

**Naval Documents
related to the
United States Wars
with the Barbary Powers**

**Volume II
Part 1 of 3**

**Naval Operations
including diplomatic background
from January 1802 through
August 1803**

**United States
Government Printing Office
Washington, 1940**

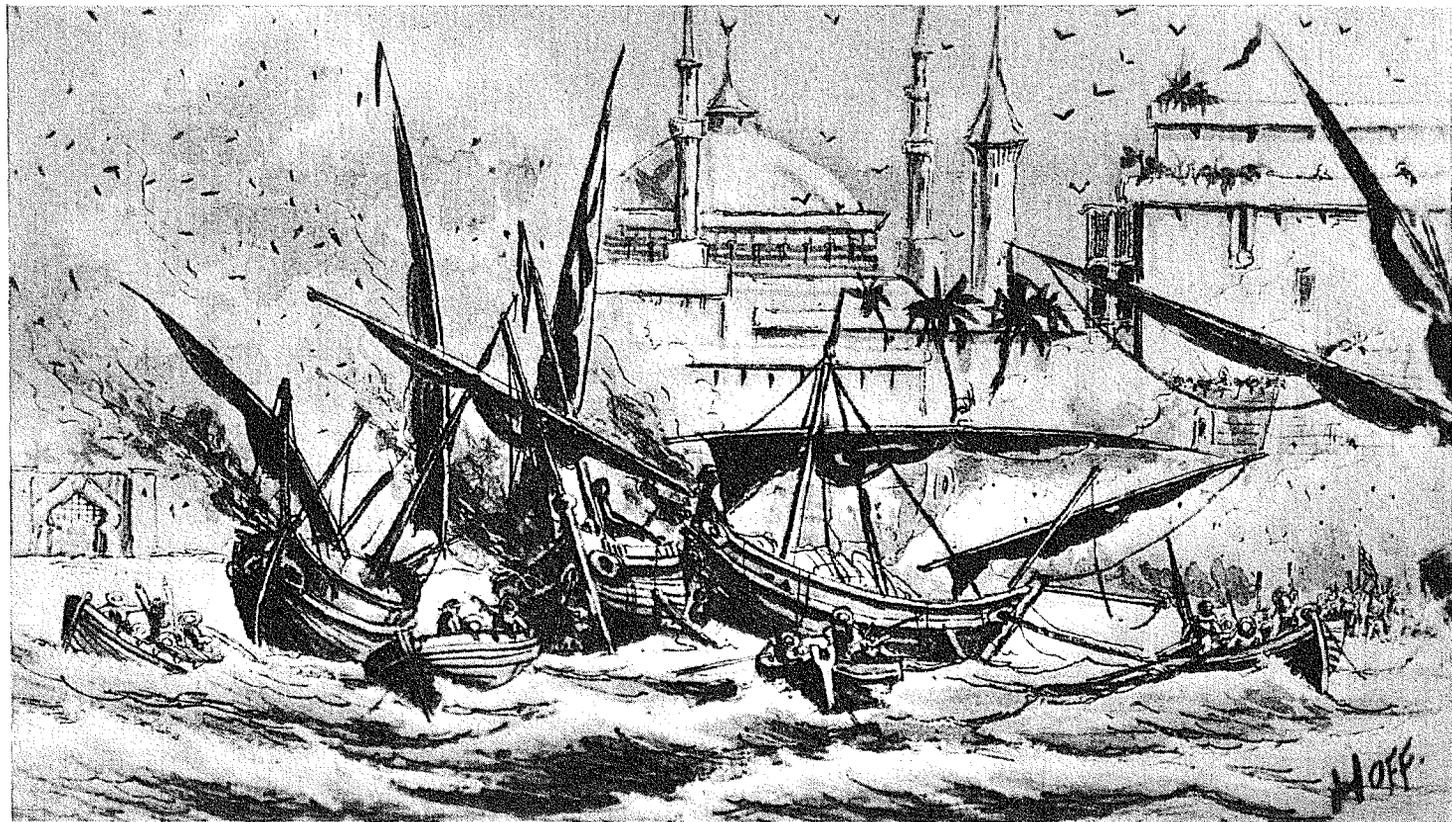
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NAVAL OPERATIONS

FROM JANUARY 1802 THROUGH AUGUST 1803

WARS WITH BARBARY POWERS



LIEUTENANT PORTER ATTACKING TRIPOLITAN VESSELS ON THE BEACH.

NAVAL DOCUMENTS

RELATED TO THE
UNITED STATES WARS
WITH THE BARBARY POWERS

VOLUME II

NAVAL OPERATIONS

INCLUDING DIPLOMATIC BACKGROUND
FROM JANUARY 1802 THROUGH
AUGUST 1808

PUBLISHED UNDER DIRECTION OF
The Honorable CHARLES EDISON
Secretary of the Navy

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

By Authority of Act of Congress
Approved March 15, 1934



UNITED STATES
GOVERNMENT PRINTING OFFICE
WASHINGTON: 1940

PREFACE

This volume is the second of a projected series of documentary source material dealing with our wars with the Barbary States of Northern Africa (1785-1816). It covers naval operations from January 1802 to August 1803, inclusive, and contains much hitherto unpublished matter concerning naval activity, together with related diplomatic, political and commercial affairs.

In this volume war continued with Tripoli and the blockade against her was kept up irregularly by our vessels. In the spring of 1802 the squadron under Commodore Richard Dale was relieved by that under Commodore Richard V. Morris. Later the Emperor of Morocco declared war against the United States, to add a second enemy while peace with Algiers was preserved only through the payment of tribute, and relations with Tunis remained very precarious from her truculence. The latter seemed only to be awaiting a favorable opportunity or excuse for breaking the peace.

Among other events captures were made by the *Enterprize*, *John Adams* and *Philadelphia*; there were several engagements with Tripolitan Gunboats in or near Tripoli; the largest of the Tripolitan cruisers (22 guns) was driven ashore and destroyed by the *Enterprize* and *John Adams*; a boat expedition under Lieutenant David Porter, U. S. Navy, landed in the face of heavy fire to burn eleven Tripolitan coasting vessels driven ashore by our vessels. The suspension of Commodore Morris and the succession to command by Captain John Rodgers, in the fall of 1803, was closely followed by the arrival of the relieving squadron under Commodore Edward Preble. In addition are included the Navy Regulations of 25 January 1802.

The first volume of the Barbary War series already published, dealt with such important events as: The voyage of the U. S. S. *George Washington* from Algiers to Constantinople under compulsion by the Dey of Algiers; the declaration of war by Tripoli against the United States; the sending of a squadron to the Mediterranean under the command of Commodore Richard Dale; the blockading, in the Bay of Gibraltar, of two Tripolitan cruisers under the command of Murad Reis; the engagement with and capture of the Tripolitan cruiser *Tripoli* by the U. S. Schooner *Enterprize*; and the blockade of Tripoli. Included in the first volume also were a sufficient number of diplomatic documents to present an adequate diplomatic background to the hostilities and a proper diplomatic relationship to the naval operations. This diplomatic connection has also been carried out in the second volume, as well as political, economic and other broad factors related to naval affairs.

The same chronological arrangement is followed as in the previous volume of this series, and in the Quasi-War with France series.

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

In addition to the individuals, private organizations and government activities mentioned in previous volumes sincere thanks for valuable assistance are due to Mr. Henry W. L. Dana, Mr. James Sewall, Vice Admiral W. L. Rodgers, U. S. Navy (ret.), Mrs. F. E. Vensel, Commander Sherwood Picking, U. S. Navy, Mr. Frank Littleton, Lieutenant D. P. Tucker, U. S. Navy, the Essex Institute, Genealogical Society of Pennsylvania and the Navy Yard, Boston, Mass.

This volume has been prepared under the immediate supervision of Lieutenant Commander Frank E. Vensel, Jr., U. S. Navy, and his successor, Lieutenant Joe W. Boulware, U. S. Navy. The detailed preparation of the volume is largely the work of Miss Loretta I. MacCrimble. Others who have given valuable assistance are Mr. Henry F. Lunenburg, Miss Catherine M. MacDonnell, Mrs. Clara R. Collins, Miss Georgia T. Munroe, Miss Mary D. Hall and Miss Mary C. Leeman.

The publication of these documents was made possible by the Acts of Congress approved March 15, 1934, and May 25, 1939, quoted below:

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

“For continuing the printing of historical and naval documents, including composition, clerical copying in the Navy Department, and other preparatory work, in accordance with the provisions of the appropriation made for the commencement of this work as contained in the Naval Appropriation Act for the fiscal year 1935, \$12,000, together with the unexpended balance for this purpose for the fiscal year 1939: Provided, That nothing in such Act shall preclude the Public Printer from furnishing one hundred and fifty copies of each volume published to the Library of Congress.”

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

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ABBREVIATIONS INDEX TO SOURCES

| | |
|----------------------------|--|
| A..... | Area. |
| Acct..... | Accountant. |
| Aff..... | Affairs. |
| Am..... | American. |
| Appts..... | Appointments. |
| Bk..... | Book. |
| Boston PL..... | Boston Public Library, Boston, Mass. |
| CL..... | Consular Letters, State Department Records. |
| Col..... | Collection. |
| Cong..... | Congress. |
| Dale LB..... | Letter Book of Captain Richard Dale, U. S. Navy, from collection of Mr. E. C. Dale. |
| Dana, H. W. L., Col..... | Collection made available by Mr. Henry Wadsworth Longfellow Dana. |
| Decatur Col..... | Collection of Mr. Stephen Decatur, 3rd. |
| Dip. Cor..... | Diplomatic Correspondence, State Department Records. |
| Disp. to Con..... | Dispatches to Consuls, State Department Records. |
| Dom. L..... | Domestic Letters, State Department Records. |
| EPP..... | Edward Preble Papers, Manuscripts Division, Library of Congress. |
| For..... | Foreign. |
| GAO..... | General Accounting Office. |
| Gen. Soc. of Penna..... | Genealogical Society of Pennsylvania. |
| GLB..... | General Letter Book, Navy Department Archives. |
| Hepburn, Earle, Col..... | Collection of Mr. Earle Hepburn, Philadelphia, Pa. |
| HS of Pa..... | Historical Society of Pennsylvania. |
| H. E. Huntington L&AG..... | Henry E. Huntington Library and Art Gallery, San Marino, California. |
| Journal 1803..... | Journal of U. S. Frigate <i>John Adams</i> , written in French and translated by the Office of Naval Intelligence, July, 1939. |
| L&AG..... | Library and Art Gallery. |
| LB..... | Letter Book. |
| LC..... | Library of Congress. |
| LR..... | Letters Received, U. S. Marine Corps. |
| LS..... | Letters Sent, U. S. Marine Corps. |
| Maine HS..... | Maine Historical Society, Portland, Me. |
| MCA..... | U. S. Marine Corps Archives. |
| Misc. LB..... | Miscellaneous Letter Book, Navy Department Archives. |
| NA..... | U. S. Naval Academy, or the National Archives, Washington, D. C. |
| NA. ND..... | Navy Department Records in the National Archives. |
| NA. SDA..... | State Department Records in the National Archives. |
| Nav..... | Naval. |
| Naval Chronicle..... | "United States Naval Chronicle", by Charles Washington Goldsborough, 1824. |
| ND..... | Navy Department. |
| NDA..... | United States Navy Department Archives. |
| Nom..... | Nominations. |
| NR&L..... | Office of Naval Records & Library, Navy Department, Washington, D. C. |
| NYHS..... | New York Historical Society, New York, N. Y. |
| Officers LB..... | Officers' Letter Book, Navy Department Archives. |
| OSW..... | Letters to Officers of Ships of War, Navy Department Archives. |
| Pap..... | Papers. |
| Roosevelt, F. D. Col..... | Private Collection of President Franklin Delano Roosevelt. |
| SDA..... | State Department Archives. |
| Sec..... | Secretary. |
| Statute..... | United States Statutes at Large. |
| USNA..... | U. S. Naval Academy, Annapolis, Md. |

NAVAL OPERATIONS

FROM JANUARY 1802 THROUGH AUGUST 1803

WARS WITH BARBARY POWERS

NAVAL OPERATIONS

FROM JANUARY 1802 THROUGH AUGUST 1803

WARS WITH BARBARY POWERS

[1802]

Extract from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy,
commanding

QUARTER BILL

or the distribution of the Captain, Officers, Seamen, Ordinaries, Boys and Marines forming the Crew Consisting of 262 in number of the United States Frigate *Essex* of 32 Guns, when prepared for an engagement at Sea —

QUARTER DECK

William Bainbridge, Commander in Chief

Richard Butler, Master, to assist in working Ship

James Renshaw }
John Rowe } Midshipmen to act as aids to the Captain —

Marines

Philip Alexander

James P. Mix

Levi Pritchett

Aaron C. Bromley

David Bosdict

Winthrop Chandler

Joseph O'Brien

Alex^r Hodges

Benjamin Colman

Charles Riley

George Lattimer

James Wilson

Oliver Hancock

Freeman Upson

Smith Woodruff

John Letts

Elijah Chiney

Peregrine White

William Prine

Bodwell Coffin

Henry Edwards

Perez Egglestone

Samuel Blanchard

John Brown

John Horwell

John Stibbins

*To attend fore & fore top sail braces
&c*

Thomas Swartwout

George Merrill

Barnard Larnard

Moses Harriman

John Thompson 1st

John Burns

Richard Renew

David Lamb

George English

John Weyant

To attend Cross Jack braces &c

Simon Smith

Daniel Inyard

Andrew Hennell

Richard Grace

Martin Sibble

John Suggs

*To attend Main & Main topsail
braces*

Alex^t C. Harrison
 William Scallon
 Barnard Henry
 William Thomas
 John Charles
 James Curren
 Samuel C. Allen
 Jn^o Thompson 3^d
 Thomas Hitchings
 John Hill
 Andrew Christo
 Edward Jacksley

To attend the wheel

John Leidster
 James Kittere

To command Q^r Deck Guns

Lieut^t Joseph Tarbell

*Q^r Gunner to attend quarter Deck
Guns*

William Robinson

N^o 28 & opposite

John Hannah, Captain
 William Philips
 Elisha Billings
 John Murray
 James Wright

N^o 29 & opposite

Nicholas Harris, Capt.
 Samuel Warner
 John M^oMullen
 William Summers
 William Marrington

N^o 30 & opposite

Dennis Holsten, Capt.
 John Decker
 Olager Hagburg
 Michael Cantwell
 John Granquest

Fore castle, Waist &c

Joseph Martin, Boatsⁿ
 Eli Dill
 Nathaniel Parsons
 Thomas Enwright
 Will^m Brown, Boatsⁿ M.

Fore Castle Guns

William Shattuck
 Samuel S. Green
 Henry White
 Nathaniel White
 William Blue
 Benjamin Vaughen

Waist

Thomas W. Hooper
 Joseph Nasworthy
 Charles Millar
 John Hutchins
 Jeremiah Getchill
 Peter M^oNeill
 Peter Duffey
 John Robertson
 William Stiller
 Nathaniel Wheeler
 Peter Doyle
 Philip Tillibrough
 Andrew Congdon
 John W. Snow
 Samuel Shaw
 Nehemiah Richards
 Solomon Hewit
 Nath^l H. Jewet

*Waist**Marines, Continued*

Sylvanus Burrell
 John Crawford
 Obadiah Glashier
 William Brown
 Nath^l F Mix
 Jeremiah Russell

*Tops**Fore Tops*

Benjamin Smith
 Ebenezer Varney
 James Lace
 Zenias Leach

Main Top

Daniel Murray
Joseph Bradley
Oliver Cromwell
James Williams

Mizzen Top

John P. D. H. Craig
Elias Bogerson
John Davis

GUN DECK

Guns thereon divided into three divisions, the first & third to consist of four each & the second of five —

Stephen Decatur, to command first Division

Daniel M^cNeill, to assist

John H. Dent, to command second Division

George S. Hackley, to assist

George W. Tew, to command third Division

Charles Miles, to assist

Attend passing of ammunition

Benjamin West
William Thomas, Cooper
Harman Fisher

Assistant

John C. Shindle

Attend Boatswains store room

John Turner

Q^r Gunners

Jn^o Smiley 1st Divis^o

Jos^o Mead 2^d “

John Brown 3^d “

N^o 1 & opposite

Samuel Hutson, Capt.

John Hopkins

John Dumanch

Louis Picquerie

Seth Andrews

Gideon Gardner

Samuel Cobb

William Hodgkins

N^o 2 & opposite

Allen Alexander

James Tobens

Thomas Majury

Thomas Edwards

Lewis Muniere

Lemuel Roberts

William Parks

Benjamin Bowen

N^o 3 & opposite

Robert Cochran, Captain

John Markale

Lawrence Abrahams

Joseph Jackson

David Ackerman

Jacob Hopper

David Mills

William Dale

N^o 4 & opposite

James Jones, Capt.

John Kennedy

James Fletcher

John Davis J^r

John Rowe

Peter Hutton

Tho^o Vanwyck

John Chatham

N^o 5 & opposite

James Angel, Capt.

Bartlett Cornelius

William Robertson

Martin Hart

Hector M^cLean

John Crossman

Paul Sabern

John Briggs

N^o 6 & opposite

Isaih Bacon, Captain

Henry Reynolds

James Brinley

Josiah Bumpers

Cornelius Havens

James Foster
Isaac Lewis
William Howell

N^o 7 & opposite

John Daniels, Capt.
Peter Furney
Robert Dinan
Richard Shey
John Clayton
Asa Whitaker
Joseph Haggerty
Augustus Reniewe

N^o 8 & opposite

Thomas Jones, Captain
Hugh M^oFaden
Peter Brown
Andrew Hyer
John Brown
Robert Carr
William Boyle
John Watts

N^o 9 & opposite

Charles Porter, Capt.
Washington Ashford
John Glover
William P. Roath
Patrick Hogan
Job Grime
Patrick Lerry
Dennis M^oGerry

N^o 10 & opposite

Ja^s Harrington, Capt.
Marsfield Williston
Joseph Sutcliff
Charles Simpson
Joseph Butman
Peter Blanchard
John Barkwell
William Kippen

N^o 11 & opposite

Jn^o Nelson, Captain
Thomas Montgomery
Michael Burns
John Anderson
Christopher Mingos
Jacob Vanderbos
Fra^s Burr
John Campbell

N^o 12 & opposite

William Whalen, Capt.
Charles Whitwood
Hiram Colver
James Cadwell
John Grier
John Schofield
John Thompson
Elijah Flint

N^o 13 & opposite

Rob^t Lowther, Cap^t
John Winchell
Will^m Reid
Gordon Miner
John Wood
Rob^t Guidron
John Rinquet
W^m James

To attend pumps, shot holes &c

Oliver Rumsey
Abner Richards
Robert Burney

To attend Magazine filling room &c

Samuel Majury
Ambrose D. Trott
William Wallace

To attend light room

Benj. C. Bartlett

To attend Galley & act as fire men
 Montgomery Orr
 Jonathan Kendal

Timothy Winn Purser
 Alexander Wood

Cock Pit

James Wells, Surg.
 Nath^l Tisdall, Mate
 Tho^t Marshall “

Shot lockers below

James Chandler
 Joseph Antonio
 Augustus Warden

BOARDERS

Lieu^t Decatur
 Lieu^t Tarbell
 Alex^t C. Harrison
 Daniel M^eNeill
 George Hackley
 Thomas Swartwout
 William Marchant
 John Thompson
 Richard Reniewe
 John Charles
 Thomas Hitchings
 William Philips
 Samuel Warner
 John Decker
 Eli Dill
 William Brown
 Samuel S. Green
 Henry White
 Nath^l White
 William Blue
 John Hopkins
 Louis Picquerie
 James Tobens
 Thomas Majury
 John Markal
 Laurence Abrahams
 John Kennedy
 James Fletcher
 William Robertson
 Hector McLean
 James Brinley
 Cornelius Havens
 Robert Dinan
 John Clayton
 Peter Brown

John Brown
 John Glover
 Patrick Hogan
 Charles Simpson
 John Barkwell
 Thomas Montgomery
 Michael Byrne
 Charles Whitwood
 Hiram Colver
 John Winchell
 William Reid
 Lieut Hooper Marines
 Jos. Nasworthy
 Charles Millar
 John Hutchins
 Jeremiah Gitchell
 Peter M^eNeill
 Peter Duffey
 John Robertson
 William Stiller
 Nathaniel Wheeler
 Peter Doyle
 Philip Tilliborough
 Andrew Congdon
 John W. Snow
 Samuel Shaw
 Nehemiah Richards
 Solomon Hewit
 Nath^l H. Jewit
 Sylvanus Burrell
 John Crawford
 Obadiah Glaisher
 William Brown
 Nath^l F Mix
 Jeremiah Russell

| <i>Sail Trimmers</i> | <i>Sail Trimmers</i> | <i>Fire Men</i> |
|-------------------------------|------------------------------|--------------------|
| Thomas Swartwout | John Suggs | Timothy Winn |
| George Merrill | Alex ^r C Harrison | John Shattuck |
| Barnard Larnard | William Scallon | Montgomery Orr |
| Moses Harriman | Barnard Henry | Jonathanan Kendall |
| John Thompson 1 st | William Thomas | Gideon Gardner |
| John Burns | John Charles | Lewis Muniere |
| Richard Reneuiv | James Curren | David Ackerman |
| David Lambs | Samuel C. Allen | John Davis |
| George English | John Thompson 3 ^d | John Briggs |
| John Weyant | Thomas Hitchings | James Foster |
| Simon Smith | John Hill | Joseph Haggerty |
| Daniel Inyard | Andrew Christo | William Boyle |
| Andrew Hennell | Edward Jacksley | Patrick Lerry |
| Richard Grace | | William Kippen |
| Martin Sibble | | Christopher Mingos |
| | | John Wood |
| | | John Grier |

CONTRACTIONS

| | | | |
|-----------------------------------|-----------------|------------------|---------------------------|
| SB | Ships Books | A G | After Guard |
| Q | Quality | Q G | Quarter Gunner |
| M | Mess | Q M | Quarter Master |
| H B | Hammock & bag | B M | Boatswains Mate |
| W, watch, L larboard, S Starboard | | C | Carpenter |
| F C | fore castle | M ^r | Marine |
| F T | fore top | L ^r M | Lieu ^t Marines |
| M T | Main top | Arm. | Armourer |
| S, | Seaman | M. A. | Master at Arms |
| O S | ordinary Seaman | G M | Gunners Mate |
| S M | Surgeons Mate | C. M. | Carpenters Mate |
| S M | Sailmaker | C ^r | Cooper |
| Mid. | Midshipman | L ^a | Landsman |
| C C | Captains Clerk | W, | Waist |
| M ^r T | Mizzen top | | |

[NA. ND original.]

