to Rhode Island and from thence back to Boston again where she is to be discharged, And the said Nathaniel Waterman doth hereby Covenant with the said Robert Pierpont Commissary as aforesaid, That the said Schooner is tight Staunch and Strong and is and during the said Voyage shall be well and Sufficiently Tackled and Apparrelled for such a Vessel and Voyage.

In Consideration whereof the said Robert Pierpont in behalf of said State Doth hereby Covenant and Agree to and with the said Nathaniel Waterman, That he will Victual and Mann the said Schooner, and pay all Pilotage and Port Charges the said Voyage at the Expence of said State, And That the said State shall pay or cause to be paid unto the said Nathaniel Waterman for the hire of the said Schooner after the rate of Thirty pounds Lawful money per Callender Month, and after that rate for a less part than a Month, and that within Thirty days after her return to Boston aforesaid. To the true performance whereof the parties to these presents do bind and oblige themselves their heirs Executors and Administrators each unto the other his Executors Administrators and Assigns in the Sum and penalty of One hundred pounds Lawful money, firmly by these presents. In Witness whereof the parties aforesaid have hereunto Interchangably set their hands and Seals the day and Year first within written. Signed Sealed & Delivd in the presence of

Memo In Case the Vessel should be lost during the said Voyage then and in that Case the said Robert Pierpont Covenants in behalf of said State to pay the said Waterman Six hundred pounds, being the Estimated Value of the said Vessel

Witness

Nath<sup>l</sup> Waterman

Henry Alline jun

Francis Southack

1. Mass. Arch., Revolutionary Rolls, VIII, Charter Parties-Prisoners, 52-52a.

MAJOR GENERAL PHILIP SCHUYLER TO JEREMIAH POWELL <sup>1</sup>

[Extract]

Sir

Albany June 28th 1777.

I have just received two Letters from General St. Clair dated Tyonderoga of the 25th & 26th Instant. He advises me that the Enemy's Fleet and Army are arrived at Crown point; that they have sent strong Detachments one to cut off Fort George and the other either to surprize Skenesborough or throw themselves on the Communication between that and Tyonderoga. Our Garrison at Tyonderoga is greatly inadequate to the Defence of the expensive Works on both Sides of the Lake and I have unhappily no Troops to reinforce them. . . .

1. Mass. Arch., vol. 197, 207-08.

WORCESTER COUNTY COMMITTEE TO GOVERNOR THOMAS JOHNSON <sup>1</sup>

Sir/

Worcester County June 28th 1777

In obedience to your Request in yours of the 12 Inst we have consulted as to the Best mode of defence for Synepuxent Inlet and are clearly of Opinion that a row Galley constructed for a small draught of Water, will best answer the purpose, we think that a Galley to Carry Two Twelve poundrs and Sum Smaller Guns could protect the harbour against any of the Enemys Tenders for which there is Water in the Inlet. From the Bleakness of the place Judge that a floting Battery would be Useless except in Very moderate weather; for that reason we apprehend, that a Galley would be much more servicable, as She would be much more Manageable and would live much better in a high Sea, At present the Militia are planting some Cannon on the South Beach & on South point, which will Command the harbour, but the Cannon must be removed early in the fall, as the Beach is frequently overflowed, when the hard Easterly winds Come on -

Should you think proper to adopt our proposal, we must request, that you will send down a workman who is Acquainted with building Vesels of that kind as we know none that are. we could git Carpendars as Under workmen if we had one Master Bulder

We are with Due respect [&amp;c.]

Zadock Purnell Joseph Dashiell John Dorne

1. Red Books, XVI, 113, Md. Arch.

JOURNAL OF H.M.S. *Glasgow*, CAPTAIN THOMAS PASLEY <sup>1</sup>

June 1777

The West Corcos SEBE 2 Leagues

Friday 27

At 8 AM the Land bore WBS. 4 Leagues.

Fresh Breezes &amp; Cloudy

At 3 PM saw a Sail & gave chace at 5 fired 3 Shott & brot her too, proved an American Schooner from Cape Francois to Philadelphia with Molasses <sup>2</sup> sent an Officer and People to take charge of the Prize & brot the Prisoners aboard.

Saturday 28

At 9 AM spoke a Sloop from the Grand Corcos to Hene-

ago, At Noon brot too & sent a boat aboard the Prize.  
 Wore Ship Occasionally  
 Moderate Breezes and fair  
 At 2 PM sent a petty Officer & 4 Men with the Prize to  
 Jamaica

1. PRO, Admiralty 51/399.

2. *Betsey*, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

## 29 June (Sunday)

VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS<sup>1</sup>

Number 33.

*Eagle* Hudson's River

Sir

June the 29th 1777.

With this You will receive the Duplicates of my Dispatches sent in the *Halifax* Packet that sailed for England the 14th Instant.

By the *St Albans*, which arrived the 17th with the Remainder of the Convoy Captain [Richard] Onslow had in Charge, the *Favorite* Transport excepted, I had the Honor to receive the Commands of the Lords Commissioners of the Admiralty signified in your several Letters of the 11th and 12th of April. Information has since been brought by the Master of a Vessel lately released from Boston, that the *Favorite* was taken and carried into that Harbor. Captain Onslow's Report respecting his Separation from the Transport is enclosed herewith.

The Main-Yard of the *St Albans* being decayed and broke in the Slings, and the Crew of the Ship very sickly, it is doubtful whether she can be made ready in time to attend the next Movement of the Army. Captain Onslow, when about One Hundred and Fifty Leagues from this Port, fell in on his Passage from England, with two Armed Ships of the Rebels of Thirty-two or Thirty-six Guns each; supposed to be a part of the Number that put to Sea from Boston the 21st past. They stood off to the Southward upon Appearance of his Intention to chase. He h[ad] Sight also, at different times, of five small Vessels, judged to be a further Part of the same Armament. But, attending to the Principal Object of his Appointment the safe Conduct of the Transports, he steered after th[ese] Cruizers only for the Purpose of forcing them from t[he] Station they appeared to have taken; Tho' the Advantage they had of the *St Albans* in Sailing did not promise much Success, if it had been expedient to continue the Chace. – They will be probably met with again, if they keep the same Station, by the *Raisonable*, after the Term of Captain Fitzherbert's appointed Cruize is expired; Or by Captain Parker who sailed the 15th from Chesepeak Bay to clean the *Phoenix* at Halifax, A Measure made necessary at this unseasonable Time, by the Damage the Cables received consequent of the Injury the Ship suffered in her False-Keel forward, when on Service in the North River last Summer, whereby she was disabled from continuing upon the River Service for which she was intended.

By the *Scarborough*, escorting some Transports with Provisions and Necessaries for the Army, and a Proportion of Naval Stores wanted from Halifax at this Port, I received Advice from Captain Pownoll of his Arrival at Quebec the 6th of last Month. He had sent his Dispatches to Halifax, by