Extract from journal of U. S. S. Essex, Captain William Bainbridge, U. S. Navy, commanding

STATION BILL FOR TACKING & WEARING SHIP BY WATCHES

When all hands are working Ship, the watches are to be united in their Stations —

W^m BAINBRIDGE

| L W | STATION | S W |
|---|-------------------------|--|
| Lawrence Abrahams To let go | Fore & Fore Top Bowline | John Hopkins to let go |
| James Fletcher To let go | Jib Sheets | Tho ^s Majury To let go |
| Henry White To let go | Stay Sail Sheets | Allen Alexander to let go |
| W ^m Wallace, to let go Rob ^t Carr, to haul out Lemuel Roberts Jacob Hopper Henry Reynolds Peter Hutton Peter Blanchard John Chatham Corn ^s Havens Jn ^s Crossman Asa Whitaker David Mills | Fore Sheets | Abner D. Trott, to let go Jn ^s Brown, to haul aft Jn ^s Clayton Josiah Bumpers Andrew Hennell Rich ^d Grace Joseph Butman Jn ^s Briggs Jn ^s Grier Gideon Gardner W ^m Boyle Jn ^s Barkwell |
| Nath ^l Parsons to raise | Fore Tacks | Peter Furney to raise |
| Tho ^s Enwright Isiah Bacon W ^m Whalen W ^m Blue Rob ^t Montgomery | Fore Castle | Rob ^t Cochran Edw ^d Jacksley Ja ^s Angel Nath ^l White Bartlet Cornelius |
| Joseph Mead to let go Rob ^t Bruney, haul out Rob ^t Carr Lemuel Roberts Jacob Hopper H ^v Reynolds Peter Hutton Peter Blanchard Jn ^s Chatham Corn ^s Havens Jn ^s Crossman Asa Whitaker David Mills | Main Tack | Abner Richards, let go Jn ^s Smiley, haul out Jn ^s Brown Jn ^s Clayton Josiah Bumpers Andrew Hennell Rich ^d Grace Joseph Butman Jn ^s Briggs Jn ^s Grier Gideon Gardner William Boyle Jn ^s Barkwell |

| L W | STATION | S W |
|--|---|--|
| <p>W^m Philips Ja^s Kittiere Sam^l Cobb Patk. Lerry</p> | <p>To attend stay sail sheets in the Waist</p> | <p>Paul Sabern John Scofield Jacob Vanderbos Jn^o Suggs</p> |
| <p>Ja^s Brown, to let go Rob^t Lowther, haul aft Montgomery Orr Jonathan Kendall Jn^o Winchell Benj. C. Bartlett Rob^t Guidron Job Grime Fra^s Burr Ja^s Foster Ja^s Wright John Thompson Elijah Flint</p> | <p>Main Sheets</p> | <p>Ja^s Chandler, let go W^m James, haul aft Sam^l S. Green William Thomas Jn^o C. Shindle Jn^o Turner Jean Rinquet Isaac Lewis W^m Parks Jn^o Decker Alex^r Wood Augustus Reniewe Augustus Warden Dennis M^o Gerry</p> |
| <p>Tho^s Enwright, to let go Isaiah Bacon, haul out William Whalen Will^m Blue Tho^s Montgomery</p> | <p>Main Bowline</p> | <p>Rob^t Cochran, to let go Edw^d Jacksley, haul Ja^s Angel Nath^l White Bartlet Cornelius</p> |
| <p>Jn^o Davis, to let go Martin Hart, haul Jn^o Harrington Martin Sibble Rich^d Shey Jn^o Whood Ja^s Cadwell</p> | <p>Main Top Bowline</p> | <p>Jn^o Thompson, to let go Ja^s Toben, let go Jn^o Barkwell Jn^o Burns Tho^s Edwards Rob^t Dinan Ja^s Jones Zenias Leach</p> |
| <p>Hiram Colver W^m Read Jn^o Kennedy W^m Thomas Ja^s Curren</p> | <p>Main Clue Garnets</p> | <p>Jn^o Nelson Wash^r Ashford Jn^o Campbell Peter Brown Ja^s Brinley</p> |
| <p>Will^m Summers Benj. Bowen Will^m Dale Pat Hogan W^m Marrington Tho^s Hitchings Seth Andrews Brown</p> | <p>Cross Jack & Miz topsail Braces</p> | <p>W^m Hodgkins Elias Bogerson Sam^l Warner Jn^o Suggs Harman Fisher W^m P. Roath Cha^s Simpson Perez Egglestone</p> |

| L W | STATION | S W |
|--|--|--|
| Daniel Inyard John Rowe Jo ^e Nasworthy Cha ^r Millar Jn ^o Hitchings David Bosdict | Mizzen Staysail brails from thence to Main Brace | Michael Cantwell Jn ^o Weyant Ja ^s P Mix Levi Pritchett Aaron Bromley Jeremiah Getchill |
| Richard Reniewe Lewis Muniere David Ackerman Jn ^o Thompson David Lamb Jn ^o Murray Daniel Inyard Jn ^o Rowe Joseph Nasworthy Cha ^r Millar Jn ^o Hutchins David Bosdict Jeremiah Russell Peter M ^e Niell Nath ^l Wheeler Alex ^r Hodges Benj. Coleman Cha ^r Reilly Joseph OBrien Peter Doyle Obediah Glashier | Main Braces | Jn ^o Hannah Jn ^o Anderson W ^m Kippen Gordon Minor Michael Cantwell Jn ^o Weyant Ja ^s P Mix Levi Pritchett Aaron C Bromley Jeremiah Getchill Winthrop Chandler Peter Duffey Jn ^o Robertson Ja ^s Kittiere Geo. Lattimer Ja ^s Wilson Oliver Hancock Freeman Upson Jn ^o Stebbins Smith Woodruff |
| Hector M ^e Lane Jos. Haggerty Elisha Billings Andrew Christo Philip Tilliboro' And ^r Congdon Jn ^o W Snow Samuel Shaw Nehemiah Richards Solomon Hewit Nath ^l H. Jewit | Main topsail Braces | Hugh M ^e Faden Jn ^o Watts Tho ^s Vanwyck Christopher Mingos Benj. West Jn ^o Granquest Benj. Vaughen Jn ^o Hill Eligh Chiney Nath ^l White Will ^m Prine |
| George English Jn ^o Campbell Sylvanus Burrell Jn ^o Crawford | Main Top gallant Braces | Solomon Hewit Ja ^s Foster Bodwell Coffin Henry Edwards |

| L W | STATION | S W |
|---|---|---|
| Rich ^d Reniewe Lewis Muniere David Ackerman Jn ^o Thompson David Lamb Jn ^o Murray Daniel Inyard Jn ^o Rowe Jos. Nasworthy Cha ^s Millar Jn ^o Hutchins David Bosdict Peter M ^c Neill Nath ^l Wheeler Alex ^r Hodges Bart. Cornelius Cha ^s Reilly Jo ^s O'Brien Pet. Doyle Obad. Glashier | Fore Braces | Jn ^o Hannah Jn ^o Anderson W ^m Kippen Gordon Miner Michael Cantwell Jn ^o Weyant Ja ^s P Mix Levi Pritchett Aaron C. Bromley Jerem. Getchill Winthrop Chandler Peter Duffey Jn ^o Robertson Ja ^s Kittiere Geo. Lattimer Ja ^s Wilson Oliver Hancock Freeman Upson Jn ^o Stebbins Smith Woodruff |
| Hector McLane Joseph Haggerty Elisha Billings Andrew Christo Philip Tilliboro' Andrew Congdon Jn ^o W Snow Sam ^l Shaw Nehemiah Richards Solomon Hewit Nath ^l H. Jewit | Fore Top Sail Braces | Hugh M ^c Faden Jn ^o Watts Tho ^s Vanwyck Christ ^l Mingos Benj. West Jn ^o Granquest Benj. Vaughen Jn ^o Hill Elijah Chiney Nath ^l Wheeler W ^m Prine |
| George English Jn ^o Campbell Sylvanus Burrell Jn ^o Crawford | Fore Top gall ^t Braces | Solomon Hewit Ja ^s Foster Bodwell Coffin Henry Edwards |
| Jn ^o Davis Martin Hart Jn ^o Harrington Martin Sibble Rich ^d Shey Jn ^o Whood Ja ^s Cadwell | Set up fore top Mast breast Back Stays | Jn ^o Thompson Ja ^s Tobens Jn ^o Markal Jn ^o Burns Tho ^s Edwards Rob ^t Dinan Ja ^s Jones Zenias Leach |
| Hiram Colver W ^m Reid Jn ^o Kennedy W ^m Thomas Ja ^s Curren Lewis Piquerie Oliver Cromwell Samuel Allen Jn ^o Hill | Set up Main top Mast breast Back Stays | Jn ^o Nelson Washington Ashford Jn ^o Charles Peter Brown Ja ^s Brinley Jn ^o Glover Joseph Sutcliff Joseph Antonio James Williams |
| Lewis Muniere | Miz. Staysail Sheet | Jn ^o Anderson |

Officers of the United States Marine Corps, William Ward Burrows, Lieutenant Colonel Commandant, 1802

Captains.

Franklin Wharton,
Daniel Carmick,
James McKnight,
John Hall,

Nath'l R. Sheridine,
Edward Hall,
Michael Reynolds,
John Howard,
Sam'l Llewellyn,
Thomas Barclay,
John R. Fenwick,
Samuel Baldwin,
John Johnson,
Wm. S. Osborne,

1st Lieutenants.

James Weaver,
Barth'w Clinch,
Anthony Gale,
Robert Rankin,
Henry Caldwell,
Josiah Riddick, jr.
William Amory,
James Thompson,
Jas. R. Middleton,
Newton Keene,

2d Lieutenants.

Philip Alexander,
Thos. W. Hooper,
Presley N. O'Bannon,
Enoch S. Lane,
Robert Greenleaf,
Jacob Giles Smith.

[NR&L. "Naval Chronicle", Wan: G-622.]

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

PHIL.^s Jan^y 1st 1802

SIR As it never could have been the intentions of Congress to reduce the Sailors ration in the U S. service, to that degree so as to create great dissatisfaction (& which I find has been the case since may last) for want of Correct information I must intrude upon you with such observations as I have been enabled to make during my term of service

I am averse to every kind of waste & I have [not] found any retrenchement necessary except in the article of bread 14 oz being quite sufficient

Under the former regulations 17^{lb} beef was allow'd which in a general way was seldom very good & when boil'd with the usual weight of bone was barely sufficient for three meals which had to make out of it the reduction of ¼^{lb} was unnecessary; the beef put up for the British Navy goes much farther than ours being better in quality & does not waste so much in boiling the Pork is sufficient, Fish is justly excluded unless put up for a short period being a perishable article but Potatoes & Onions as well as every other kind of Vegetable ought to be allowed whenever they can be procured upon reasonable terms for as long a time as they will keep as very contributory to the health of the Crew for we always observe that, soon after the assemblage of a ship's company who invariably lead irregular lives while on shore that many of them are soon down upon the Doctor's list & for want of a vegetable Diet remain long unfit for Duty I would also recommend good Kiln dry'd Indian Meal by way of an occasional breakfast with Molasses & from the cheapness of every article of Provision I presume 20 Cents will nearly be sufficient for all extra allowances or they might be substituted in lieu of suet, which we

seldom get & never put up to keed [keep] good for more than a few weeks

I have no doubt but those few changes would save the feelings of all the Commanders in the service who must otherwise be subjected to the murmurs of the Crew from a scanty allowance — The soldier may have his resources, but the sailor hath no subterfuge when pinched

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

To James Mackenzie & A. Glennie, London, England, from Captain Richard Dale,
U. S. Navy

Toulon 1st Jan^y 1802.

GENTLEMEN, I have drawn this day on you four Setts of Bills, in favour of Stephen Cathalan Jun^r Esq^r dated 1st 2nd 3rd & 4th Jan^y 1802, for two Hundred and Fifty Pounds Sterling each, amounting to One thousand pounds, which you will please to pay and charge the Same to Account of the Navy Department of the United States,

Mess^{rs} J Mackensie & A GLENNIE

Merch^{ts} London

N.B My reason for drawing the Bills in small Sums, was their being mor easily negotiated, and to a greater advantage, than if drawn for the whole, in one Sett — I put into this port to heave down the ship and examine her Botton, the pilot having run her on a rock coming out of Port Mahon —

[NDA photostat, Dale LB, 1801-1802.]

Extract from journal of U. S. S. Essex, Captain William Brainbridge, U. S. Navy, commanding, Saturday, 2 January 1802

Commences strong cold NW gales. At Meridian went on shore. At 1 PM returned, took in all boats At 2 PM weighed anchor & sailed from Malaga bay, $\frac{1}{2}$ past 4 blowing hard, double reefed topsails At 5 furled Main sail, blowing violently hard, took in topsails, reefed fore sail, put staysails on the ship, taking the topsails to close reef them, splitt the sails in the leaches, owing to the canvass being worn out. Bent 2 new topsails.

Throughout the night hard gales, severe lightning Under Storm staysails. At Meridian Marbeilla bore N $\frac{1}{2}$ E, Gibraltar WbN & apes hill W $\frac{1}{2}$ S

[NA. ND original.]

To Amaziah Jocelin (Captain of Galley), Wilmington, N. C., from Robert Smith,
Secretary of the Navy

[WASHINGTON, D. C.]

NAVY DEPT. 3 January 1802.

The arrangements of Congress relatively to the Navy, contemplating an extensive diminution of the Navy establishment, have imposed upon me a very unpleasant task, that of dismissing a number of meritorious officers. The Galley of which you have the command being ordered for sale, there will not after her sale be any occasion for your services as Captain of Galley. I must therefore inform you, that your Commission will be considered as terminating on the 20

instant, up to which period you will be pleased to make out your account, including 4 month's extra pay and transmit it to Thomas Turner Esq. for settlement.

[NDA. GLB, Vol. 5, 1801-1802.]

To Stephen Cathalan, Jr., U. S. Commercial Agent, Marseilles, France, from Captain Richard Dale, U. S. Navy

TOULON *Jan^r 3^d 1802*

SIR, Your Note of the 1st Ins^t came duly to hand, I note its contents. —

* * * * *

We have this Morning got the Ship Keel out, and I am sorry to say, that we find her as much Injured as I expected. —

[NDA photostat, Dale LB, 1801-1802.]

To Rufus King, U. S. Minister to London, England, from Captain Richard Dale, U. S. Navy

TOULON *Jan^r 5th 1802*

SIR, Since I had the Honor of writing to you, on the 30th Oct^r — It is painful to me to state to you the caus of my being at this place, on the 7th of Nov^r in Malaga Roads, M^r Kirkpartick handed me a letter [contents of which are referred to on page 615, "Naval Documents, Barbary Wars", volume 1], a copy of which you have herewith; the 9th Nov^r I sailed for Algiers & arrived there on the 14th completed my Business on the 15th and sailed for Mahon, to know if there was any truth in the said letter, I arrived there on the 19th Nov^r and was put in Quarantine for 15 days, I wrote the Governor [19 November 1801], respecting the Information, that I had received, he sent his Secretary alongside, to Inform me, that he had received my letter, and to assure me, that he knew of no such transactions, as I complained of, but would make strict enquiry into the Business and should he find there was any such transactions going on, that I might rest assured that he would put a stop to it he also, informed me, from the enquiry that had been made, since he received my letter, that there was a large Xebek mounting 34 Guns 12 & 9 pounders said to be purchased for the Bey of Tunis; that the Governor was determined not to suffer her to leave the Port, untill good security was given that she was not for the Bey of Tripoli; nor intended for that place. — from every Information that I could git I have no reason to beleave there has been any such Transaction at Mahon as the letter describes. —

On the 30th Nov^r the wind being favourable to go out to Sea, I gave orders accordingly, Coming out the Pilot run the ship on a rock; I put into this place on the 6th Ult^o to examine her Botton, Yesterday I had a look at it, I am sorry to say, it is much worse than I expected the lower part of the stem & fore part of the Keel is intirely gone, the Carpenters say it will take several days to put it to rights again. —

I do not expect I shall be able to get from this place before the first of next month,

The Navy Department Lodged in the Hands of Mess^{rs} J. Mackinzie & A. Glennie of London £9,000 Sterling for the use of the Squadron under my command, it was not expected at that time that we should remain so long in those Seas; from Accident and other causes, that

may take place, it may be possible that we shall be under the necessity to over draw, in that case, I hope due attention will be paid to the Bills drawn for the use of the Squadron, I am happy in saying that none of our Countrymen has fell into the Hands of the Tripolitans. —

I will thank you to forward the Inclosed Letter

[NDA photostat, Dale LB, 1801-1802.]

To Surgeon Thomas Triplett, U. S. Navy, U. S. Frigate *Chesapeake*, Norfolk, Va., from Secretary of the Navy

NAVY DEP^t 7 January 1802

In order that we may be prepared to have a chest of Medicine provided for the *Chesapeake* in due time, I have to request that you will be pleased to make out an estimate of what you consider will be sufficient to furnish a complete chest including instruments if they have not been already provided, calculating the *Chesapeake's* complement of Men at 400, and that her cruize may continue for 12 months. Be pleased also to make an estimate of Hospital stores necessary and transmit with the estimates to this dep^t as soon as conveniently may be. Let me know likewise whether a Chest as well as Medicine will be wanted.

[NDA. OSW, LB, Vol. 5, 1801-1802.]

To John S. M. Matthiew, U. S. Consul, Naples, from Lieutenant John Shaw, U. S. Navy

N^o 2 —

On b^d U S FRIGATE *Geo: Washington*
Jan^y 7th 1802—

SIR — I request you will in your own Person lay the Official Paper herewith Enclosed before the Minister Gen^l Acton and receive his Answer to the same, but it is requisite that previously to delivery you cause a Copy of it to be registered in the Consular Office of the U States; for which purpose I send it you open, you will be pleased to seal it after Copying.

A Copy

[NDA. Officers LB, 1802-1805.]

To General Acton, Prime Minister of State, the Two Sicillies, from Lieutenant John Shaw, U. S. Navy

On Board the U. S. FRIGATE *Geo: Washington*
NAPLES 7 January 1802

SIR I have the honor to state to your Ex^y, that it is this morning represented to me by Thomas Hill, a Citizen of the United States of America, Super Cargo of the American Brig *Traveller*, that said Brig cleared out very lately at Gallipoli with a Cargo of Oil Bound to Hamburg; that she put into this Port to wait the Convoy of this Frigate down the Mediterranean; but that she is here arrested & detained by order of the Government of this Place; And that it is signified to him her Cargo will be taken out of her by the same authority. — As I have instructions to take under my Convoy all American Vessels in this Port, & as I have communicated my orders to all such to be ready to sail by the first fair wind, I beg to be informed whether said Brig be arrested & detained as above represented, & if so, whether it be for any & what violation of the laws of this

Kingdom; or for what other reason said detention is made? In order that I may be enabled to lay a Statement of the facts before the Government of the United States, otherwise that orders may be given that no impediment be opposed to said Brig with her Cargo, taking the benefit of this Convoy —

His Ex^y Gen; ACTON

H. Sicilian]. Majesty's Prime Minister of State

[NA. SDA. CL, Tunis, Vol. 2, Part I, March 1801–Dec. 1802.]

Extract from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy commanding, Friday, 8 January 1802

Commences stormy weather, heavy gales from the S^d & W^d. At Meridian furled foresail. $\frac{1}{2}$ pM clewed up the topsails & handed them, ran along shore under miz. & fore topmast staysails. At 1 PM anchored in 22 fathoms, Algeziras bearing WbS. S^t Roque NE $\frac{1}{2}$ E. At 3 PM sent the pinnace on shore & got prattick. At 8 PM moored ship. Latter variable weather & westerly wind. At 9 AM dispatched a boat to Gibraltar for news.

[NA. ND original.]

To James Leander Cathcart, U. S. ex-Consul, Tripoli, from Captain Samuel Barron, U. S. Navy

Copy —

Philadelphia MALTA Jan^y 9th 1802

MY DEAR SIR I am this moment inform'd that a vessel is a going to Leghorn & sails immediately, I embrace the opportunity to write to you — The evening I left Leghorn the wind haul'd to the southward I could not sail through the passage of Elba consequently steered to the westward & at half the length of Corsica experienced a tremendous gale from W S W — & with difficulty weather'd the N W part of the Island carrying her under water, the wind getting northerly but continueing to blow violently I arrived here on Christmass day worn out with fatigue & anxiety of mind for several officers & fifty men were ill with pleurisies & Scurvy, 20 men are now in the Hospital I only wait for their recovery to proceed to the Southward which I hope will take place in two days, The Ship is now in better order than she ever has been —

I pass'd Tunis in a gale of wind consequently could not call in but am inform'd here that M^r Eaton is not there & that Doc^r Turner is left encharged with our affairs —

M^r Pulis our Consul here informs me that 25 days ago the Tripolines were all in port & had made no Captures as he has a correspondent in Tripoli he is enabled to draw from thence correct information, a vessel was leaving this Port for Tripoli as I enter'd so that they are possess'd of the knowledge of our being here —

The weather in this sea has been dreadfull a gale the same I encounterd on the 21st of December had nearly destroy'd several ships in this harbor, several of their ships of War having knock'd off] their rudders & receiv'd other damage — The *Kent* a 74 is totally dismasted & has not yet got in, two frigates are gone in quest of her A ship from England & a transport from Egypt are supposed to be lost, in fact such a winter has never been known before and I suppose has kept in our Tripoline friends —

I have heard nothing of our squadron coming out or of the Comodore since leaving you, very possible you will be first possess'd of information respecting them for here I seem to be cut off from the rest of the world — I expect you will drop me a line should any thing occur worth communicating, but I assure you that Independent of every other consideration it will give me extreme pleasure to hear of the health of M^r Cathcart & your charming children, I never can forget the very handsome & friendly treatment I receiv'd in your family —

Lord Kieths Squadron are all here the Harbor is filld with Ships of War, from his Lordship & his Captains I have receiv'd the most distinguish'd marks of polite attention & friendly hospitality, this prevents time hanging on me so heavily as a different reception might have occasioned —

I am totally without news when you write direct to our Consul who spells his name PULIS

Sign'd SAM^l BARRON

[NA. SDA. CL, Tripoli, Vol. 2, June 1801–Sept. 1805.]

Extract from journal of U. S. S. *Essex*, Captain William Brainbridge, U. S. Navy, commanding, Saturday, 9 January 1802

Commences strong westerly gales. All hands employed in scraping decks and cleaning ship. Rec^d from the Hospital at Gibraltar four Men belonging to the *President*. The Tripolitan cruizers are yet lying dismantled. The Captain of the Brig gone to Fez to see the Emperor

[NA. ND original.]

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

TOULON Jan^y 10th 1802

SIR, Since I had the Honor of writing to you on the 13th Ult^o a copy of which, and Sundry other papers, you have inclosed herewith on the 15th I was permitted to Pratique I waited on the Chiefs, of the different departments, who received me very politely and promised me every assistance in their power the next day we got the ship into the inner Harbour, Bad weather and the slow operations of the French carpenters, prevented us from heaving the ship Keel out until the 5th Ins^t She has been laying in that situation Both night and Day ever since the Carpenters say she will have to remain so four or five days more, before they will be able to complete their work — the lower part of the stem and 5 or 6 feet of the fore part of the Keel was intirely gone — you may rest assured I shall make every possible exertion to get from this place, but do not expect it will be until sometime in Feb^y, I shall proceed for the United States should nothing turn up to prevent me, I expect I shall see some of the ships of the next Squadron before I get clear of the Straits — I have heard nothing of the *Boston* as yet — the disbursments of the ship here, will be considerable, as we shall want provisions of every description to take us home, I am fearful, our Bank in London will not hold out as the other two ships will stand in need of many articles before they go home — I have received accounts Via, Leghorn of the [*George*] *Washingtons* arrival at Naples — it is pleasing to me to say that the Tri-

politans has not taken any of our country men as yet, I hope the Govern^t will send out a sufficien Force, with orders to act in such a way as to put it out of their power of ever attempting the like again I am out of the world here as to News, I know nothing of the movements in France. — I send this letter by M^r Isaac Cushing of the House of Mess^{rs} Samadet & Cushing those Gentlemen was very attentive on my arrival here, it is the first house in Marseilles — M^r Cushing informs me that M^r Cathalan will not be permitted to act as an American Consul, as the French Government, dos not permitt any Frenchman to act in that Capacity (but he acts at present) I expect M^r Cushing goes to America to get the appointment as Consul at Marseilles, should that be the case — I hope he will not be disappointed, he is spoking of with much respect at Marseilles; I will thank you to mention him to the President, — Just as I was going to close this letter, the *Boston* cast anchor in the roads of this place, all well, I have receiv^d your Dispatches and shall pay due attention to them Cap^t M^rNiell informs me in his letter that he saw at Malaga Rear Admiral Sodestrom commanding a Squadron, of four Frigates, he intends to proceed to this place to consult with me the best plan of operation against Tripoli

[NDA photostat, Dale LB, 1801-1802.]

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

PHI^a Jan^y 10th 1802

SIR! The enclosed list of Names, I recommend to you for Warrants in their respective stations they woud have been sent on sooner but we find great difficulties in finding proper Persons to fill those stations, & hope those will Answer — We shall in a few Days begin to take in our light stores & shall make every preparation to be in readiness to receive your final instructions so as to have nothing of importance to detain us long below, when the Season will permit to cast off from the Wharf — By the News papers I find our Ships have been soon out of provisions in the Mediterranean, it has generally been the rule with most of our Commanders to take three & four Months Water, which being a Bulkely article, takes up the room that ought to be filld up with provisions & few of our Ships take in Six Months Stores, for that reason —

With your approbation I shall only take in Water for ten Weeks as we have always friendly Ports to supply us at no expence & the Crew oftener refreshd with Vegitable & fresh Provisions when to be had cheap —

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

To Captain Richard Dale, U. S. Navy, from Lieutenant John Shaw, U. S. Navy, commanding U. S. S. *George Washington*

NAPLES Jan^y 11th 1802 —

I have the honour to Inform you of my Arrival in Tunis on 2nd of December in C^o with the *Peace & Plenty* I was detained some few Days in the Bay with head winds and Calms — I arrived off this Port on 17th but the Weather being so bad and Unacquainted with this Harbour I was not able to venture in the gale continued with

great Violence 'till the 20th During which time I suffered a Considerable Damage, I had a set of Top-sails torn to Pieces, and my Main-Shrouds all mostly carried away or stranded I anchored here on 21st and made every exertion to get the Ship ready, but the Continued violence of the Sea and Wind has made It Impracticable, I have had 4 Anchors Ahead and Notwithstanding I was near driving ASHore Being from Barbary I would not be Admitted to Pratick or enter their Mole but finding my Situation very bad having parted two of my Cables I wrote to the Health office on the 5th Instant informing them the Danger of my Ship and if they would not permit me to enter their Harbour that I would run in by force (my letter had the Desired effect I entered the Weather here was never known to be so bad it is a continual Gale attended with rain — An American Brig from N York was drove Ashore and went to pieces in a very short time, likewise a Greek Polacre Ship it is expected the latter will be got off, I am sorry to Inform you that the U States is badly represented here our Consul is a person of no Character or Influence in consequence our Commerce suffers were it not for M^r Degan a Partner of M^r Perviance of Leghorn I would not have known how to answer my Bills, M^r Eaton Accompanied us from Tunis, we have waited on H E General Acton and made some proposals to him concerning Prisoners and I intimated to him that we beleived it was the wish of the U States to Negotiate a Treaty of commerce with the Nation, G^l Acton seemingly liked the proposition and made not the least Doubt if a proper person was sent forward by the United States that a Negotiation would be entered into much to our Advantage and Interest, I am Sorry to hear of your being run on a rock — by your Pilot but I hope your Damage was of little consequence and be assur'd that every exertion shall be made on my part to get the Ship and to proceed to sea the first wind which Will answer — I am of an Opinion nothing is to be apprehended from Algiers, & Tunis relative to Hostilities untill we comply to pay Tripoli her Demands —

A Copy

[NDA. Officers LB, 1802-1805.]

To Cyrus Talbot, formerly Master Commandant, U. S. Navy, from Secretary of the Navy

NAVY DEP^t 11 January 1802.

CYRUS TALBOT Esq.

I am honored with your letter containing your ultimate decision on the subject of taking the command of the Schooner *Enterprize*, and forwarding your account including four month's extra-pay for settlement.

I very much regret that the public are to be deprived of the services of a Gentleman, who stands so high in the estimation of Government, and that it is not in my power to make a provision for you consistently with the existing arrangements of Congress, that would be acceptable to your feelings.

I have directed the Accountant to settle your account up to the 3^d Instant. —

[NDA. OSW, LB, Vol. 5, 1801-1802.]

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

NAVY DEP^t 12 January 1802.

Commodore TRUXTUN.

The *Chesapeake* now lying at Norfolk requires a Commander and the President has selected you for that appointment.

I have therefore the honor to direct that you repair immediately to Norfolk & assume the command accordingly.

On your arrival there, when you shall have taken a survey of the ship, you will be pleased to report to me whatever may be wanting, in the respective departments to complete her preparations for sea.

[NDA. OSW, LB, Vol. 5, 1801-1802.]

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

NAVY DEP^t 12 January 1802

The *Adams* requires a Commander and the President has selected you for that appointment.

I have therefore the honor to direct that you repair immediately to New York & assume the command of that ship.

On your arrival there, when you shall have taken a survey of the ship, you will be pleased to report to me, whatever may be wanting in the respective departments, to complete her preparation for sea.

[NDA. OSW, LB, Vol. 5, 1801-1802.]

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

NAVY DEPARTMENT, 12 January 1802.

It is the intention of Government that the *Constellation*, be prepared for sea immediately. You will therefore be pleased to indent for every thing necessary, & make your requisitions upon Geo: Harrison Esq.

[NDA. OSW, LB, Vol. 5, 1801-1802.]

To Captain Richard Valentine Morris, U. S. Navy, New York, N. Y., from Secretary of the Navy

NAVY DEPARTMENT, 12 January 1802.

The frigate *Constitution* now undergoing some repairs at Boston, requires the Superintendance of a Commander: I have therefore to direct that you repair to Boston immediately on the arrival of Captain Preble at New York, and assume the command of that ship, and report to me from time to time the progress you make in her equipment and preparation for a cruise.

[NDA. OSW, LB, Vol. 5, 1801-1802.]

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

NAVY DEP^t 13 January 1802.

You will immediately take orders for supplying the following detachments of marines.

For the frigate *Chesapeake* now lying at Norfolk, one Captain, one 1st Lieu^t, a due proportion of non-commissioned officers, music and fifty privates, which you will send from this place.

A similar detachment for the frigate *Constellation* at Philadelphia; twenty of which you will send from this place, and order the residue from the Navy Yard at Philadelphia.

For the *Adams* at New York, one 1st Lieutenant, 1 [2]nd Lieutenant, non-commissioned & 30 & thirty two privates.

For the *Enterprize* at Balt^o, one 1st Lieutenant, non-commissioned officers & 20 & twenty privates.

[See letter of 1 February 1802.]

[NDA GLB, Vol. 5, 1801-1802.]

To DeButts and Purviance, Leghorn, Italy, and James L. Cathcart, U. S. ex-Consul, Tripoli, from Captain Richard Dale, U. S. Navy

TOULON Jan^y 13th 1802.

GENTLEMEN, Your favours of the 25th Ult^o & the first Ins^t came duely to hand, I note their contents. —

The *President* has been Keel out seven days and the carpenters say she must remain in that situation three or four days Longer, before they will be able to complete her Bottom, the lower part of the stem & five or six feet of the fore part of the Keel was intirely gone, I do not expect I shall be able to get from this place untill some time in Feb^y I expect I shall proceed for America when I leave this. —

the *Boston*, Cap^t M^oNiell arrived in this port on the 11th Ins^t he will proceed in a day or two to Join Cap^t Barron, he will touch at Tunis, I am very Sorry that M^r Eaton has been under the Necessity to leave that place, I expect Rear Admiral Soderstrom here every day, he comes to consult with me the Best plan of protecting our commerce, he has four Frigates under his command.

You will please deliver the Inclosed letters to M^r Eaton, — I Have received no particular news from Government, but have heard that Cap^t Truxtun is coming into the Mediterranean with a Squadron of Frigates, and was to sail about the 1st Ins^t

R. DALE

[USNA. Dale LB, 1802.]

To Lieutenant Andrew Sterett, U. S. Navy, Baltimore, Md., from Secretary of the Navy

NAVY DEP^t 14 Jan^y. 1802.

presuming that it will be more agreeable to you, to retain the Command of the *Enterprize*, than to go upon furlough, you will consider yourself hereby reappointed to that station. —

You will instruct the officers of the different departments, to make out indents immediately, for every thing necessary for another cruize, which indents you will examine, and if you approve them, you will make your requisitions upon the Navy Agent accordingly, and you will put the schooner as early as possible in a state of complete preparation to receive her crew and weigh anchor immediately upon receiving your sailing orders.

The following officers have been ordered to join.

| | |
|--------------------------|---|
| John Rush | } Lieutenants, |
| John Foote | |
| Geo. Davis, | Surgeon. |
| M ^r Williams, | Mate, will be ordered from hence in due time. |
| Silas Butler, | Purser. |
| George Mitchel. | } Midshipmen |
| Robert Innes. | |
| Daniel Simms. | |
| Ben: Turner | |
| Dan ^l Wurts. | |
| Walter Boyd. | |

M^r Carter the Sailing Master, I presume is now on board. If you have not a Gunner (2), a Boatswain (1), a Sailmaker or a Carpenter, you will appoint suitable persons for all these stations, or such of them as may be vacant; letting me know their names.

You will report to me from time [to time] the progress you may be making — what officers have joined you, &^r

[NDA. OSW, LB, Vol. 5, 1801-1802.]

To John Stricker, Navy Agent, Baltimore, Md., from Secretary of the Navy

NAVY DEP^t 14 Jany 1802.—

I have this day written to Lieutenant Sterrett to continue in the Command of the schooner *Enterprize*, and it is my intention that she should be immediately put in a state of complete preparation to receive her Crew and sail immediately upon orders being given.

Lieutenant Sterrett will make his requisitions upon you for every thing necessary, and I have to request that you will give him all the aid in your power to enable him to effectuate the reequiptment & preparation of the Schooner.

[NDA. GLB, Vol. 5, 1801-1802.]

[14 January 1802]

Receipt for delivery of cargo of the American ship *Peace and Plenty*

I certify that the ship *Peace & Plenty* Captain Richard Wood, has delivered her cargo of Naval & Military Stores to the Bey of this Regency according to Bill Lading being eight days longer than the time stipulated in Charter party for discharging her —



Given under my hand & Seal of the U S of America this fourteenth day of January 1802 —

(Signed) W TURNER

charged with the affairs of the U S of America Tunis —

I certify that the above is a true Copy of the original filed in my Office — Philad^a June 16th 1802

ISRAEL WHELEN
Purveyor of P. S.

[Schuykill Arsenal.]

To General Acton, Prime Minister of State, the Two Sicilies, from Lieutenant John Shaw, U. S. Navy

D On Board the U. S. FRIGATE *Geo: Washington*
MOLE OF NAPLES Jan^y 15th 1802

SIR At the audience to which I had the honor of being admitted with your Ex^y on the ninth instant, when the article of my Letter of 7th instant, respecting the Cargo of the American Brig *Traveller* was under consideration, it was understood by your Excellency's declaration, that if said Cargo should be taken for the use of this City, the Owners should be satisfactorily indemnified therefor it appears that nothing hitherto has been definitively done on the subject, though seven days have elapsed, & altho' daily applications have been made by the Super Cargo to the proper authority for such a decision: it is impossible for me, conformably with my instructions, to leave this Brig in Port, except by constraint of the Government — This is the last Convoy which can be this Winter given to the American Merchantmen in the Mediterranean by the Squadron here — It has been thought my duty to communicate this Circumstance to the concern in this Brig & Cargo, in consequence of which the Super Cargo has come to a resolution to abandon both Brig & Cargo to the authority which has placed the sequester upon her, except he receive a settlement for her Cargo in season, to put the Vessel under my Convoy: in which case the question of damages must necessarily become a claim of the Government of the United States I have given orders to all Americans here to get under way with the first fair wind, the Brig in question will at least make an effort to respect the order, & if impeded, will be abandoned, as I have above stated to be her resolution —

I have thought it incumbent on me to make to your Excellency this statement with a desire & full confidence, that measures may be ordered to prevent a step being taken which may throw an inauspicious commencement on a negotiation which seems about to open between the Government of the United States, & His Sicilian Majesty, and which under existing circumstances, promises incalculable advantages both to the Commerce, & individual Security of both Nations —

His Ex^y Gen^l ACTON

H. S. Majesty's Prime Minister of State —

[NA. SDA. CL, Tunis Vol. 2, Part I, March 1801–Dec. 1802.]

Extract from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy, commanding, Friday, 15 January 1802

Commences with light winds, but very heavy swell the Frigate rolling her guns in the water. This day rec^d a letter from Commodore Dale, dated Toulon 15 Dec^r informing of the disaster that happened to him coming out of Port Mahon, & was obliged to bear away for Toulon to repair the keel & stem of the ship.

Launch employed in getting sand ballast

[NA. ND original.]

To Lieutenant John Shaw, U. S. Navy, from General Acton, Prime Minister of State, the Two Sicilies

[Translation]

E

NAPLES 16th January 1802

The Chevalier Acton has received the esteemed favor of Captain Shaw of the American Frigate the *Geo: Washington*, & has duly noticed what he has been pleased to say relative to the Sequester of the Cargo of Oil of the American Brig *Traveller* —

In reply the Chevalier has the honor to say that he has made it his business to give precise orders that this affair be immediately terminated, & in such a manner, so far as the imperious Circumstances which lead to the sequester will allow, as may convince Capt^s Shaw of the absolute determination of the Government to contribute by every means in its power, to whatever may tend to favor the direct relations of Commerce which are on the eve of being happily established between this Country, & the United States of America —

The Writer avails himself of this opportunity to assure Capt^s Shaw of his perfect Consideration —

[NA. SDA. CL, Tunis Vol. 2, Part I, March 1801–Dec. 1802.]

To Lieutenant Andrew Sterett, U. S. Navy, Baltimore, Md., from Secretary of the Navy

NAVY DEP^t 16 Jan^y 1802.

Colonel Burrows will send a detachment of 24 marines for the *Enterprize*, so as to arrive in Baltimore on Wednesday next.

On their arrival, you will be pleased to have them marched immediately on board the Schooner.

[NDA. OSW, LB, Vol. 5, 1801–1802.]

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

TOULON Jan^y 16th 1802

SIR, I had the Honor of writing to you on the 10th Ins^t since when, I have but little to inform you of, Yesterday the Carpenters completed the ships Bottom, I am happy in saying it is well done, every Possible exertion will be made to get from this place, I shall proceed for the United States, if nothing new turns up to prevent me (which I hope will not) as I long to get home, I did not make arrangements to be so long a way. — Cap^t M^cNiell is still here, he left his Purser two Lieu^{ts} and his Lieu^t of Marines on shore at Malaga I have been expecting every day the arrival of the Swedish Admiral, I expect the officers will come here with Him I shall wait a few days longer if they Dont come in that time, I shall order Cap^t M^cNiell to Join the *Philadelphia*, off Tripoli, the season at present dos not make it very pressing to send him there or I should not wait for his Officers —

You have here with, account's of the Provisions and Slops received by the Different ships under my command, from the *American Packet*, Charles Barnard Master, at Algeziras. —

R. DALE

[USNA. Dale LB, 1802.]

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

JAN^y 17th 1802

SIR I have the honor to acknowledge the rec^t of your Letter of the 12th Ins^t & assure you that every exertion in my power shall be made to get the Ship in readiness for Sea — If the Weather continues mild I have no doubt but we shall be ready to sail from this in ten or fifteen days from hence but we shall be detain'd a few days at Marcus hook to fill our Water Casks & to take in our heavy stores & Guns — I am much in want of a Surgeon to see to the putting up his Medicine & Stores & am unfortunate with regard to my Lieu^{ts}, I have only M^r Jones to do duty M^r Burns having resign'd & M^r Caldwell has been confined to his house ever since he received his appointment both of these Gentlemen are Young Officers but active for the experience they have had, M^r Harrison has anticipated all the Material wants for the Cruize which are in due forwardness, the Bread will be the only delay as that will take at least a fortnight to Bake & dry for packing away, the Beef he tells me you have ordered from New England

Will you be so good as to say upon what terms we are to engage the Crew, as Wages are upon the fall, the Merchant Vessels now give only \$15 p^r Month —

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

To Captain Samuel Barron, U. S. Navy, commanding U. S. Frigate *Philadelphta*, from Captain Richard Dale, U. S. Navy

TOULON Jan^y 18th 1802

DEAR SIR, This will be handed you by Cap^t M^cNiell he will inform you the cause of my being here, he has also my orders for his Government, you of course will be under his command for a few days. —

As I expect Leghorn will be the best place, for you to get Provisions to carry you home, you will proceed in such a manner as to be there, say from the first to the tenth of March, you will lose no time after you arrive there in getting what you may want to carry you home, after you are ready you will Inform the American and Swedish Commanders, that you will give protection to all of them that are Bound Down the Mediterranean & are ready to sail. —

You will proceed with what Vessels that may be at Leghorn, bound down the Mediterranean calling at the different ports (as you did when coming up) for the Vessels that may be ready there bound down, after you have seen them clear of danger, you will proceed for Philadelphia without loss of time — I expect I shall be ready to leave this place about the Tenth of next month, I shall proceed for Gibraltar from there I expect, Home

I received your favours from Leghorn — Cap^t M^cNiell will inform you, all the news that I can tell you, I suppose your Brother will write you,

R. DALE

[USNA. Dale LB, 1802.]

To Captain Thomas Tingey, Superintendent, Navy Yard, Washington, D. C., from
Secretary of the Navy

NAVY DEP^t 18 Jan. 1802.

I request that you will proceed to Alexandria and engage for the use of the frigate *Chesapeake* 65,000 pounds of bread fit for navy purposes. you will take measures to have it conveyed to Norfolk addressed to W^m Pennock Esq. —

[NDA. GLB, Vol. 5, 1801-1802.]

To Captain Daniel McNeill, U. S. Navy, commanding U. S. Ship *Boston*, Toulon,
from Captain Richard Dale, U. S. Navy

TOULON Jan^y 18th 1802

SIR, The United States ship *Boston*, under your command, being ready for sea, on the receipt of this you will please to proceed, for Tunis, I have received information, that M^r Eaton, our Consul at that place has gone to Italy, I suppose he has left some person to act for him in his absence, you will collect every information you can there, respecting Tripoli, Should there be any American Vessels at Tunis ready to sail, or can be ready in two or three Days, wishing to have your protection you will grant it to them so far as to see them out of sight of that place, after which you will proceed off Tripoli, where it is possible, you may find the *Philadelphia* — Should that not be the Case after cruising off there six or eight days (if the Weather will permitt you to remain so long) you will proceed to Malta, should the *Philadelphia* not be there I expect you will find letters that will direct you where to find her, if not you will proceed to Saragosa, where I am confident (if no accident has happened to her) you will find her, or letters to inform you where she is gone, After you find the *Philadelphia* (should you not meet with her off Tripoli) Cap^t Barron will I expect be able to give you such information as to know if it will be necessary, to return Immediately off Tripoli. — As I have Declaired that place in state of Blockade, it is my wish to keep it so, as much as possible, to prevent Vessels of every Description from going in allso to prevent the Corsairs from coming out, as it is impossible for me at present, to give you Orders to meet every Situation, that you may be plaised in under such circumstances, you will consult with Cap^t Barron, (should he be in Company, the best mode of giving every protection, to our commerce in those Seas. —

When you meet with Cap^t Barron, if you have any reason to suppose that any of the corsairs belonging to Tripoli, has gone out, Cap^t Barron will in that case, proceed with all possible dispatch to Leghorn, to give such Information, also to give protection to the American & Swedish Vessels in the Different ports, bound down the Mediterranean — I shall give Cap^t Barron Orders to be at Leghorn between the first and Tenth of March to convoy all the American and Swedish Vessels that may be ready in the different ports bound down the Mediterranean after which he will proceed home —

Should you take any Tripoline corsairs you will act agreeable to the Instructions that you have received from the Secretary of the Navy — You are to consider off Tripoli to be your station untill you receive orders to the contrary either from me or the next Officer Commanding; you will act in concert with any Swedish Ships of War in Blockading Tripoli and giving protection to the commerce of both Nations,

against the Bashaw of the said place — Respecting the time that your ships company has entered for, you will leave those seas to proceed home, agreeable to the Instructions you have received from the Secretary of the Navy Should you not receive orders to the contrary from the Officer that comes to relieve me, as I cannot say what Orders he may have from our Government —

Should you want provisions, or any thing els, you have herewith a copy of a letter from M^r King our Minister which Authorises you to ask from his Majestys stores any thing that you may stand in need of, allso, the House that you have a credit on; your good sence will dictate to you the necessity of strict economy —

When I leave this place I shall proceed for Gibraltar and I expect from thence Home — You will leave a letter at the different ports, for the Commander of any Ship of War of the U. S. that may arrive informing where you may be found —

R. DALE

[USNA. Dale LB, 1802.]

To Lieutenant John Smith, U. S. Navy, Norfolk, Va., from Secretary of the Navy

NAVY DEP^t 19 Jan. 1802.

I have received your letter of the 8 instant.

The *Chesapeak* must be immediately put in a state of complete preparation to receive her crew. I shall send recruiting orders as soon as I can obtain information respecting the rates of Seamen's wages in the different ports.

I enclose your Commission.

[NDA. OSW, LB, Vol. 5, 1801-1802.]

To the Commanding Officer on board the U. S. Frigate *Chesapeake*, Norfolk, Va., from Secretary of the Navy

NAVY DEP^t 20 Jan. 1802.

The officers of the *Chesapeak* will consist of, —

| | | |
|--------------------------|-------------------------|---------------------|
| Commodore Truxtun. | | |
| Stewart — Smith. | } Lieutenants | |
| Banning — Cowper | | |
| Triplett — | | Surgeon. |
| New, Smith — | | Surgeon's Mate. |
| Ballard — | | Sailing Master. |
| Cocke — | | Purser. — |
| P. E. Bentley. | Geo. Calder. | } Mids ⁿ |
| W ^m Crane. | Jn ^o Godwin. | |
| G. G. Grubb. | M. Glenn. | |
| Jn ^o Hartley. | P. S. Oglevie. | |
| G ^o Parker. | H ^r Page. | |
| Jn ^o Parker. | W ^m Thom. | |
| Jos Israel. | | |

A Boatswain, Gunner, Sailmaker & Carpenter, or such of them as are now wanting, must be procured at Norfolk.

I have ordered M^r M^rIntosh to this place. You will be pleased to state to me the particular circumstances under which he was arrested.

I presume all the officers have joined the ship. You will give me information on this subject.

[NDA. OSW, LB, Vol. 5, 1801-1802.]

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

NAVY DEP^t 20 Jan. 1802

The following Gentlemen have been ordered to join the frigate *Constellation*. — Cox, Porter, Lawson, Caldwell, and Jones, — Lieutenants. — Brandt — Sailing Master. — Cutbush, Surgeon. — Smith, Surgeon's mate. — Spence, Purser.

| | | |
|--|------------------------|---------------------|
| Ja ^s Biddle. | E. R. Blaine. | } Mids ^r |
| W ^m Cutbush. | Jas Gibbon. | |
| D. C. Heath. | W ^m Miller, | |
| Tho ^s M ^r Donough. | D. T. Patterson. | |
| R. T. Spence | S. G. Blodgett. | |
| John Hall — Boatswain. — | | |
| W ^m Johnson — Gunner. | | |
| You must appoint a Sailmaker. | | |
| W ^m Godby — Carpenter. | | |

You will inform me which of these gentlemen have joined you.

I will answer your query on the subject of Seamen's wages, in a day or two.

[NDA. OSW, LB, Vol. 5, 1801-1802.]

To the Commanding Officer on board the U. S. Frigate *Chesapeake*, Norfolk, Va., from Secretary of the Navy

NAVY DEP^t 22 Jan. 1802

I am under the impression that we have heretofore been in the habit of taking in too much water, for the cruizes on which our ships are generally sent.

It will be sufficient for the present cruize that you take in a ten week's supply, which will admit of your stowing a greater quantity of provisions. You will govern yourself accordingly.

[NDA. OSW, LB, Vol. 5, 1801-1802.]

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

TOULON Jan^y 24th 1802

SIR I have but little to advise you of respecting my movements since I had the Honor of writing you on the 16th Ins^t, I do not expect to get from this place untill the tenth of Next Month, and not then, without we have better weather than we have had for some time past — Cap^t M^rNiell sailed from this place on the 19th Ins^t for Tunis and off Tripoli, he has my orders to remain off and about the two places untill he receives further orders, either from me, or the Commanding Officer in the Mediterranean —

It is painful to me, to report to you (notwithstanding I conceive it my duty so to do) the conduct of an officer so high in rank, and at the time of life, of Cap^t M^rNiell. —

The first, In leaving behind his third and Fourth Lieut^s, Lieu^t of Marines, Purser, Pursers Steward Wardroom Steward, and two Boys, on shore at Malaga — Secondly, In reporting to the health Office of this place (to avoid being put under Quarantine) that he had not been in any port since he left L'orient, notwithstanding he had been at Gibraltar and Malaga, nothing should tempt a man to deviate from the truth in his report to a Health Office, Particularly the Commander

of a publick Ship of War the Honorable situation that he is in precludes his being required to make oath to his report a deviation from the truth, in a man of the above description tends in some measure to tarnish not only his owne Honor, but that of his Country and his Brother Officers, I have requested him not to do the like again — Third, in taking three french Officers belonging to this place and M^r Thompson the Parson belonging to the *President*, of[f] to sea with him I am told they went on Board to dine. —

I Hope Cap^t M^rNiell will be able to clear up these points, of his conduct, to your satisfaction; in my opinion they require some investigation —

I have sent Orders by Cap^t M^rNiell to Cap^t Sam^l Barron, to be at Leghorn between the first and tenth of March, and to call at the different ports as he go's down the Mediterranean to give protection to our Merchant Vessels bound down, after seeing them clear of Danger, to proceed for Philadelphia, agreeable to his instructions from the Navy department — I have heard nothing of the [*George*] *Washington* since her arrival at Naples I hope no accident has happened to her. —

RICH^d DALE

[USNA. Dale LB, 1802.]

To Thomas Appleton, U. S. Consul, Leghorn, from Captain Richard Dale, U. S. Navy

TOULON Jan^y 25, 1802

SIR Cap^t M^rNiell in the U. S. Ship *Boston* sailed from this place on the 19th Ins^t for Tunis and off Tripoli, he will cruise off the latter place, untill he receives further Orders — I have sent orders to Cap^t Sam^l Barron, in the *Philadelphia*, to be at Leghorn between the first and tenth of March, to take under his convoy all American, and Sweedish Merchant Vessels, bound down the Mediterranean, You will please to write to Naples requesting the Americans and Swedes (should there be any there, wishing to take the benefit of the convoy) to proceed to Leghorn by that time. — Rear Admiral Codestrem Commander in Chief of the Sweedish Squadron, arrived in this port yesterday, he informs me that he has ordered one Frigate of[f] Tripoli and will Sail in eight days for that place himself where he intends to remain (the Port of Tripoli will be kept close Blockaded) he has left two Frigates at Malaga to give convoy up the Mediterranean, I have no information from our Government, what force is intended to be sent out, but I hope a strong one, and Orders to attack Tripoli, I expect to sail from this place about the tenth of next month for Gibraltar where I hope to meet our expected Squadron

You will please to inform those concerned, of the fore going contents, for their Government —

I cannot conceive what is become of the [*George*] *Washington*, I have heard that Cap^t Shaw took Coffee in her from Tunis to Naples, I hope it is not true —

R DALE

[USNA. Dale LB, 1802.]

U. S. Navy Regulations issued by command of President Thomas Jefferson,
25 January 1802

NAVAL REGULATIONS

OF THE DUTIES OF A COMMANDER IN CHIEF, OR COMMANDER OF A SQUADRON.

1. He is to inform the secretary of the navy of all his proceedings which relate to the service.
2. He is to correspond with the public offices, about such matters as relate to them, and send to them an account of all directions given by him, which concern the said offices.
3. He shall inform himself of the properties of the vessels in his squadron, that he may make use of them to advantage as occasion may require.
4. In order to facilitate the operations for which the squadron is destined, its commandant shall take care to distribute his orders to all the commanders under him, regulated by his instructions from the secretary of the navy.
5. Immediately on his receiving orders to sail, he shall execute it as soon as the weather will permit; and previous to his departure, he shall give an account to the secretary of the navy of the condition of his squadron, without omitting any essential circumstance.
6. He shall suit his sails according to the knowledge he ought to have of the qualities of the ships, and circumstances of the weather, without obliging the heaviest sailors to an extraordinary exertion, from whence damage may result.
7. When the fleet shall be divided into squadrons or divisions, all the ships shall regulate their motions by those of their respective chiefs.
8. The commandant shall always maintain his squadron in a readiness to sail expeditiously; he shall from time to time visit the ships, as well to examine if they are in this due disposition, as to take care that they observe a good discipline.
9. He may suspend from their employ, the captains of vessels, or any other officers under his command, who, by their bad conduct, or other motives, he shall think deserving of such a punishment; but must immediately transmit an account thereof to the secretary of the navy, specifying his reasons for so doing, and furnish the captain or officer suspended, with a copy thereof.
10. The commandant of the squadron ought not to alter the appointments assigned to the officers, at the time of fitting out, without the weightiest and well founded reasons.
11. He is to preserve his instructions and particular orders, that he shall have received during the campaign, and other papers relative to his government, in the most intelligible disposition.
12. At the end of the cruise he shall transmit to the secretary of the navy a fair copy of all his official correspondence. He is to deliver to the secretary of the navy the journal of his navigation, which he is to make during the cruise with the greatest exactness.
13. He is never to give orders to any captain to bear supernumeraries, unless there be good cause for it, which is to be expressed in the body of the order; and he is to inform the secretary of the navy when he gives such orders, and of his reasons for so doing.
14. When he is at sea, he is frequently to exercise the ships under his command, and draw them into lines of battle, when the weather is fair, and the same can be done consistently with his cruising orders and without interruption to the voyage.
15. He is to visit the ships of his squadron or division, and view the men on board, and see them mustered, as often as he shall think necessary.
16. When he is in foreign parts, where naval or other officers are established, he is to conform himself as much as possible to the standing rules of the navy, in such directions as he shall have occasion to give them; and never to put them under any extraordinary expenses, unless the service should absolutely require the same.
17. He is never to interest himself in the purchase of any stores or provisions in foreign parts, where there are proper officers appointed for that service; except there shall be an absolute necessity to make use of his credit or authority, to procure such provisions or stores as are wanted; but in that case, he shall not be so concerned as to have any private interest in the same.

OF THE DUTIES OF A CAPTAIN OR COMMANDER.

1. WHEN a captain or commander is appointed to command one of the United States ships, he is immediately to repair on board, and visit her throughout.

2. To give his constant attendance on board and quicken the dispatch of the work; and to send to the navy department weekly accounts, or oftener, if necessary, of the condition and circumstances she is in, and the progress made in fitting her out.

3. To take inventories of all the stores committed to the charge of his officers respectively, and to require from his boatswain, gunner, sailmaker, carpenter and purser, counterparts of their respective indents.

4. To cause his clerk to be present, and to take an account of all the stores and provisions that come on board, and when; which account he is to compare with the indents, in order to prevent any fraud or neglect.

5. To keep counter books of the expense of the ships stores and provisions, whereby to know the state and condition of the same; and to audit the accounts of the officers, entrusted therewith, once a week, in order to be a check upon them.

6. When ordered to recruit, he is to use his best endeavors to get the ship manned, and not to enter any but men of able bodies, and fit for service; he is to keep the established number of men complete, and not to exceed his complement.

7. When the ships company is completed, they shall be divided into messes and guards; and he shall order without delay, the partition of the people for an engagement, to the end that, before they sail, every one may know his post.

8. He may grant to private ships of the nation the succours he lawfully may, taking from their captains or patrons a correspondent security, that the owners may satisfy the amount or value of the things supplied.

9. At all times, whether sailing alone or in a squadron, he shall have his ship ready for an immediate engagement: to which purpose, he shall not permit any thing to be on deck, that may embarrass the management of the guns, and not be readily cleared away.

10. As, from the beginning of the campaign, the plan of the combat ought to be formed, he shall have his directions given, and his people so placed, as not to be unprovided against any accident which may happen.

11. If it is determined to board the enemy, the captain is not under any pretext to quit his ship, whose preservation must be the chief object of his care; but he may appoint his second in command, or any other officer he thinks proper for the function, without attending to his antiquity.

12. He shall observe, during his cruise, the capacity, application, and behaviour of his officers; and for experience, he shall employ them in works and commissions that may manifest their intelligence.

13. He is to cause all new raised men and others, not skilled in seamanship, daily to lash up their hammocks, and carry them to the proper places for barricading the ship, whenever the weather will permit; and also to have them practised in going frequently every day, up and down the shrouds, and employed on all kinds of work, to be created purposely, to keep them in action, and to teach them the duty of seamen.

14. To keep a regular muster-book, setting down therein the names of all persons entered to serve on board, with all circumstances relating to them.

15. Himself to muster the ship's company at least once a week, in port, or at sea, and to be very exact in this duty; and if any person shall absent himself from his duty, without leave, for three successive musters, he is to be marked as a run-away, on the ships books.

16. To send every month, one muster-book complete to the navy office, signed by himself and purser.

17. To make a list of seamen run away, inserting the same at the end of the muster-books, and to distinguish the time, manner, and by what opportunity they made their escape: if the desertion happens in any port of the United States, he is to send to the navy department their names, place of abode, and all the circumstances of their escape.

18. The captain of the ship shall be responsible for his crew, whose desertion shall be laid to his charge, whenever it proceeds from a want of necessary care; but if it proceeds from the neglect of an officer who shall have the charge of a watering party, or any other duty on shore, and from his negligence any part of the crew entrusted to him shall desert, that officer shall be responsible for the same.

19. He is to make out tickets for all such seamen as shall be discharged from his books, signed by himself and purser, and to deliver them to none but the party; and if he be dead or absent he is to send the ticket forthwith to the navy-office.

20. He is not to suffer the ship's stores to be misapplied or wasted, and if such loss happens by the negligence or wilfulness of any of the ships company, he is to charge the value thereof against the wages of the offender on the muster and pay books.

21. He shall make no alteration in any part of the ship.

22. He is to keep sentinels posted at the scuttle, leading into all the store-rooms, and no person is to pass down but by leave from the captain or commanding officer of the watch, which leave must be signified to the sentinel from the quarter deck.

23. He is to observe seasonable times in setting up his shrouds and other rigging, especially when they are new and apt to stretch; and also to favor his masts as much as possible.

24. He is to cause such stores as require it to be frequently surveyed and aired, and their defects repaired; and the store rooms to be kept airy and in good condition, and secured against rats.

25. He is not to make use of ships sails for covering boats, or for awnings.

26. The decks or gratings are not to be scraped oftener than is necessary, but are to be washed and swabbed once a day, and air let into the hold as often as may be.

27. He is to permit every officer to possess his proper cabin, and not to make any variation therein.

28. No person is to lie upon the orlop but by leave from the captain, nor to go among the cables with candles, but when service requires it.

29. Such as smoke tobacco are to take it in the fore-castle, and in no other place without the captain's permission, which is never to be given to smoke below the upper gun-deck.

30. Care is to be taken every night, on setting the watch, that all fire and candles be extinguished, in the cock-room, hold, steward-room, cock-pit, and every where between decks; nor are candles to be used in any other part of the ship but in lanterns, and that not without the captain's leave; and the lanterns must always be whole and unbroken.

31. He is not to suffer any person to suttle or sell any sorts of liquors to the ship's company, nor any debts for the same to be inserted in the slop-book, on any pretence whatsoever.

32. Before the ship proceeds to sea, he is, without any partiality or favor, to examine and rate the ships company, according to their abilities, and to take care that every person in the ship, without distinction, do actually perform the duty for which he is rated.

33. Before the ship sails, he is to make a regulation for quartering the officers and men, and distributing them to the great guns, small arms, rigging, &c. and a list of such order and distribution is to be fixed up in the most public place of the ship. He is also frequently to exercise the ship's company in the use of the great guns and small arms; and to set down in his journal the times he exercises them.

34. The following number of men at least, (exclusive of marines) are to be exercised and trained up to the use of small arms, under the particular care of a lieutenant or master at arms.

| | |
|----------------------------|---------|
| 44 gun ship | 75 men. |
| 36 do. | 60 do. |
| 32 do. | 45 do. |
| 24 and under 32 gun ships, | 40 do. |
| 18 and under 24 do. | 30 do. |
| All smaller vessels, | 20 do. |

35. If any officers are absent from their duty when the ship is under sailing orders, he is to send their names to the navy office with the cause of their absence.

35. He is take care of his boats, and secure them before blowing weather; and the colors are not to be kept abroad in windy weather, but due care taken of them.

36. He is not to carry any woman to sea, without orders from the navy office, or the commander of the squadron.

37. When he is to sail from port to port in time of war, or appearance thereof, he is to give notice to merchantmen bound his way, and take them under his care, if they are ready; but not to make unnecessary stay, or deviate from his orders on that account.

38. He is to keep a regular journal, and at the end of every three months, he is to send a copy thereof to the navy office; and at the expiration of the voyage, to give in a general copy.

39. He is by all opportunities, to send an account of his proceedings to the navy office, with the condition of the ship, men, &c. he is likewise to keep a punctual correspondence with every of the public offices, in whatsoever respectively concerns them.

40. He is not to go into any port, but such as are directed by his orders, unless necessitously obliged, and then not to make any unnecessary stay: if employed in cruising, he is to keep the sea the time required by his orders, or give reasons for acting to the contrary.

41. Upon all occasions of anchoring, he is to take great care in the choice of a good birth, and examine the quality of the ground for anchoring, where he is a stranger, sounding at least three cables lengths round the ship.

42. In foreign ports he is to use the utmost good husbandry in careening the ship, and not to do it but under an absolute necessity; none are to be employed in careening and refitting the ship but the ship's company, where it can be avoided; and for the encouragement of his own men, they are entitled to an extraordinary allowance per day; and to prevent any abuse herein, each ship has the number of operative men limited, as follows:

| | In the United States. | In all foreign parts. |
|---|-----------------------|-----------------------|
| To master carpenters, carpenters' mates, shipwrights and caulkers, for working on board the ship they belong to, in caulking and fitting her for careen, and graving or tallowing her, per day, | 50 cents. | 75 cents. |
| For working on board any other of the United States' ships, | 75 cents. | 1 dollar. |

And there shall be allowed no more for caulking a ship, fitting her for careen, graving or tallowing her, or other necessary works, for each careening or cleaning, than what amounts to the labor of the following number of men for one day, viz.

| | |
|-------------------------------|-----|
| For a 44-180 men for one day. | |
| For a 36-160 do. | do. |
| For a 32-140 do. | do. |
| For a 24- 90 do. | do. |
| For an 18-70 do. | do. |
| All under-30 do. | do. |

43. If he is obliged to take up money abroad for the use of the ship, he is to negotiate it at the best exchange.

44. He is to advise the proper officer of what bills he draws, with the reasons thereof, and with the said bills send duplicates of his accounts, and vouchers for his disbursements, signed by himself and purser.

45. He is to take care that all stores brought on board be delivered to the proper officers; and to take their receipts for the same.

46. Upon the death of any officer he is to take care that an inventory be taken of all his goods and papers, and that the same be sealed up, and reserved for the use of such as have a legal right to demand them.

47. When any officer who has the custody of stores or provisions, shall die, be removed or suspended, he is to cause an exact survey and inventory to be taken forthwith of the remains of such stores, which is to be signed by the successor, who is to keep a duplicate thereof, and also by the surveying officers.

48. Upon his own removal into another ship, he is to shew the originals of all such orders as have been sent to him and remain unexecuted, to his successor, and leave with him attested copies of the same.

49. He is to leave with his successor a complete muster-book, and send up all other books and accounts under his charge, to the officers they respectively relate to.

50. In case of shipwreck or other disaster, whereby the ship may perish, the officers and men are to stay with the remains as long as possible, and save all they can.

51. When any men borne for wages are discharged from one ship to another, the captain of the ship, from which they are so discharged, is to send immediately pay lists for such men to the navy office, and the purser of the ship from which they are so discharged, is also to supply the purser of the ship to which they are transferred, a pay list, stating the balances respectively due them.

52. To promote cleanliness and health, the following rules are to be attended to. 1. All men on board are to keep themselves in every respect as clean as possible. 2. That the ship be aired between decks as much as may be, and that she be always kept thoroughly clean. 3. That all necessary precautions be used by placing sentinels or otherwise, to prevent people easing themselves in the hold, or throwing any thing there that may occasion nastiness. 4. That no fruit or strong liquors be sold on board the ship; *except in the judgment of the commander of the squadron, a limited quantity of fruit be necessary for the health of the crew, in which case he will issue an order.*

53. He is responsible for the whole conduct and good government of the ship, and for the due execution of all regulations which concern the several duties of the officers and company of the ship, who are to obey him in all things, which he shall direct them for the service of the United States.

54. He is answerable for the faults of his clerk; nor can he receive his wages without the proper certificates, and must make good all damages sustained by his neglect or irregularity.

55. The quarter deck must never be left without one commissioned officer, at least, *and the other necessary officers which the captain may deem proper*, to attend to the duty of the ship.

56. Commanding officers are to discourage seamen from selling their wages; and not to attest letters of attorney, if the same appear granted in consideration of money given for the purchase of wages.

OF THE DUTIES OF A LIEUTENANT.

1. He shall promptly, faithfully, and diligently, execute all such orders as he shall receive from his commander, for the public service, nor absent himself from the ship without leave, on any pretence.

2. He is to keep a list of the officers and men in his watch, muster them, and report the names of the absentees. He is to see that good order be kept in his watch, that no fire or candle be burning, and that no tobacco be smoked between decks.

3. He is not to change the course of the ship at sea without the captain's directions, unless to prevent an immediate danger.

4. No boats are to come on board or go off without the lieutenant of the watch being acquainted with it.

5. He is to inform the captain of all irregularities, and to be upon deck in his watch, and prevent noise or confusion.

6. He is to see that the men be in their proper quarters in time of action; and that they do perform all their duty.

7. He is to keep a journal, and, at the end of the voyage, to deliver a copy thereof into the navy-office.

8. The youngest lieutenant is frequently to exercise the seamen in the use of small arms; and in the time of action he is to be chiefly with them.

9. He is [to] take great care of the small arms, and see that they be kept clean and in good condition for service, and that they be not lost or embezzled.

10. The first lieutenant is to make out a general alphabetical book of the ship's company, and proper watch, quarter and station bills, in case of fire, manning of ship, loosing and furling of sails, reefing of topsails at sea, working of ship, mooring and unmooring, &c. leaving room for unavoidable alterations. This is to be hung in some public part of the ship, for the inspection of every person concerned.

11. No lieutenant or other officer belonging to a ship of the United States to go on shore, or on board another vessel, without first obtaining permission from the captain or commanding officer, on his peril; and in the absence of the captain, the commanding officer to grant no permission of this sort, without authority from the captain, previous to the captain's leaving the ship.

OF THE DUTIES OF A SAILING-MASTER.

1. He is to inspect the provisions and stores sent on board, and of what appears not good, he is to acquaint the captain.

2. He is to take care of the ballast, and see that it be clean and wholesome, and sign the quantity delivered; and, in returning ballast, to see that vessels carry away their full lading.

3. He is to give his directions in stowing the hold for the mast-room, trimming the ship, and for preservation of the provisions; and the oldest provisions to be stowed so as to be first expended.

4. He is to take special care that the rigging and stores be duly preserved; and to sign the carpenter's and boatswain's expense-book, taking care not to sign undue allowances.

5. He is to navigate the ship, under the direction of his superior officer, and see that the log and the log-book be duly kept, and to keep a good look out.

6. He is duly to observe the appearances of coasts; and if he discovers any new shoals, or rocks under water, to note them down in his journal, with their bearing and depth of water.

7. He is to keep the hawser clear when the ship is at anchor, and see that she is not girt with her cables.

8. He is to provide himself with proper instruments, and books of navigation, and keep a regular journal, noting therein the going out and coming in of all stores and provisions; and at the end of every cruise, deliver a copy thereof into the navy-office, with his log-book.

9. He is to very careful not to sign any accounts, books, lists, or tickets, before he has thoroughly informed himself of the truth of every particular contained in the same.

10. He is to keep the ship in constant trim, and frequently to note her draught of water in the log-book. He is to observe the alterations made by taking in stores, water or ballast, and when the ship is in chase, or trying her sailing with another, he is to make memorandums of the draughts of water, the rake of the masts, state of the rigging, and to note every possible observation that may lead to the knowledge of the ship's best point of sailing.

OF THE DUTIES OF A SURGEON.

1. To inspect and take care of the necessaries sent on board for the use of the sick men; if not good, he must acquaint the captain; and he must see that they are duly served out for the relief of the sick.

2. To visit the men under his care twice a day, or oftener, if circumstances require it; he must see that his mates do their duty, so that none want due attendance and relief.

3. In cases that are difficult he is to advise with the surgeons of the squadron.

4. To inform the captain daily of the state of his patients.

5. When the sick are ordered to the hospitals, he is to send with them to the surgeon, an account of the time and manner of their being taken ill, and how they have been treated.

6. But none are to be sent to sick quarters, unless their distempers, or the number of the sick on board, are such, that they cannot be taken due care of; and this the surgeon is to certify under his hand, before removal. If the surgeon of the hospital finds they might have been cured in a little time on board, the surgeon of the ship is to have charged against his wages for every man so sent, ten dollars.

7. To be ready with his mates and assistants in an engagement, having all things at hand necessary for stopping of blood and dressing of wounds.

8. To keep a day-book of his practice, containing the names of his patients, their hurts, distempers, when taken ill, when recovered, removal, death, prescriptions, and method of treatment, while under cure.

9. From the last book he is to form two journals, one containing his physical, and the other his chirurgical practice; which are to be sent to the navy-office, at the end of every voyage.

10. Stores for the medical department are to be furnished upon his requisition, and he will be held responsible for the expenditure thereof.

11. He will keep a regular account of his receipts and expenditures of such stores, and transmit an account thereof to the accountant of the navy, at the end of every cruise.

OF THE DUTIES OF A CHAPLAIN.

1. He is to read prayers at stated periods; perform all funeral ceremonies over such persons as may die in the service, in the vessel to which he belongs; or, if directed by the commanding officer, over any person that may die in any other public vessel.

2. He shall perform the duty of a school-master; and to that end he shall instruct the midshipmen and volunteers, in writing, arithmetic and navigation, and in whatsoever may contribute to render them proficient. He is likewise to teach the other youths of the ship, according to such orders as he shall receive from the captain. He is to be diligent in his office, and such as are idle must be represented to the captain, who shall take due notice thereof.

OF THE DUTIES OF A BOATSWAIN AND MASTER-SAIL-MAKER.

1. The boatswain is to receive into his charge, the rigging, cables, cordage, anchors, sails, boats, &c.

2. He is not to cut up any cordage or canvass without an order in writing from the captain, and under the inspection of the master; and always to have by him a good quantity of small plats for security of the cables.

3. He and his mates are to assist and relieve the watch, see that the men attend upon deck, and that the working of the ship be performed with as little confusion as may be.

4. His accounts are to be audited and vouched by the captain and master, and transmitted to the navy-office.

5. If he has cause of complaint against any of the officers of the ship, with relation to the disposition of the stores under his charge, he is to represent the same to the navy-office, before the pay of the ship. He is not to receive his own wages until his accounts are passed.

6. He is not to sign any accounts, books, lists or tickets, before he has thoroughly informed himself of the truth of every particular therein contained.

7. *Master-Sail-maker.* He is, with his mate and crew, to examine all sails that are brought on board, and to attend all surveys and conversions of sails.

8. He is always and in due time to repair and keep the sails in order, fit for service.

9. He is to see that they are dry when put into the store-room, or very soon to have them taken up and aired, and see that they are secured from drips, damps and vermin, as much as possible.

10. When any sails are to be returned into store, he is to attend the delivery of them for their greater safety.

OF THE DUTIES OF A GUNNER, ARMORER, AND GUNSMITH.

1. The gunner is to receive by indenture, the ordnance, ammunition, small arms, and other stores allowed for the voyage; and if any part thereof be not good, he is to represent the same to the captain, in order to its being surveyed and returned.

2. He is to see that the powder-room be well secured, and in right order, before the powder is brought into the ship.

3. Powder in the copper-hooped barrels to be lodged in the ground-tier; to see that the doors of the powder-room be fast locked, the skuttle well shut and covered, and to deliver the keys to the captain.

4. He is timely to advise the captain when any powder comes on board, nor is he to remove it, prepare furzes, &c. without the captain's directions, so that the fire and candles may be extinguished, sentinels posted, and all care used to prevent accidents.

5. He is not to go or send any one into the powder-rooms, but by leave of the captain, and to take care that they have nothing about them that will strike fire in falling.

6. No more than three rounds of parchment cartridges are to be filled at a time.

7. Perishing stores are to be surveyed and condemned; but if near any port in the United States, and they can conveniently be returned into store, they must be, otherwise may be thrown over board.

8. Empty powder barrels are not [to] be staved, but preserved, to shift such as may be decayed.

9. *The Armorer and Gun-smith,* Are to assist the gunner in the survey and receipt of small arms, and to keep them clean and in good order; but not to take them too often to pieces, which is detrimental to locks, &c.

10. Their station is in the gun-room, or such other place as the commanding officer may direct, where they are to observe the gunner's orders.

11. *The Gunner* is to receive the armorer's tools, and to account for them at the end of the voyage, in the same manner, as for the other stores under his charge.

12. In foreign parts, if the small arms want such repairs as cannot be done on board, the captain must cause a survey, and the defectives may be sent ashore to be repaired; but the armorer or gun-smith must attend to see the reparations well executed. They must return the small arms into store clean and in good order.

13. The quantities of powder for exercise, and on occasions of service and scaling, must be regulated by the captain or commanding officer. In time of action the allowance of powder must be reduced by degrees, until the same be lessened to one fourth of the weight of the shot. He is not to swab a gun when it grows hot, for fear of splitting.

14. He is to take care that the guns be placed upon their proper carriages; for, by this means, they will fit, and stand a proper height for the sill of the ports.

15. He is not to scale the guns oftener than the ship is refitted, unless upon extraordinary occasions, and with the captain's orders; and when they are loaded for service, he is to see them well tamponed and the vents filled with oakum.

16. He is to use great caution in order to prevent damage to such guns as are struck in the hold, by paying them all over with a coat of warm tar and tallow mixt, &c.

17. He is to take care of the stores committed to him; for no waste, that is not perishable, will be allowed him, only reasonable wear; and if any accident, it must be vouched by the captain.

18. He is to keep the boxes of grape-shot and hand grenades in a dry place.

19. He is not to load the guns with unfext mixtures, which greatly endanger their splitting.

20. If he has cause of complaint against any of the officers of the ship, with relation to the disposition of the stores under his charge, he is to represent the same to the navy-office, before the pay of the ship.

OF THE DUTIES OF A CARPENTER.

1. To take upon him the care and preservation of the ship's hull, masts, &c. and also the stores committed to him by indenture.

2. To visit and inspect all parts of the ship daily, to see that all things are well secured and caulked, order the pumps and make reports to the captain.

3. In an engagement he is to be watchful, and have all materials ready to repair damages; and frequently to pass up and down the hold with his crew, to be ready to plug up shot-holes.

OF THE DUTIES OF A MASTER-AT-ARMS AND CORPORAL.

1. DAILY, by turns (as the captain shall appoint) to exercise the ship's company.

2. He is to place and relieve sentinels, to mount with the guard, and to see that the arms be kept in order.

3. He is to see that the fire and candles be put out in season, and according to the captain's order.

4. He is to visit all vessels coming to the ship, and prevent the seamen going from the ship, without leave.

5. He is to acquaint the officer of the watch with all irregularities in the ship which shall come to his knowledge.

6. *The corporals*, Are to act in subordination to the master-at-arms, and to perform the same duty under him, and to perform the duty themselves where a master-at-arms is not allowed.

OF THE DUTIES OF MIDSHIPMEN.

1. No particular duties can be assigned to this class of officers.

2. They are promptly and faithfully to execute all the orders for the public service, of their commanding officers.

3. The commanding officers, will consider the midshipmen, as a class of officers, meriting in an especial degree, the fostering care of their government. They will see therefore, that the schoolmasters perform their duty towards them, by diligently and faithfully instructing them in those sciences appertaining to their department; that they use their utmost care, to render them proficient therein.

4. Midshipmen are to keep regular journals, and deliver them to the commanding officer at the stated periods, in due form.

5. They are to consider it as the duty they owe to their country, to employ a due portion of their time in the study of naval tactics, and in acquiring a thorough and extensive knowledge of all the various duties to be performed on board of a ship of war.

OF THE DUTIES OF A COOK.

1. He is to have charge of the steep-tub, and is answerable for the meat put therein.

2. He is to see the meat duly watered, and the provisions carefully and cleanly boiled, and delivered to the men according to the practice of the Navy.

3. In stormy weather he is to secure the steep-tub, that it may not be washed overboard; but if it should be inevitably lost, the captain must certify it, and he is to make oath to the number of pieces so lost, that it may be allowed in the purser's account.

There shall be a distinct apartment appropriated on board of each vessel, for the surgeon, purser, boatswain, gunner, sail-maker, and carpenter, that they may keep the public goods committed respectively to their care.

REGULATIONS TO BE OBSERVED RESPECTING PROVISIONS.

1. Provisions and slops are to be furnished upon the requisitions of the commanding officer, founded upon the purser's indents.
2. The purser being held responsible for the expenditure, shall, as far as may be practicable, examine and inspect all provisions offered to the vessel, and none shall be received that are objected to by him, unless they are examined and approved of by at least two commissioned officers of the vessel.
3. In all cases where it may appear to the purser, that provisions are damaged or spoiling, it will be his duty to apply to the commanding officer, who will direct a survey, by three officers, one of whom, at least, to be commissioned.
4. If upon a settlement of the purser's provision account, there shall appear a loss or deficiency of more than seven and a half per cent. upon the amount of provisions received, he will be charged with and held responsible for such loss or deficiency exceeding the seven and a half per cent. unless he shews by regular surveys that the loss has been unavoidably sustained by damage or otherwise.
5. Captains may shorten the daily allowance of provisions, when necessity shall require it, taking due care that each man has credit for his deficiency, that he may be paid for the same.
6. No officer is to have whole allowance while the company is at short.
7. Beef for the use of the navy is to be cut into 10 pound pieces, pork into 8 pound; and every cask to have the contents thereof marked on the head, and the person's name by whom the same was furnished.
8. If there be a want of pork, the captain may order beef in the proportion established, to be given out in lieu thereof, and vice versa.
9. One half gallon of water at least shall be allowed every man in foreign voyages, and such further quantity as shall be thought necessary on the home station, but on particular occasions the captain may shorten this allowance.
10. To prevent the buying of casks abroad, no casks are to be shipped which will want to be replaced by new ones before the vessel's return to the United States.
11. If any provisions slip out of the slings, or are damaged through carelessness, the captain is to charge the value against the wages of the offender.
12. Every ship to be provided with a seine, and the crew supplied with fresh provisions as it can conveniently be done.

REGULATIONS RESPECTING SLOPS.

1. Slop clothing is to be charged to the purser at the cost and charges, and he is to be held accountable for the expenditure.
2. And in no case will the purser be credited even for any alledged loss by damage in slops, unless he shews by regular surveys signed by three officers, one of whom at least to be commissioned, that the loss has been unavoidably sustained by *damage*, and not by any neglect or inattention on his part.
3. And as a compensation for the risque and responsibility, the purser shall be authorized to dispose of the slops to the crew at a profit of 10 per cent.; but he must at the end of every cruise render a regular and particular slop account, shewing by appropriate columns, the quantities of each several kinds of articles received or purchased, and the prices and amount, and from whom, when and where, and he shall shew the quantities disposed of, and to whom, and at what prices; so that his slop account will shew the articles, prices and amount received and disposed of.
4. On the death or removal of a purser, the commanding officer will cause a regular survey to be made on the slops remaining on hand, and an inventory thereof to be made out and signed by at least two commissioned officers.
5. Seamen destitute of necessaries may be supplied with slops by an order from the captain, after the vessel has commenced her voyage.
6. None are to receive a second supply until they have served full two months, and then not exceeding half their pay, and in the same proportion for every two months if they shall be in want.
7. Slops are to be issued out publicly and in the presence of an officer, who is to be appointed by the captain, to see the articles delivered to the seamen and others, and the receipts given for the same, which he is also to certify.
8. The captain is to oblige those who are ragged or want bedding, to receive such necessaries as they stand in need of.
9. The captain is to sign the slop-book before the ship is paid off, or on his removal from the ship at any time, the purser is to send the same to the proper accounting officer duly signed.
10. On the discharge of a man by ticket, the value of the clothes he has been supplied with must be noted on the same in words at length.

11. If necessity requires the buying of clothes in foreign parts, the captain must cause them to be procured of the kinds prescribed for the navy, and as moderate as possible: he must also, by the first opportunity, cause an invoice of the same to be forwarded to the navy department.

REGULATIONS RESPECTING THE FORM AND MODE OF KEEPING THE LOG-BOOK AND JOURNALS ON BOARD OF SHIPS OR OTHER VESSELS OF THE UNITED STATES.

For the purpose of establishing uniformity, the President orders as follows, viz.
 1. The quarter bill, log-tables or book, and journals of the officers, must be kept conformably to the annexed models.

2. The captains or commanders will cause to be laid before them the first and fifteenth of every month, the journals of the sea lieutenants, masters, midshipmen, and volunteers under their orders, will examine and compare them with their own, and will send them at the end of every cruise or expedition to the navy department.

3. If any of the said journals contain observations or remarks which may contribute to the improvement of geography, by ascertaining the latitude and longitude, fixing, or rectifying the position of places, the heights and views of land, charts, plans or descriptions of any port, anchorage ground, coasts, islands or danger little known; remarks relative to the direction and effects of currents, tides or winds; the officers or persons appointed to examine them, will make extracts of whatever appears to merit to be preserved, and after these extracts have been communicated to the officer or author of the journal from which they have been drawn, and that he has certified in writing to the fidelity of his journal, as well as of the charts, plans and views, which he has joined to it, the same shall be signed by the officers and examiners, and transmitted with their opinion thereon to the secretary of the navy, to be preserved in the depot of charts, plans and journals.

Model of a Journal, kept on board the United States ----- of ----- guns
 ----- Commander, by -----

| H | K | F | Courses | Winds. | Occurrences, remarks and historical events, &c made on board the United States ----- of ----- guns Commander, on ----- the ----- day of ----- year | Result of Day's work. |
|----|---|---|---------|--------|--|-----------------------|
| 1 | | | | | | Course made good. |
| 2 | | | | | | Distance. |
| 3 | | | | | | Diff. latt'de. |
| 4 | | | | | | Departure. |
| 5 | | | | | | Mer'd. distance. |
| 6 | | | | | | DD long'de. |
| 7 | | | | | | Long'de ob'd. |
| 8 | | | | | | Latt'de ob'd. |
| 9 | | | | | | Var'n pr. amp'de |
| 10 | | | | | | Var'n pr. azim'th. |
| 11 | | | | | | Current. |
| 12 | | | | | | |
| 1 | | | | | | |
| 2 | | | | | | |
| 3 | | | | | | |
| 4 | | | | | | |
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| 10 | | | | | | |
| 11 | | | | | | |
| 12 | | | | | | |
| | | | | | Distance per Log— | |

Model of a Log-Book, kept on board the United States ----- of ----- guns,
 ----- Commander, by ----- Sailing Master.

| H | K | F | Courses | Winds. | Occurrences and remarks, on board the United States Frigate ----- of ----- guns, ----- Commander, on ----- the ----- day of ----- year. |
|----|---|---|---------|--------|---|
| 1 | | | | | |
| 2 | | | | | |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |
| 6 | | | | | |
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| 12 | | | | | |
| 1 | | | | | |
| 2 | | | | | |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |
| 6 | | | | | |
| 7 | | | | | Latt'de Obs'd |
| 8 | | | | | Long'de. Obs'd |
| 9 | | | | | Vari. Even'g. Amp'de |
| 10 | | | | | Vari. Morn'g. Amp'de |
| 11 | | | | | |
| 12 | | | | | Distance per Log |

REGULATIONS RESPECTING COURTS MARTIAL.

1. All courts martial are to be held, offences tried, sentences pronounced, and execution of such sentences done, agreeably to the articles and orders contained in an act of Congress, made on the 23d of April, in the year 1800, entitled "an act for the better government of the navy of the United States."
2. Courts martial may be convened as often as the President of the United States, the secretary of the navy, or commander in chief of a fleet, or commander of a squadron, while acting out of the United States, shall deem it necessary.
3. All complaints are to be made in writing, in which are to be set forth the facts, time, place, and the manner how they were committed.
4. The judge advocate is to examine witnesses upon oath, and by order of the commander in chief, or in his absence, of the president of the court, to send an attested copy of the charge to the party accused, in time to admit his preparing his defence.
5. In all cases, the youngest member must vote first, and so proceed up to the president.

REGULATIONS RESPECTING CONVOYS

1. A commander of a squadron or commander of a ship appointed to convoy the trade of the United States, must give necessary and proper instructions in writing, and signed by himself, to all the masters of merchant ships and vessels under his protection.
2. He is to take an exact list in proper form, containing the names of all the ships and vessels under his convoy and send a copy thereof to the navy department, before he sails.
3. He is not in time of actual war to chase out of sight of his convoy, but be watchful to defend them from attack or surprise; and if distressed, to afford them all necessary assistance.—He is to extend the same protection to his convoy, when the United States are not engaged in war.

4. If the master of a ship shall misbehave, by delaying the convoy, abandoning, or disobeying the established instructions, the commander is to report him with a narrative of the facts to the secretary of the navy, by the first opportunity.

5. The commander is to carry a top-light in the night, to prevent separation, unless on particular occasions, he may deem it improper.

6. He may order his signals to be repeated by as many ships of war under his command, as he may think fit.

7. When different convoys set sail at the same time, or join at sea, they are to keep together, so long as their courses lie together: when it thus happens, the eldest commander of a convoy, shall command in the first post; the next eldest in the second, and so on according to seniority.

8. Commanders of different convoys are to wear the lights of their respective posts, and repeat the signals, in order, as is usual to flag officers.

9. Convoys are to sail like divisions, and proper signals to be made at separation.

The President of the United States of America, ordains and directs the commanders of squadrons, and all captains and other officers in the navy of the United States, to execute, and cause to be executed, the aforesaid regulations.

By command,
[Signed by] R^t SMITH
Secretary of the Navy.

[NR&L. Nm:1 U:N 327.]

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

NAVY DEP^t 26 Jan. 1802. —

Your letter of the 22 instant is rec^d — information has this morning been rec^d from consul O'Brien of the safe arrival of the *George Washington* at Algiers on the 5th of October, that she was there the 8 November unloading & would sail thence for Tunis in 15 or 20 days with the store ship *Peace & Plenty* under convoy. Capt. Shaw is ordered to return to Philadelphia except the ice prevents, & in that case to New York, he may be soon expected.

[NDA. GLB, Vol. 5, 1801-1802.]

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

BOSTON Jan^y 27. 1802

SIR I beg leave to inform you that I left Portland the 22^d Ult^o on my way to Washington but was arrested here by a fever which confined me to my chamber for more than a fortnight I am now convalescent and daily gain strength. I have this day been honored with your Letter of 12th Ins^t in consequence of which I shall return to Portland in a packet which sails tomorrow, where I shall remain only two days to pack my baggage & arrange some domestic concerns, and shall then proceed with all possible dispatch to New York, on my arrival there I shall assume the command of the *Adams*, and report to you the state & condition of that ship and what may be wanting in the respective Departments, to compleat her for sea.

I regret that I was not at Portland when your letter arrived there as I should have rec^d it several days sooner, but I hope by exertion in the equipment of the ship to retrieve the loss of time occasioned by that circumstance —

[LC. EPP, Vol. 4, 1801-1802.]

To William Eaton, U. S. Consul, Tunis, from Captain Daniel McNeill, U. S. Navy

UNITED STATES FRIGATE *Boston*
TUNIS ROAD 28 Jan^y 1802.

DEAR SIR I brought dispatches for you from the Government of the U S. and some I forwarded to you from Gibraltar and others dld [delivered] Comodore Dale at Toulon, which he forwarded by Via of Leghorn

I will thank you to acquaint me if there is any American Vessells here that can Sail in Two days & wishes to have Convoy — if you can give me any information where I may find Cap^t Barron in the *Philadelphia*, & if you can give me any information regarding the State of affairs at Tripoli, and if any of their Cruizers are out, & of their Force and discription, that I may know them if I should fall in with them, there is a Sweedish Squadron in the Meditarenian Seas of Four Frigates Commanded by Rear Vice Admiral Soderstrom, to Cruize off[f] Tripoli, who I parted with 16 days Since, we are to Cruize togeath[er] in Concert & Blockcade Tripoli

If any of our Squadron should arrive here, you will please acquaint them they will find me off[f] Tripoli for Ten days after that to Malta and to Saragosa & from thence back off[f] Tripoli.

[F. D. Roosevelt Col.]

To Richard O'Brien, U. S. Consul General, Algiers, from Captain Richard Dale, U. S. Navy

TOULON Jan^y 28th 1802

DEAR SIR, After taking my leave of you on the 15th Nov^r I proceeded for Mahon, and arrived there on the 19th I am happy to inform you from every infermation that I could get; the infermation that I received respecting corsairs being fitted out there for the Bey of Tripoli was without foundation. —

I Sailed again on the 30th in going out the Pilot run the Ship on a rock which was the occasion of my coming here — On heaving the Ship down found the lower part of the Stem and the fore part of the Keel entirely gone. —

I expect to sail from this place about the 10th of Next Month, I shall proceed for Gibraltar from there, I expect home, Cap^t M^rNeill in the U S. Ship *Boston* Sailed from this place on the 19th Ins^t for Tunis and Tripoli, he is to Cruize off[f] the latter place, I have sent Orders by him to Cap^t S Barron, to be at Leghorn by the 10th of March to give protection to our Merchant Vessels down the Mediterranean the [*George*] *Washington* arrived at Naples the 20th Dec^r I have no accounts of her sailing from there M^r Eaton, went in her; I have been Informed that she took Coffee from Tunis to Naples I hope it is not true. —

On the 25th Ins^t Rear Admiral Coderstrum Commander in Chief of the Sweedish Squadron in the Mediterranean, arrived in the Road of this place, he informs me that he has ordered One Frigate off Tripoli, and intends going there himself he will Sail in two or three days — his intentions is, to keep the place close Blockaded — I have received no infermation as yet, from our Government what it intends to do, respecting Tripoli. —

I Hope the Commander of the Next Squadron will have Orders to make an attack on it I think in conjunction with the Sweed's there would be little risque in making an attempt to take it, I have

no News to give you, the people are much in the dark here respecting the Movements of Bonaparte, I dont think (from what I see) they have got much liberty by the contest. —

RICH^d DALE

[USNA. Dale LB, 1802.]

To Daniel Ludlow, Navy Agent, New York, N. Y., from Secretary of the Navy

NAVY DEP^t 28 Jan. 1802.

I enclose herewith for your information an extract of a letter from Commodore Dale [26 October 1801] in relation to the shipment of provisions by the American packet — from which you will be informed of the unjustifiable conduct of some person or persons in New York — in putting a private adventure on board a vessel taken up and chartered entirely on public account — whereby she was not only manifestly impeded in her sailing to the great injury of the public service — as the U: S: squadron on the Mediterranean station was then in want of provisions and on account of the non-arrival of this supply in due course of time — resort was obliged to be had to purchasing from his Britannick Majesty's stores — but the whole cargo was brought into jeopardy and the integrity of the commander of the squadron, & indeed of the government of the U: S: itself might have been called in question.

the author or authors of this transaction ought to be punished. I pray you therefore to state the case to M^r Livingston Dist^t Attorney — & if he is of opinion that damages can be recovered — place the business at once into his hands with directions to bring suit.

I enclose also a bill of lading of the cargo the ship carried out on public account with Commodore Dale's certificate on the back stating that several articles were short delivered — some damaged &^t — to which you will be pleased to attend.

[NDA. GLB, Vol. 5, 1801-1802.]

Extract from journal of U. S. S. Essex, Captain William Bainbridge, U. S. Navy, commanding, Thursday, 28 January 1802

Commences clear Weather and easterly wind all hands preparing the ship for sea. setting up lower & Top mast rigging. At 2 PM sent the boat with L^t Decatur to sweep for the anchor we parted; as the buoy since the gale has not watched — ½ past 4 boats returned without being able to find the anchor — At 6 AM intended to have gone to sea but it came on to blow hard, and as I should not be able to keep my station, & only worn the sails & rigging considerably I thought it better to remain at anchor —

Ends stormy disagreeable Weather —

[NA. ND original.]

To The Speaker of the House of Representatives from Secretary of the Navy

NAVY DEP^t 29 Jan. 1802.

In obedience to the resolution of the House of Representatives of the 28 ins^t, I herewith transmit to you to be laid before them, a statement of the vessels now belonging to the Navy of the U:S:, with their present state of equipment, and the service in which they are respectively employed.

R. S. —

Statement of the vessels now belonging to the Navy of the U:S: — with their present state of equipment — and the service in which they are respectively employed. —

| | | |
|---------------------------------------|---|--|
| Frigates — <i>United States</i> | } | ----- of 44 Guns. — |
| <i>Constitution</i> | | |
| <i>President</i> | | |
| <i>Chesapeak</i> | | |
| <i>Philadelphia</i> | } | ----- of 36 Guns. — |
| <i>Constellation</i> | | |
| <i>Congress</i> | | |
| <i>New York</i> | } | ----- of 32 Guns |
| <i>Boston</i> | | |
| <i>Essex</i> | | |
| <i>Adams</i> | } | ----- of 32 d°, smaller [than the <i>Boston</i> and <i>Essex</i> .] |
| <i>John Adams</i> | | |
| <i>Gen^l Greene</i> | | |

Schooner — *Enterprise*. — of 12 Guns retained as a Tender. —

The frigates *President*, *Philadelphia*, *Essex* & *Boston* are cruising in the Mediterranean for the protection of our commerce against the Tripolitan Corsairs. Two of these vessels are expected home, in virtue of orders given the 15 of december last. The terms of service for which the Crews of these vessels entered, will expire on or about the 1 of June next. —

The *Chesapeak*, the *Constellation* and the Schooner *Enterprise*, destined for the Mediterranean, are nearly in a state of complete preparation for sea. every necessary order for officering, manning, provisioning, and otherwise equipping them, has been given — and it is presumed they will be ready to sail on or before the 20th, of the ensuing month. —

The *George Washington* sailed from philadelphia in August last — with tributary stores for Algiers. on her return to the U:S:, it is intended to sell her. —

The *Constitution* at Boston, & the *Adams*, at New York are undergoing necessary repairs. The repairs of the *Constitution* will be completed in the course of 3 months. those of the *Adams* will be effected in one month.

The frigates — *United States*, *Congress*, *New York*, *Gen^l Greene*, & *John Adams*, are dismantled and laid up in ordinary in the Eastern Branch. They are officered and manned agreeably to the quota prescribed by the act entitled “An Act providing for a naval peace establishment.” —

These vessels are in such a state — that they might all be prepared for service — on or before the 1 of March next.

[NDA. Cong. LB, Vol. 1.]

To the Commanding Officer on board the U. S. Frigate *Chesapeake*, Norfolk, Va.,
from Secretary of the Navy

NAVY DEP^t 29 Jan. 1802.

100 able seamen & 152 ordinary seamen & boys — will be a sufficient number for the *Chesapeake*.— you will therefore enter no more than the above number.

[NDA. OSW, LB, Vol. 5, 1801-1802.]

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

NAVY DEP^t 1 Feb. 1802.—

Upon reconsidering the subject of the quota of Marines for the frigates *Chesapeake* & *Constellation* — I am decidedly of opinion that 40 privates — 2 serjeants — 2 corporals — a Drummer & Fifer with the commissioned officers — will be abundantly sufficient. —

You will be pleased to take order immediately for sending to New York for the frigate *Adams* — all the Marines ordered for the above frigates — beyond the number above prescribed.

[See letter of 13 January 1802.]

[NDA. GLB, Vol. 5, 1801-1802.]

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

PHI^a Feb^y 2nd 1802

SIR I find M^r Harrison hath advised you of the demur among the Sailors about their Wages, which as soon as I observed I shut up the Rendezvous to give them time for reflection

There are vast numbers of them in the City and they must come down in a few Days, for certainly what is now offered them is a most generous offer.

A short delay will not I hope be attended with any great inconvenience, in the interim, I hold out the Idea of sending Officers to New York to recruit,

If I could get as many Men as would enable me to run down to N Castle I should be satisfied, to get my Guns & heavy stores on board but they hold out threats against those that might be inclined to Ship —

I shall make use of every exertion & prudent means in my power to get the Ship down, but should my expectations fail me, I must beg your advice on that subject —

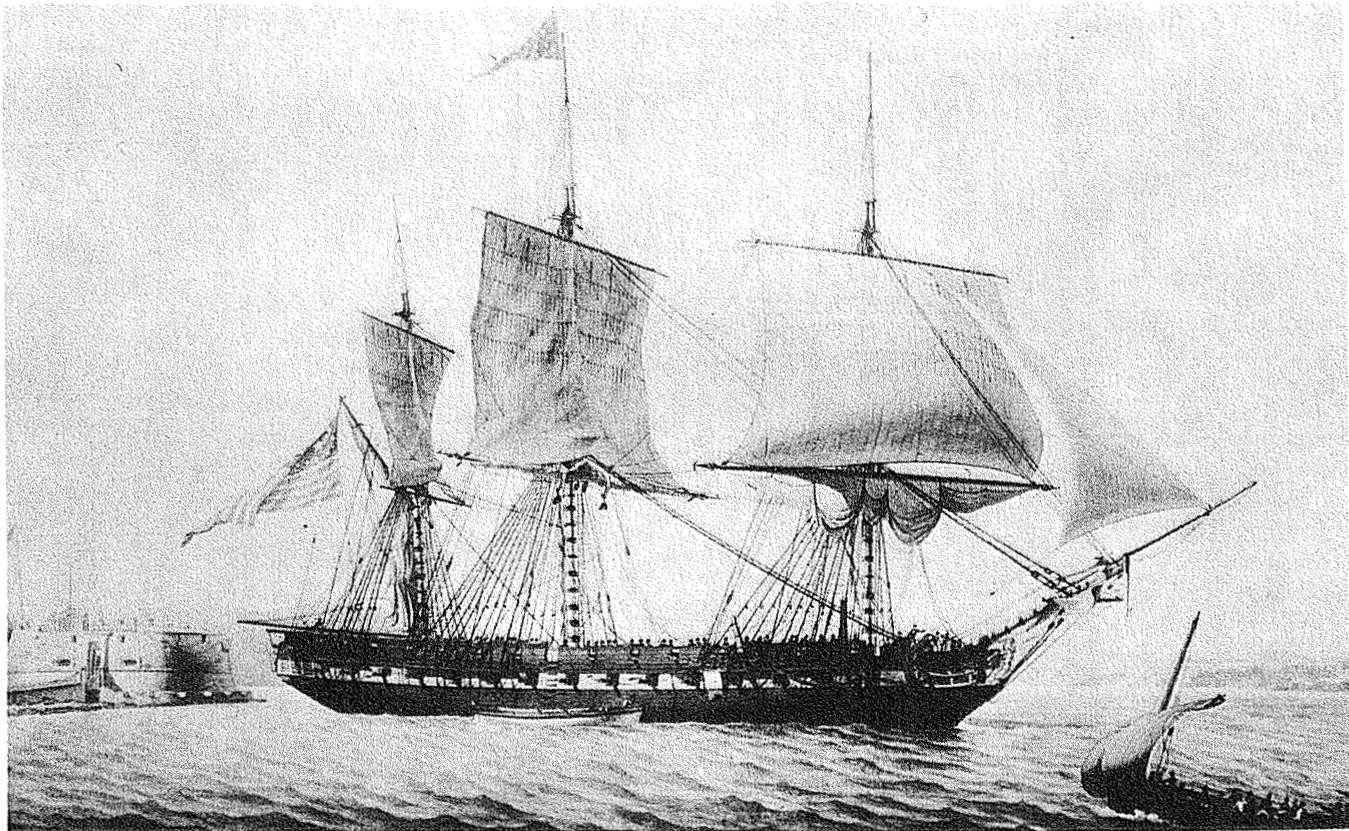
Neither Lieu^ts Cox, Porter, or Lawson have yet made their appearance, tho I advertised for their attendance —

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

To Captain Daniel McNeill, U. S. Navy, commanding U. S. Ship *Boston*, from
Captain Richard Dale, U. S. Navy

TOULON Feb^y 2nd 1802

SIR, It is painfull to me to observe to you that, I think your conduct very strange and unaccountable to me, at present, your carrying off[f] from this place three french Officers (and M^r Thompson belonging to the *President*) it has Occasioned much displeasure here, not only with myself but with the Commanding Officers of this place, I hope you will be able to give a satisfactory explanation respecting this Business — Your Officers and Men that you left at Malaga arrived here two days ago, I have got the Purser a passage with Swedish Admiral, he can not take the rest, I shall take them with me to Gibraltar, they will get a passage from there to Malta, in some of the Ships of the next Squadron you had nearly left two of your Officers here, I hope you will be more particular in your enquiries on Board, when you are about to sail from any place. — you can have but little Idea what trouble and displeasure it gives, and the consequence of



U. S. FRIGATE PRESIDENT STANDING OUT OF TOULON.

leaving Officers behind, and taking, Officers of other Nations away contrary to their expectations. —

Permit me to impress on your mind the necessity there is in keeping up a good understanding with the Commanders of the Ships that you have to act in conjunction with you will always keep in view (I hope) the Honor of your Country and your Brother Officers, I shall sail from this place on the 10th Ins^t for Gibraltar wind and weather permitting. —

R. DALE

[USNA. Dale LB, 1802.]

To Rear Admiral Soderstrom, Commander-in-chief of His Swedish Majesty's Ships in the Mediterranean, from Captain Richard Dale, U. S. Navy

TOULON Feb^y 2nd 1802

SIR, Permitt me to state to you (for your Government the disposition of the Squadron under my Command also my Opinion respecting Blockadeing, and the mode of an attack against Tripoli — likewise the protection of our commerce up and down the Mediterranean —

The United States Ship *Essex* Mounting 36 Guns 12 & 6 pounders and 260 Men, William Bainbridge Esq^t Commander, — his station, is, in and about Gibraltar (and he will remain there untill releaved) to prevent the two Tripolitan corsairs (which has been Blocked up there since the 2nd of July) from making their escape, also to give protection and information to our Merchant Vessels. —

The United States Ship *Boston*, Mounting 32 Guns 12 & 9 pounders 250 Men, Dan^l M^cNiell Esq^t Commander, his station is off [f] Tripoli (and will remain there untill releaved) he has my orders to act in conjunction, with any of his Swedish Majestys Ships that he may meet with on his Station, in Blockadeing the said place to prevent ships of other Nations from going in or coming out, also in taking and destroying all Vessels belonging to the Bey of Tripoli or his subjects. —

The United States Ship *Philadelphia*, Mounting 48 Guns 18^{lb} & 24^{lb} carronades, 390 Men, Sam^l Barron Esq^t Commander, will leave his station off [f] Tripoli (I suppose) about the middle of Feb^y and proceed for Leghorn, I have sent him orders to be there by the first of March, to take under his Convoy all the Merchant Vessels of our Nations Bound down the Mediterranean, he is to call at the different ports as he go's down for the same purpose. — The U. S. Ship [*George*] *Washington* Mounting 24 Guns 9 & 6 pounders 120 Men, John Shaw Esq^t Commander, was at Naples on the 6th of Jan^y, and was expected every day at Leghorn on the 10th of said month, he has my Orders to give convoy to our Merchant Vessels in the different ports, that are bound down the Mediterranean — those two ships after seeing their convoys clear of the Straits will proceed to the United States. —

The U. S. Ship *President* Mounting 48 Guns, 30 twenty four pounders 14-twelves and 4 thirty two pounders 420 Men, at present in this port, James Barron Esq^t Commander. I expect to sail from this place in her on the 10th ins^t for Gibraltar from there (I expect) for the U S, much will depend on the infermation that I may receive there, I am in hopes of meeting the Squadron that is coming out to releive me, should that not be the case, I shall leave infermation for the Commander of the Squadron, where you are to be found, and your intentions (as far as I know) respecting your wish to act in

At Smyner

One Ship Mounting 20 Guns. —

The Bey, seeing that he can not get his Corsairs out with Safety, I make no doubt, but he will fitt a Number of Gun boats to protect his Harbour against our Boats, and to anoy Our Ships in a Calm. —

R. DALE

[USNA. Dale LB, 1802.]

Extract from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy, commanding, Tuesday, 2 February 1802

Commences pleasant Weather with breezes from SE.

At 3 PM the wind came Northerly.

At 5 sent up top gall^{ies} yards. At 6 weighed anchor and sailed. from 9 to 12 speaking vessels in the gut.

At Meridian Gibraltar bore NNW $\frac{1}{2}$ W distant 3 Miles —

[NA. ND original.]

To Lieutenant Colonel Commandant William W. Burrows, U. S. Marine Corps, from First Lieutenant John R. Fenwick, U. S. Marine Corps

MALTA February 3rd 1802

SIR, You probably accuse me of Remisness in not having more frequently forwarded my Returns, agreeable to your Orders & the Regulations of the Service — the cause, permit me to assure you, has proceeded neither from inattention, or forgetfulness of your Wishes — continually on a Cruize & out of the Tract of American Vessels, we neither know what passes, nor can we fix upon a Plan, by which we can assure ourselves of a safe, much less an expeditious Conveyance of our Letters — precarious however as it is, I avail myself of this Opportunity to transmit to you the Clothing & Inspection Returns for the last three Months — You will perceive by the Clothing return that much more Clothes &c has been issued than what I received in America, this is some that was purchased by me in consequence of their clothing being nearly worn out, & their not being a prospect of receiving that sent in the [*George*] *Washington*, or having our Wants supplied by arrivals from home, as strong a reason as the comfort of our Men induced me to venture on this Plan, the credit of our Service, which I was desirous to support & render as respectable as possible in the opinion of the number of Foreigners, who croud on board of the American Frigates, whenever they go into Port. — the cold & boisterous weather we have experienced for some time past has affected the health of our Men, & rendered the warmest clothing absolutely necessary. — * * * We are leading a lazy life & I assure you Sir a tiresome one, no Enemy to afford a Laurel or present a song! but a Gratification exists, that of having preserved our Countrymen from the most wretched of all species of Slavery. A Barbarians Vassal — none of our Vessels as yet have been taken, & whilst the Dread of the Americans exists, the pusillanimity of these people will prevent them leaving their Ports — the boisterous Season is said to be nearly expired, we shall then resume our Station off their Harbours —

* * * * *
[MCA. LR, 1802.]

To Constant Taber, Navy Agent, Newport, R. I., from Secretary of the Navy

NAVY DEP^t 3 feb^y 1802.

Reposing special trust and confidence in your integrity and zeal for the public interest — I have appointed you Navy Agent to act for and in behalf of, this department. As a compensation for your services — you will be allowed a commission of 2 p^t cent on all sums of money paid & expended by you on all contracts made by you on public account, one p^t c^t on all sums received by you for public property sold, and ½ p^t c^t on all sums paid to Officers of the Navy for the purposes of recruiting, paying off a crew and the like services. —

Instructions on the subject of accounts and the forms to be observed in keeping them — will be sent you by the Accountant of the Navy — and you will from time to time receive particular instructions from this department as circumstances may arise to render them necessary.

We require for the use of the Navy for the present year — considerable quantities of beef & pork for which I have directed contracts to be made in several of the States — with a view to distribute among them the advantages resulting from a supply of these articles. I have therefore to request that you will be pleased to engage immediately 250 barrels of pork — if it be not too late in the season. The following process must be observed in putting it up. All the legs — heads — and hands must be excluded & the rest of the hog cut into pieces of 8 lb each, so that 25 pieces will make a barrel; to have a sufficient quantity of salt & salt petre, & the barrels must be made of seasoned heart of white oak, and be well bound. The Hogs not to weigh less than 120^{lb} nor over 200^{lb} each. If the pork season should be too far advanced to obtain a contract in this way, you will please to engage of the best merchantable pork the quantity mentioned, and let me know as early as may be in which way you succeed, and at what price, that I may take order for making you the necessary remittance.

Messieurs Gibbs and Channing — your predecessors in office are instructed, if they have any public stores remaining on hand, to deliver the same to you, you will therefore be pleased to call on those Gentlemen for that purpose, and report to this department, whether any, and if any, what stores shall be received from them.

[NDA. GLB, Vol. 5, 1801-1802.]

To Samuel L. Mitchell, Chairman of the Committee on Naval Affairs, from Secretary of the Navy

NAVY DEP^t 4 feb. 1802. —

SIR: Congress by three acts passed the 25 february 1799 — made the following appropriations.

| | |
|---|---------------|
| For the building of 6-74 gun ships & for procuring, arming & 7 six sloop ^s of war..... | 1, 000, 000\$ |
| for erecting two docks for the convenience of repairing the public ships and vessels..... | 50, 000 |
| To be laid out in the purchase of growing or other timber, or of lands on which timber was growing, suitable for the navy, and to cause the proper measures to be taken to have the same preserved for the future uses of the navy..... | 200, 000\$ |

Letter A — shews the principles by which the Secretary of the Navy was governed in purchasing, under the authority of these acts, Grounds at different places for Navy yards. —

The Secretary of the Navy in a letter addressed to the chairman of the committee on naval affairs, dated 12th January 1801, observes "Under these acts — Contracts have been made for 8 frames — for 74 gun ships: — two of them under the appropriation of 200,000\$ — the execution of them as far as 6 frames — will it is believed, be completed this winter. a considerable part of the timber necessary for six ships has been procured. Ground has been purchased at Portsmouth, N. H. Charlesto[w]n near Boston, phil^a, Washington, & Norfolk, and measures have been taken to procure ground at New York for capacious building & dock yards, and progress is making in preparing docks for receiving the timber."

In his estimates for the year 1801, the Secretary of the Navy estimated for the expences attending six 74 Gun ships and for completing navy yards, Docks and wharves — the sum of 500000 dollars; and Congress by an act of the 3rd of March 1801, appropriated that sum for those objects. out of this appropriation, there has been expended from 1 Jan. to 31 december 1801, inclusive, 304,605 76/100, leaving on the 1 of Jan. 1802, a balance in the Treasury of 195,394-24/100 dollars. —

| | |
|--|------------------------|
| The aggregate appropriations for this dept for the year 1801 | |
| amount to..... | \$3, 042, 352. 95 |
| deduct amount of warrants drawn on the Treasurer from 1 Jany to 31 dec. 1801, inclusive. } | 2, 071, 907. 24½ |
| leaving unexpended on 1 Jan. 1802..... | \$970, 445. 70½ |

I take this occasion to suggest the expediency of selling two of the frigates retained in service by the "act providing for a naval peace establishment & for other purposes." The frigates *Adams* and *General Greene* are not constructed upon approved models for ships of war. They would both make excellent Merchantmen, & would no doubt command a good price, and the proceeds of these sales might be applied to the purchase of smaller vessels, which may be employed to more advantage, if we should be obliged to maintain a naval force in the Mediterranean for any length of time. — If Congress should determine that the *Adams* & *Gen^l Greene* shall be sold, it would be well to authorise the president to apply the proceeds, either to the purchase of smaller vessels or of Cannon & other naval stores, as in the discretion of the Executive, may be thought the most advisable. —

Before I conclude I will take the liberty further to suggest that the Navy ration, under the present establishment, has been found inadequate & has created much murmur & discontent among the seamen. — The allowance of meat has been too small, that of vegetables also — by cutting off superfluities, the allowance of these articles may be encreased to the proper quantity, & the ration be supplied at the present price. I would recommend the following allowance,

For Sunday. 1½ lb beef — ½ lb flour or indian meal, 14 oz. bread, 1 half pint spirits, & 1 ha. p^t of Melasses. —

For Monday. 1 lb pork — 14 oz. bread, 1 ha. pint spirits & 1 ha. pint pease. —

For Tuesday. 1½ lb Beef — 1 lb potatoes, 14 oz. bread, 2 oz. of butter & 1 ha. pint spirits. —

For Wednesday. 1 lb pork, 14 oz. bread — 2 oz. cheese, 1 h^a p^t spirits, & h^a pint rice.

For Thursday. 1½ lb beef, 1 lb potatoes, ¼ lb flour or indian meal, 14 oz. bread, 1 h^a pint spirits.

For Friday. ½ lb flour or indian meal, 14 oz. bread, 2 oz. butter, 1 h^a pint spirits, 1 h^a pint molasses, & 2 h^a p^t of rice.

For Saturday. 1 lb pork, 14 oz. bread, 1 half pint Spirits, 1 half pint pease & 1 half pint vinegar.

[NDA. Cong. LB, Vol. 1.]

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

NAVY DEPARTMENT 4 feb. 1802. —

You will be pleased to deliver to the order of Commodore Truxtun, the dye from which the medal for him was struck.

[NDA. GLB, Vol. 5, 1801-1802.]

Extract from journal of U. S. S. Essex, Captain William Bainbridge, U. S. Navy, commanding, Thursday, 4 February 1802

Commences with clear weather & smart breezes from N^d & W^d At 1 PM brought to in Malaga bay in 15 fath. Water, the Cathedral bearing NNW Malaga Point ENE Cape Molinero WSW

At 6 AM commenced Watering —

[NA. ND original.]

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

NAVY DEP^t 5 feb. 1802. —

I am honored with your letter of the 1 instant. —

With respect to the combination entered into by the sailors, it would be extremely improper to deviate in the smallest degree from the allowance of wages prescribed in the instructions to Capt. Murray. That allowance was fixed with a view to the whole Navy, and cannot be increased on board of any one vessel, to the exclusion of the rest. At Baltimore, L^t Sterrett procured a full crew in one day, and I have no doubt but that the *Chesapeake* will be able to procure a crew with equal facility. —

The box containing the Medal for Commodore Truxtun, has been received at this department, and presented to the commodore.

[NDA. GLB, Vol. 5, 1801-1802.]

To Thomas Appleton, U. S. Consul, Leghorn, from Captain Richard Dale, U. S. Navy

TOULON, Feb^y 6th 1802

SIR, My last to you was under date of y^e 25th Jan^y, since when I have to acknowledge the receipt of your Favour of the 22nd Ult^o I note its contents, I then Informed you that I had ordered the U. S. Ship *Philadelphia* S Barron Esq^t Commander to be at Leghorn by the 10th of March to take under her convoy all American & Swedish Vessels, that was there wanting protection down the Mediterranean you will please to give the Commanders of all Vessels, of the above description, Notice of the said Ship being expected there, that they may if they

think proper wait for her protection, as I find by a letter I have this day received from our Consul at Algiers, that the Bey of Tripoli has at this time three Corsairs at Sea, an extract of which letter you have herewith, the contents of which you will please make known to the Swedish Admiral, and all others concerned,

R DALE

[USNA. Dale LB, 1802.]

[6 February 1802]

Act pertaining to the Navy

UNITED STATES STATUTES AT LARGE. SEVENTH CONGRESS. SESS. I

An Act for the protection of the Commerce and Seamen of the United States, against the Tripolitan Cruisers.

WHEREAS the regency of Tripoli, on the coast of Barbary, has commenced a predatory warfare against the United States:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be lawful fully to equip, officer, man, and employ such of the armed vessels of the United States as may be judged requisite by the President of the United States, for protecting effectually the commerce and seamen thereof on the Atlantic ocean, the Mediterranean and adjoining seas.

SEC. 2. *And be it further enacted,* That it shall be lawful for the President of the United States to instruct the commanders of the respective public vessels aforesaid, to subdue, seize and make prize of all vessels, goods and effects, belonging to the Bey of Tripoli, or to his subjects, and to bring or send the same into port, to be proceeded against, and distributed according to law; and also to cause to be done all such other acts of precaution or hostility as the state of war will justify, and may, in his opinion, require.

SEC. 3. *And be it further enacted,* That on the application of the owners of private armed vessels of the United States, the President of the United States may grant to them special commissions, in the form which he shall direct, under the seal of the United States; and such private armed vessels, when so commissioned, shall have the like authority for subduing, seizing, taking, and bringing into port, any Tripolitan vessel, goods or effects, as the before-mentioned public armed vessels may by law have; and shall therein be subject to the instructions which may be given by the President of the United States for the regulation of their conduct; and their commissions shall be revocable at his pleasure. *Provided,* that before any commission shall be granted, as aforesaid, the owner or owners of the vessel for which the same may be requested, and the commander thereof, for the time being, shall give bond to the United States, with at least two responsible sureties, not interested in such vessel, in the penal sum of seven thousand dollars; or, if such vessel be provided with more than one hundred and fifty men, in the penal sum of fourteen thousand dollars, with condition for observing the treaties and laws of the United States, and the instructions which may be given, as aforesaid; and also, for satisfying all damages and injuries which shall be done, contrary to the tenor thereof, by such commissioned

vessel; and for delivering up the commission, when revoked by the President of the United States.

SEC. 4. *And be it further enacted*, That any Tripolitan vessel, goods or effects, which shall be so captured and brought into port by any private armed vessel of the United States, duly commissioned, as aforesaid, may be adjudged good prize, and thereupon shall accrue to the owners and officers, and men of the capturing vessel, and shall be distributed according to the agreement which shall have been made between them, or, in failure of such agreement, according to the discretion of the court having cognizance of the capture.

SEC. 5. *And be it further enacted*, That the seamen may be engaged to serve in the navy of the United States for a period not exceeding two years; but the President may discharge the same sooner, if in his judgment, their services may be dispensed with.

APPROVED, *February 6, 1802.*

[Statute II, pp. 129-130.]

To Robert R. Livingston, U. S. Minister to Paris, France, from Captain Richard Dale, U. S. Navy

TOULON Feb^r 7th 1802

SIR, I have the Honor to acknowledge the rec[ie]pt of your favour of the 20th Dec^r it came to Hand on the 20th Ult^o, It is with pleasure that I inform you the *Presidents* Bottom is completely repaired and I beleave fully as strong as before the accident happened she is nearly ready for sea I shall sail on the 10th Ins^t for Gibraltar, wind and weather permitting, where I hope to meet the Squadron that I expect out to relieve me — It gives me pleasure to observe to you Sir that I have received every assistance that I could expect from the Chiefs in the Marine Department, in repairing and fitting the Ship, for which I am Very thankful

The U S Ship *Boston* arrived at this place on the 10th Ult^o on the 19th she sailed for her Station off Tripoli, Cap^t M^eNiell left at Malaga, his Purser, Lieut^t Jincks, Wyer and Amory, and four men, he gave no reason for it (only that they ought not to have been out of the Ship) on his Arrival here he reported to the Health Office that he was direct from Le'Orient, had not touched at any place, in consequence of which he was permitted to Prattique[e] — The Quarantine Laws here are Very Sever had the Board of Health known the deception I cannot say what would have been the consequence, I have requested him not to do the like again — when he sailed from this place he took off[f] with him, three French Officers and the Parson belonging to the *President*, they went on Board to Dine, I am much at a loss, to account for such conduct (I am not acquainted with Cap^t M^eNiell) The present Chief of the Marine department, is much displeased, I have tried to persuad him that the Violence of the Wind prevented him putting them on Shore, It is true the Wind was very fresh, but he ought to have put them on Shore before he got underway the fact is (I suppose) the[y] must have drank to much wine — The Swedish Admiral arrived here in a Frigate on the 24th Ult^o he Sailed on the 3rd Ins^t for Leghorn, from there he proceeds for Tripoli (he has three Frigates in those Seas under his command) his Intention is to attack Tripoli, and wished to know if I would, act in conjunction with him,

I told him I would act with him in Blockadeing the place and giving protection to our commerce, I have received no orders to attack Tripoli, our Government, received my dispatches on the 18th Nov^r I gave my opinion respecting attacking Tripoli and the force that would be necessary, also the force necessary to close Blockade it — I suppose the commander that comes out to releive me will have the necessary orders and force to bring the Bey of Tripoli to Submission the Swedish Admiral is no way prepared either to attack or close Blockade Tripoli It is absolutely necessary to have three or four Gun Boats, and one good Bum Vessel — The Bey has three or four Gun Boats and several Gallies, should the Ships be close in shore in a calm, they will come out and do them much damage, without having it in their power to do them any harm — M^r Cathalan is very anxious to be continued consul for the U. S. he informs me that he has wrote you on that subject, he has been very attentive since my arrival here

I will thank you to make my respects to M^r Peter Livingston. —

R DALE

[USNA. Dale LB, 1802.]

To Samadet & Cushing, Merchants, Marseilles, France, from Captain Richard Dale, U. S. Navy

TOULON Feb^r 7th 1802

GENTLEMEN, Your favours of the 23rd & 31st Ult^o came duly to hand I note their contents. — Permitt me to renew to you my thanks for your friendly attention to me, I hope M^r Cushing will have a pleasant passage, I expect to have the pleasure of seeing him in Philadelphia. — I shall pay the am^t of your Bill to Mess^{rs} Luce & Crassons Cadet to day — I expect to sail on the 10th for Gibraltar — you will please to send an Invoice with the Goods —

I send you an extract of a letter, which I have just received from our Consul at Algiers, the contents of which you will please make known to the Commanders of the American and Swedish Vessels in your port, for their Government. — the US Ship [*George*] *Washington* was at Naples on the 20th Ult^o and would sail the first fair wind so that you may expect her every [day] at your place those that wish to take advantage of this convoy will hold them selves in readiness, the US. Ship *Philadelphia* will be also at your place in all the Month of March for the purpose of giving convoy down the Mediterranean

R DALE

[USNA. Dale LB, 1802.]

To William Willis, U. S. Consul, Barcelona, Spain, from Captain Richard Dale, U. S. Navy

TOULON Feb^r 7th 1802

SIR, The U. S. Ship [*George*] *Washington*, was at Naples on the 20th Ult^o and would sail the first fair wind for Leghorn to take under her Convoy the American & Swedish Vessels that might be there bound down the Mediterranean She will touch at your place for the Same purpose, I have given Cap^t Barron orders to be at Leghorn by the 10th of March with the US Ship *Philadelphia*, to give convoy down the Mediterranean to all our Merchant Vessels that may be ready

and to touch at the different ports on his way down for the same purpose —

You have herewith an extract of a letter which I have just received from our Consul at Algiers, the contents of which you will please make known to the Commanders of American & Sweedish Vessels in your port for their Information from which they may determine weather they will wait for the above mention convoys or not —

R. DALE

[USNA. Dale LB, 1802.]

To Rufus King, U. S. Minister to London, England, from Captain Richard Dale,
U. S. Navy

TOULON Feb^y 7th 1802

SIR, I have the Honor to inform you that the *Presidents* Bottom is completely repaired and she is nearly in order for Sea — I shall sail on the 10th Ins^t for Gibraltar, wind & weather permitting, where I hope to meet the Squadron that I expect out to relieve me —

The US Ship *Boston* arrived here on the 11th Ult^o, and sailed on the 19th for her station off Tripoli —

Rear Admiral Coderstrom Arrived here, on the 24th Ult^o in a Frigate, and sailed on the 3 Ins^t for Leghorn from there he go's to Tripoli to attack or Blockade it, he came here to consult with me the best plan for that purpose, and to know if I would act in conjunction with him, I told him I would in Blockadeing Tripoli and protecting our commerce, — I have no orders to make any attack on shore — I most sincerely hope the commander that is coming out to relieve me will have orders, and a sufficient force to bring the Bey of Tripoli to submission I have given our Government, my opinion fully on that point, the Swedish Admiral is not prepared either to attack or to close Blockade it, he has three Frigates under his command in these Seas, — I wrote you on the 5th Jan^y, Informing you, it was uncertain what the expences, of the Squadron under my command in those Seas, would amount to before it would depart for the United States, the Navy Department Lodged Nine Thousand Pounds Sterling in the hands of Mess^{rs} J. MacKinzie & A Glennie for the use of the Said Squadron, it was expected at that time, the Squadron would have been out of these Seas by the 1st Dec^r at farthest I cannot Say, nor do I know, if there has been any more money remitted to London for the use of the Squadron — the US Ship *Geo Washington*, John Shaw Esq^r Commander was on the 11th Ult^o at Naples, in want of sails two cables & lower rigging, which place I had given her orders to go on the 14th Nov^r (when I was off Algiers) to give convoy to our Merchant Ships, down the Mediterranean I am confident the expences of the Squadron will exceed the Nine Thousand Pounds — therefore, I hope Sir you will see that due honor be paid to the Bills that is drawn by the Commanders, for the Use of their Ships — The Inclosed is a letter from our Consul at Algiers, no accounts as yet of any of our Vessels being Captured by the Enemy —

R^d DALE

[USNA. Dale LB, 1802.]

To Lieutenant Andrew Sterett, U. S. Navy, Baltimore, Md., from Secretary of the Navy

NAVY DEP^t 8 feb. 1802. —

SIR, Herewith you will receive circular instructions of the 19 August and 3^d September 1801, to which you will conform. You will also receive 20 copies of Naval regulations, issued by command of the President [25 January 1802], which you will distribute among the Officers of the *Enterprize*, enjoining on them the strictest attention thereto. You will also receive dispatches from the State department, for John Gavino Esq^{re}, which you will deliver.

Presuming that you are now in a state of complete preparation for Sea, it is the Command of the President that you proceed with all possible dispatch to the Mediterranean, and place yourself under the command of the commanding officer on that station, to whom you will deliver the enclosed dispatches. —

A statute of Congress passed the 6 ins^t, authorizes our armed vessels to subdue, seize & make prize of, all vessels, foods & effects belonging to the bey of Tripoli or to his subjects. You will consider yourself hereby authorized and directed to proceed against them accordingly. —

All prizes are to be sent into some port in the U: S. for trial. they should always be accompanied by all the papers, & one or more of the Commissioned Officers found on board and every thing else necessary for their condemnation. —

You will receive particular instructions from the commanding officer on the station relatively to the disposal of prisoners.

I have nothing further to add, but to express a hope, that in the execution of your present commission, you may acquire additional laurels,

[NDA. OSW, LB, Vol. 5, 1801-1802.]

To the Officer Commanding on the Mediterranean Station, from Secretary of the Navy

NAVY DEP^t — 8 feb. 1802. —

Sir: Lieutenant Sterrett of the Schooner *Enterprize* who will deliver you this letter, is instructed to place himself under your command. —

Since my last dispatches, Congress have changed the posture of our affairs with Tripoli, & by a Law passed the 6 instant, the President is authorized to instruct the Commanders of public vessels to subdue, seize, and make prize of, all vessels, goods, & effects, belonging to the Bey of Tripoli, or to his subjects, and to bring or send the same into port, to be proceeded against and distributed according to law: also, to cause to be done all such other acts of precaution or hostility as the state of war will justify, & may in his opinion, require. —

You will therefore consider yourself hereby authorized and directed to subdue, seize and make prize of, all vessels, goods, and effects belonging to the Bey of Tripoli or to his subjects — and you will immediately issue orders to all the officers under your command, investing them with similar authority, and give them such instructions as may appear to you the best calculated to effectuate the great object of maintaining a squadron in those seas — namely, the protection of our commerce. —

All prizes are to be sent into some port in the U. S. for trial. They should always be accompanied by all the papers, and one or more of the commissioned officers, found on board, & every thing else for their condemnation. —

With respect to prisoners, some few of the most prominent characters may be detained and sent to the U: S., in the captured vessels, or otherwise. All the rest may be landed on the Barbary shore, or at any other convenient place, so as not to subject the U. S. to the expence of maintaining them. You will give orders accordingly. —

The *Chesapeake* & *Constellation* are preparing for sea and will probably sail in all this month. You will remain on the station with your whole force, until these vessels arrive — and until otherwise directed. —

[NDA. OSW, LB, Vol. 5, 1801-1802.]

To Captain Samuel Barron, U. S. Navy, commanding U. S. Frigate *Philadelphia*, from Captain Richard Dale, U. S. Navy

Toulon Feb^y 9th 1802

SIR, Wind and Weather permitting I shall sail on tomorrow for Gibraltar, from there I expect Home, the Expences here for the repairs of the ship, Materials and other disbursments amounts to a greater Sum than I expected, for your government, I have drawn for four Thousand One Hundred pounds Sterling I am informed that your expences a[t] Leghorn amounted to fourteen Hundred pounds — the [George] Washingtons Expences at Naples will be heavy, Cap^t Bainbridge, I suppose has also drawn for some money; I dont know the amount that you drew for at Malaga — but I suppose the Nine Thousand Pound, must be nearly exhausted. — I have wrote to London on the Business, and requested, that Bills drawn by the Commanders (in the Squadron under my Command) for the use of their ships, that due Honor might be paid to them — you will keep Economy in View you will make every exertion (at the same time give every protection to your Convoy) in getting down the States-Commodore Truxtun comes out in the next Squadron. —

[NDA. A-4.]

To James MacKenzie & A. Glennie, Merchants, London, England, from Captain Richard Dale, U. S. Navy

Toulon Feb^y 9th 1802

GENTLEMEN, At the time the Navy Department lodged Nine Thousand pounds, Sterling in your hands, for the use of the Squadron under my command, It was not contemplated that I should remain longer in these seas, than the first of Dec^r last, at farthist, Had the Squadron returned to the United States, as they expected, the sum would have been sufficient, but as that is not the case, I am confident it will not — the expences of the *President* in this place is very considerable (as will see) which was not taken into calculation, also the Expences of the U. S. Ship *Geo: Washington* at Naples; I expect you will pay due Honor to the Bills that is drawn on you by me or by the Commanders in the Squadron while in these Seas for the use of their Ships — I have wrote M^r King on the subject — I shall sail to morrow for Gibraltar (wind and weather permitting) where I hope to meet the Squadron that comes out to releive me. —

[NDA. A-4.]

To Captain Richard Dale, U. S. Navy, from Lieutenant John Shaw, U. S. Navy

U S. SHIP *Geo: Washington*
Feb^y 9th 1802

SIR, I take the liberty to inform you of our Merchant Vessels paying no respect to convoy, for on my Arrival at Leghorn, I found they Had mostly all sailed although they Had every assurance of the *Geo. Washingtons* proceeding there for the express purpose of giving them protection, I sailed from Leghorn on the 6th Ins^t in Company with the ship *Piegoen* Cap^t Jaffe, of Charles Town and two American schooners, they were so indifferent of protection that they Instantly left me and shaped their own course, — they are led to believe there is no danger to be apprehended from Tripoli, as we are informed, that there is none of their Corsairs out, — I am Induced to mention to you, with what Indifference they respect Convoy, in hopes you will order me to Malaga to Water and proceed Homewards There was one American ready for sea when I left Leghorn (who could not sail in consequence of a Ball he was to be at on that night. —

I must mention to you the sequestration, of the cargo of the Brig *Traviler* of Boston, in Naples, by that Govern^t (the City being in want of Oil and said Brig arriving from Galipoly, it was immediately seized) and in consequence, M^t Hill, Supercargo wrote to me on the Subject requesting my Interference; I transfer to you copys of my letters to his E^x^y Gen^l Acton, with his answer, I got the matter settled much to the satisfaction of M^t Hill. — It is the wish of His Napolitan Majesty to negotiate a Treaty of Commerce with the United States and I am of an opinion it would be much to our Interest. — His Ex^{cy} Gen^l Acton, mentioned of receiving any Tripoline prisoners, which might from time to time fall into our Hands, and that it would give him infinite pleasure in giving our fleet, every Assistance in his power, he Has Given a General, order that our Ships of War Should be furnished with any or every article in his Magazines, and you may be assured of every attention, paid to our flag in Naples. —

I transfer a copy of mine dated off Naples, Jan^y 11th 1802 My Crew is Ogmented very much by American Sailors who left their Vessels in Naples and Leghorn, and in some Measure in want, they were ordered on Board by our Consuls; they are destitute of clothing which I had to furnish them, to prevent them from Sickness. —

[NDA. Officers LB, 1802–1805.]

Extract from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy, commanding, Tuesday, 9 February 1802

Commences pleasant Weather & Variable winds

At $\frac{1}{2}$ past 4 PM weighed anchor & sailed, Wind NNW. to NW. Throughout the night steady breezes, standing to the Westward.

At 7 AM Ceuta point bore SbE, Europa point ENE. The wind came to the Westw^d beat round the rock —

[NA. ND original.]

To Lieutenant Colonel Commandant William W. Burrows, U. S. Marine Corps,
from Captain Daniel Carmick, U. S. Marine Corps

NORFOLK 10th Feb^y 1802

SIR I last night received yours of the 2^d Feb^y, yours of the 1 Inst I had received, & compleated your orders yesterday, the Detachment will sail for Newyork tomorrow, you will perceive that the Tickler you gave me had great effect on my *promptness*, Truxton arrived here this day, I waited on [him] & am lead to beleive from the reception I had from him, that we shall agree very well, I had a very long conversation with him on the duty of a Marine Officer, & if he adheres to what he informed Me, he intended to exact from the Marines, I think they will be better treated than on board any of our Ships, he says that one Marine Officer is quite sufficient for a frigate, but that it is proper for the Commodore of the squadron to have two, in case of an accident in the squadron, in which case, he can spare one, from which I presume (if they do not build the 74^e) they will disband the Captains, & which I hope will be the case, as there is niether credit or money to be got in the corps at present, You'll please to send me on the prices of the Marine Cloathing, & likewise of Dunlaps — Capt Truxton informs me that he intends taking the command of the *Constitution* as soon as she arrives at Gibraltar, but did not say if he intended to take me along with him, I rather expect that depends on my good conduct towards him, in case of a change I hope he will also change the Marines, that we may have no difficulty with our Accounts —

I have with your leave annexed a list of the mens names sent on to New York — There are two Men, (Shaw[?] & M^cClaskey) that I do not include in my detachment as the Doct^r informs they will not recover in time for the Ship, Pray, have you rece^d my letter respecting Rhodes,

I hope Capt Hall has perfectly recovered, ask him if he is so serimonious as to wait for me to write him first, if so, I will do it, Inform M^r Thompson I shall write by next post to him, My respects to M^r^e & Miss Burrows, I left Miss Harriott with a very ugly sore on her her face & am anxious to know if she will be any ways disfigured by it —

Serj^t Walter Linn
Corp^l Peregrin Prouse
D^o James Crosby
Priv^{ts} Thomas Butt
“ James Barnett
“ Antho^r Fulton

Priv^{ts} John A. Myers
“ John Read
“ Chris D. Wondis
“ W^m Young
“ Fred^t Swartsmouth
“ Charles ONeal
W^m Turner

[MCA. LR, 1802.]

[10 February 1802]

[NOTE.—There is contained in the State Department records in the National Archives, Consular Letters, Tripoli, volume 2, a financial statement of James Leander Cathcart's administration as Consul of the United States at Tripoli in Barbary, from its commencement on 10 July 1797 to his appointment as United States Consul General for Algiers on 10 February 1802. In this volume are also accounts of Mr. Cathcart in 1803. In all there are about ten pages.]

[10 February 1802]

To John Gavino, U. S. Consul, Gibraltar, from Captain William Bainbridge, U. S. Navy

SIR Deliver M^r Timothy Winn Purser of the United States Frigate *Essex* under my command out of the provisions that you have received from the Navy Department of the United States in the Ship *James Ebenezer* Chandler Master for the use of the American Squadron in the Mediterranean

Forty Barrels of Beef
 Thirty five barrels of Pork
 Fifteen Barrels of Flour
 One hundred and Seventy Barrels of bread
 Twenty five Bags of Peas
 One Tierce of Rice

The whole being wanted for the use of the above Frigate

GIBRALTER 10th Feby 1802

Received the above Articles, the Bread weighing thirteen thousand one hundred & eighty five pounds Nett, for which I have sign'd Triplicate Receipts.

TIMOTHY WINN.

[NDA. A-4.]

Extracts from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy, commanding

Wednesday, 10 February 1802

Commences clear Weather and smart breezes from the N^d & W^d
 At 1 PM came to Anchor in the bay of Gibraltar with the following marks in 21 fath. Water —

Europa point, South
 North point of the rock E ½ S.
 Town of Algeziras WNW
 S^t Roque - - - - NbE

Moored ship, got all boats out, to get on board provisions just arrived in a store ship from Baltimore

Sunday, 14 February 1802

Commences cloudy with hail at times, wind variable. At 7 AM the wind NNW. Weighed anchor & sailed; intended to have beat thro' the gut — At 11 had gained considerably, but it then came on to blow very strong & seeing several American Vessels from the eastward standing in for the rock, bore up & spoke them, they were from Leghorn —

Monday, 15 February 1802

Commences clear Weather & very strong Westerly gale

At Meridian bore away for Tetuan. 1 PM doubled Ceuta Point within ¼ of a Mile. At 3 doubled Cape Tetuan as nigh as Ceuta & took the circle of the bay in 11 fath. Water, lay to & shewed our colors untill 5 PM, my motive in standing in for Tetuan was to shew to Tripolitan Captain we had not forgot him. He is at Tetuan collecting a crew —

[NA. ND original.]

[18 February 1802]

Instructions to U. S. Ships of War

Instructions to the commanders of Armed Vessels belonging to the United States, given at the City of Washington in the District of Columbia, this 18th day of February in the year of our Lord 1802, & in the 26 year of our Independence.

Whereas it is declared by the Act entitled "An Act for the protection of the commerce & Seamen of the United States against the Tripolitan Cruizers," that it shall be lawful fully to equip, officer, man, & employ such of the armed vessels of the United States, for protecting effectually the commerce and Seamen thereof, on the Atlantic Ocean, the Mediterranean and adjoining Seas: And also that it shall be lawful for the President of the United States, to instruct the commanders of the respective public Vessels, to subdue, seize, and make prize of all Vessels, goods, & effects, belonging to the Bey of Tripoli or to his Subjects.

Therefore & in pursuance of the said Statut[e] You are hereby authorized and directed, to subdue Sieze & make prize of all Vessels, goods, & effects, belonging to the Bey of Tripoli, or to his Subjects, & to bring, or Send the Same into Port, to be proceeded against & distributed according to Law.

By command

(Signed) R^t SMITH.*Secretary of the Navy.*

(Signed) THOMAS JEFFERSON

*President of the United States.*To the commander of the U. S. Frigate *Constellation*

[H. E. Huntington L&AG, Micro-film.]

To Captain Richard Dale, U. S. Navy, or Commanding Officer on the Mediterranean Station, from Secretary of the Navy

(Circular)

N. DEPT. 18 February 1802. —

Herewith you will receive your authority to subdue, seize and make prize of all vessels goods & effects belonging to the Bey of Tripoli or to his subjects, and also the statute upon which that authority is founded. —

In executing the duties arising out of this commission, you will attend to the following regulations & instructions. —

1 — Your Commission extending solely and exclusively to the vessels goods & effects belonging to the Bey of Tripoli, or to his subjects, you will bear in mind that the rights of all other nations are to be duly respected: That we are at peace and wish to continue at peace with them, and that an American Commander ought to be as much distinguished for his attention & adherence to all the rights of humanity & hospitality, as by his firmness in support of the honor of his country.

2 — You are to refrain from exercising the powers of capturing or recapturing in waters within the Jurisdictional limits and under the protection of any other nation, in order that their peace & sovereignty may remain unviolated, and we shall scrupulously and without indulgence examine that conduct which shall bring us into collision with any other power. —

3. — All Tripolitan Vessels — Goods — and Effects captured in virtue of your commission, are if practicable to be sent into some Port in the United States, to be proceeded against and distributed according to Law. —

4 — All prizes sent into port must be accompanied by all Passes, Charter-Parties, Commissions, Bills of Lading, Invoices, Letters and other documents and writings found on board, which are to be directed to the Judge of the District, to which such prize is ordered to proceed. —

5 — — With respect to prisoners — if a Cartel can be established with Tripoli to effect an exchange, it must be done; if found impracticable, you may then dispose of the prisoners to any of the powers at war with Tripoli, with a reservation that they shall be restored to the U. S. — in the event of their demanding them, on an adjustment of their difference with Tripoli. If neither of these plans can be effected, you will dispose of the prisoners at your discretion, so as not to be at any expence to the U. S. — reserving however some few of the most prominent characters. —

6. — You are as far as may be in your power, to aid, succour, relieve & free any American public or private vessel attacked by the Enemy. —

The most effectual plan for accomplishing the great object of maintaining a Squadron in the Mediterranean, which is the protection of our commerce, will be to keep the enemy in Port by blockading the places out of which they issue. Convoy must be given to our vessels as far as it can be done consistently with this object. — Whenever it is convenient to convoy, it will be proper that as many vessels as possible be collected, & not by affording convoy to the smaller part of our Commerce, expose the greater part to capture: —

(— To the Inferior the following addition is made — to the last sentence above, end^s “capture” however on these subjects and with respect to the disposition of the Prisoners, & all other subjects not herein expressly provided for, you are to take your directions from the commanding officer on the station.)

[NDA. LB, 15 May 1799–18 July 1807.]

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

[U. S. FRIGATE] *Constellation* off FORT MIFLEN

Feb^r 19th 1802

SIR I have for this several days been down here waiting for a high tide to get over the Bar, and counted upon the full of the moon to effect the purpose, but unfortunately the N W. winds set in, which hath so checked the tides that I now despair in getting over for some days, which is very unfortunate for us, having now nearly the whole of our Crew on board, & nothing to detain us after receiveing our Guns, & heavy stores on board, & no ship can be in finer condition

As you may not be acquainted with the nature of this obstruction to the Navigation of this River, I must observe that in common tides, there is only 19 feet in the best water on the Bar, which is hard sand Bottom, & the Channel not more than twenty yards wide, & thirty in extent, which frequently shifts its position, owing to a peir head having been sunk above it, & the place where the United States Frigate cross^d when she went down, hath now only fourteen feet on it —

I cannot possibly bring my ship to a less draft of water than she now draws, which is 20 feet, having no weight in her but what is forward to bring her on an even Keel, so that we must wait with patience for a proper tide which I hope we shall have ere long —

[NDA. A. Murray's LB, 1799–1805.]

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

NEW YORK Feb^y 20th 1802

SIR Since my last letter I have seen Cap^t Morris, and I have taken a survey of the ship, I find that she has been hove out her Bottom caulked Keel new shod & that she has been new coppered, her spar Deck has been raised four Inches, which I think is an improvement, and is wholly new, her work fore & aft outside & inside is new from one plank below the wales to the gunwale, new chain-wales & knees — Bull works new, Fore step new, Capstern new partners of the capstern and coverings of two Hatchways new the principal part of the Beams for the gun deck will be new, as well as most of the plank, when she is finished. partners for the Fore & Mainmast new, Fore Mast, Main Mast & Caps New, Fore, Main & Cross Jack yards new — Jibb & flying Jibb Booms, F^e Top Gall^t Yard, Spritsail yard, Main Topmast Cap, Head rails, Cat Heads & Belfry new, and three new pumps ordered, the Cabbin, Ward room, & all the store rooms have been broken up with the decks and are yet to be finish, as well as a considerable part of the Gun deck. and work above the spar deck, as many hands are employed as can work to advantage but I cannot think they will be able to finish so that the painters can compleat their work in less than between three & four weeks from this. The whole of the shingle Ballast is new and on board and the ground tier of water casks stowed, The ship will be rigged compleat by the last of next week, two pair of lower shrouds & most of the running rigging are new as well as three cables & three hawsers that are already made, She has a new launch & wants a new Jolly Boat. It is not possible for me to send you an exact acc^t of what is necessary in the different departments to equip the ship for a Cruise until a survey has been had on the Medicine & Surgeons Instruments now on hand, as well as on the Masters stores, Gunners & Boatswains carpenters, Armoers & coopers tools & stores to see what condition they are in, which cannot well be done at present as the Surgeon is absent & no Gunner, Carpenter, armorer Sailmaker or Cooper is yet appointed, as soon as the ship is ready to receive her stores on board, and the officers of the different departments are here, I will return you regular indents of every articles wanted for a Cruize, Cap^t Morris has ordered every thing necessary to Equip the ship except, the Stores for a cruise in the mean time, the utmost oconomy shall be made use of in fiting the ship I am not able to give my personal attendance at present, as I am confined to my room sick, but hope in a day or two to be able to go out again, my journey from Portlant to this place was an undertaking — greater than my state of Health would justify, and I am now suffering in consequence but have no doubt my health will be restored if I can get to sea, which I am very desirous of. The *Adams* is not well constructed for a frigate, she is too narrow and sharp and draws too great a draught of water for a ship of her Rate, she is over masted, and requires so much Ballast to enable her to bear her canvass that she will not carry more than three months provisions & stores and even with that quantity is very much lumbered, but to counter-balance those inconveniencies she is said to be a remarkable fast sailer, and being a Light frigate will answer well for the Medeterranean service The sett of guns 12 pounders which now belong to her are much too heavy for her, I wish

to be permitted to change them for Light twelves or nines as there [is] a plenty of such guns in the navy yard which have mostly been discharged from the ships which have been sold, the *Adams* on her last cruise carried 38 Guns I wish to be permitted to leave six of them on shore, as I think 32 Guns as many as she is able to bear or as can be made use of to advantage in action I also think it will be best to take six pound cannon or 18 pound canonades in lieu of the nine pounders she had on her quarter Deck, there are a plenty of such guns as are wanted on hand here; The acc^t of officers attach'd to the ship as mentioned in my last was rec^d from the Navy Agent but was incorrect, the Officers here at present are M^r Ludlow acting as Lieu^t, M^r Trent, Master M^r Johnson, Purser, L^t OBannan of the Marines. M^r Henly Midshipman & M^r Boyd Surgeons Mate. M^r Marshall, Surgeon is absent for a few days on leave given by Cap^t Morris M^r George Bills the present Acting Boatswain is on board he was Boatswain of her when Cap^t Morris commanded and is spoken very highly of, I am much pleased with him myself, and hope you will think proper to forward him a warrant, as a good Boatswⁿ is difficult to be procured, and he does not incline to go to sea without a warrant. It has become necessary to have a number of men attached to the ship, at least a Crew for each of her boats in order to move the ship into the stream in case of fire near her or to take care of her in a gale of wind They may also be employ'd to advantage on board as we shall soon be ready for our water & wet provisions. — if those men cannot be conveniently accomodated on board the ship, they can be boarded at a house at the head of the Wharf where the ship is and their Monthly Wages & board will not be so expensive to government as hiring men by the day will be I hope you will order the Lieu^ts here as soon as convenient —

[LC. EPP, Vol. 4, 1801-1802.]

Extract from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy, commanding, Saturday, 20 February 1802

Clear & pleasant Weather, with light Westerly wind. At ½ PM came to Anchor in Algeziras bay in 23 fath. water, with the following marks, Town of Algeziras W ½ S. South tower NW ½ N. Town of S^t Roque NE ½ E South signal tower on Gibr^t SEbE. At 3 dispatched a boat to Gibraltar for news, she returned, nothing particular. The Tripolitans remain in the same state —

[NA. ND original.]

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

NAVY DEP^t 22 feb. 1802. —

Presuming that you are now in all respects completely ready for sea, it is the command of the President that you proceed immediately to the Mediterranean & join our squadron on that station. —

I enclose Circular instructions of the 18 instant — also 50 copies of naval regulations — which you will distribute among the officers of your ship, enjoining on them the strictest attention thereto.

Wishing you an honorable and successful cruize —

[NDA. OSW, LB, Vol. 5, 1801-1802.]

Circular to Captain Thomas Tingey and to Navy Agents, from Secretary of the Navy

NAVY DEP^t 22 february 1802.

Sam^l Brown Esq^r Boston.
Dan^l Ludlow — New York —
Geo: Harrison — phil^a

Woodbury Langdon —
Portsmouth [N. H.] —
William Pennock. Norfolk.
Thomas Tingey — Washington. —

I wish to obtain a correct and specific statement of the improvements made at the Navy Yard & Dock under your care. You will therefore have prepared and transmit to me a plat, on which must be described the quantity of ground respectively occupied for these purposes. The depth of the water — its qualities and effects upon the timber in dock — the flow of tide — all the improvements — a view of the adjacent waters and lands — and every other circumstance that may enable me to form a correct decision on the subject. And if the improvements are inadequate to the purposes for which they are intended — it is expected that you will suggest such other improvements as may be necessary — and state their probable cost.

It is presumed that all the public property committed to your care — but more especially the Timber — will be kept in a state of due preservation. this is an article of such immense consequence — and may suffer so much for want of care — that no pains or expence ought to be spared to season and preserve it in the most effectual manner. You will be pleased to state the situation of all the timber in your Custody.

[NDA. GLB, Vol. 5, 1801-1802.]

[22 February 1802]

Statement of the Account of Israel Whelen with the United States

| | |
|---|-------------------|
| Israel Whelen, Agent for the Sale of the Brigantine <i>Sophia</i> , To the United States..... | Dr |
| To Amount received for the Net proceeds of said Brigantine and Stores after deducting Wages of the Crew and Sundry other charges Pr Account of Sales herewith..... | 2390. 93 |
| To Amount of Advances made by Timothy Pickering and John Marshall late Secretaries of State pr Reports N ^o 12583 and N ^o 12907, to the following Individuals, who are now respectively to receive Credit for the same, having accounted therefor in the Settlement of their wages Viz | |
| John Smith Commander of the Brigantine <i>Sophia</i> | 100. |
| William Cox, Mate..... | 100 |
| Benjamin Rawle, Carpenter..... | 75. |
| Liberty Montgomery, Cook..... | 55 |
| John Ward, Boatswain..... | 75. |
| William Burns. Seaman..... | 42. |
| | 447. |
| Making in the whole the Sum of..... | Dollars. 2837. 93 |

Auditors Office }
February 22nd 1802 }
P. FERRAL

Compt^rs Office
Mar. 9. 1802.
AND. ROSS

Extracts from journal of U. S. S. Essex, Captain William Bainbridge, U. S. Navy, commanding

Tuesday, 23 February 1802

Variable weather, light airs from the S^t & calm at intervals, unmoored ship & prepared for Sea. At 8 AM visited Gibraltar, where 11 American Merch^t vessels were waiting for a wind to sail, but were alarmed at hearing there was a pirate cruising in the Gut. I immediately notified them that I would give them Convoy. At 11 AM weighed & sailed the shipping from Gibr^t same time got under way —

Wednesday, 24 February 1802

Commences pleasant Weather, light airs from South. The American Vessels under convoy in company with a large English fleet from Gib^t, beating out of the bay. At 10 PM a smart breeze from East at Midnight shortened sail. 8 AM the Convoy all thro' the gut, made sail for Tangier. At 11 came to Anchor off the town in 10 fath. water. Cape Malabata EbN $\frac{1}{2}$ N Tangier W $\frac{1}{2}$ N & Cape Spartel NWbN. sent the barge on shore for Consul Simpson & L^t Dent in the pinnace to sound

Thursday, 25 February 1802

Commences strong easterly wind, $\frac{1}{4}$ past Meridian L^t Dent returned on board, reported that the soundings appeared to be regular & the bottom better deeper in the bay & nearer the town than where we lay, reported there was a reef of rocks distant a Mile from shore about SE from where we lay, fearing a change of wind hove up & came to nearer the town in 9 fath. water, hard sandy bottom, Cape Malabata NEbE $\frac{1}{2}$ E, Cape Spartel NW $\frac{1}{2}$ W, Tangier WbN $\frac{1}{2}$ N, & to tower EbN, old Tangier SSE. This bay is safe in all winds except from NNE to NWbN or NW. When a tremendous sea heaves in, Consul Simpson came on board —

Friday, 26 February 1802

Commences with very strong SW winds. Went on Shore, waited on the Governor, who rec^d me with civility & a degree of Moorish politeness 2 AM wind came round to NNW, brought in a very heavy sea. At 6 reefed our topsails, Hoisted them to the Mast head, stopped then, our courses made fast in the same way, hove to our anchor, let fall, sheeted home, weighed & sailed all tacks aboard, beat out of the bay in a very heavy sea, several times very near the shore, in great danger. At 11 doubled Cape Malabata, sent up top gall^t yards —

[NA. ND original.]

To William Kirkpatrick, U. S. Consul, Malaga, from Captain Richard Dale,
U. S. Navy

U. S. SHIP *President* GIBRALTAR Feby 26th 1802

DEAR SIR, I arrived at this Place, 4 P. M. this day it was my intention to have touched at Malaga but the Gods was determined to deprive me of the pleasure of paying you a Visit before I quited those Seas Yesterday Evening I was in Sight of Malaga and fully expected to have been to an Anchor before dark, but the Wind all of a sudden blew so Violent from the Westward that I was under the Necessity to stand off from the land, not able to carry much Sail, at 6. A M, the wind shifted to the N. E. and Blew very heavy, not being able to fetch into Malaga Roads, I bore up for this place — I sailed from Toulon on the 11th Ins^t I have had a tedious time and

Very bad weather. — I expect in a few days to proceed for the U.S. — In a short time you may expect to see the U.S. Ship [*George*] *Washington*, I left her at Toulon she was to proceed to Marseilles the first fair wind she Touches at the different ports as she comes down, to give convoy to our Merchant Vessels, the *Philadelphia* I expect will sail from Leghorn about the 15th or 20th of March, she will touch at the different ports also on her way down, for the same purpose. — I sent Orders by Cap^t M^rNiell, to Capt. Barron (off Tripoli) to be at Leghorn between the first and tenth of March Should you have any letters, for me you will please to send them by the [*George*] *Washington* or *Philadelphia*. — If you conceive them to be letters of a Publick nature you will send them to M^r Gavino, to be delivered to the Commanding Officer of the Squadron that is expected to arrive in those seas. — You will please to make my best respects to your good Lady, I hope both of you, and your dear little Girls are well

RICH^d DALE

[USNA. Dale LB, 1802.]

[26 February to 30 April 1802]

To James Leander Cathcart, U. S. ex-Consul, Tripoli, from Nicholas C. Nissen, Danish Consul, Tripoli

TRIPOLI March 12th 1802

D^r SIR. Since my last of 3^d ulto nothing has transpired worthy your attention, I shall however give you an abstract of my Journal. —

The Bashaw expects the frigate formerly commanded by Murad Raize & blockaded by the Ships of the United States at Gibraltar from Tangiers with a Cargo of Grain, having sent an Ambassador to solicit that favor from the Emperor of Morocco. —

26th feb^y. The Bashaw sent an order to all the Consuls to hoist their flags in consequence of the Grand Signior having taken Possession of Egypt again, a general discharge of Cannon took place from all the fortifications. —

The same day sailed a Guerlinguich of 12 Guns the only Tripoline Cruizer now at Sea. —

28th d^o Was launched a Xebek of 18 Guns, which is to be fitted out for a Cruizer. —

8th March. Was hoisted for the first time the Batavian flag — without incurring any expence or even any promises being made to the Bashaw. The same day the french Citizens began to wear the three colour'd Cockade. —

The Swedish frigate continued to cruize off here when the Weather permitted untill the 25 March when the Consul hoisted a Signal to inform the Comm^r that he wished to go on board, but the Bashaw refused him Permission, saying that the Consul brought him no Information from Col. Tornquist, when he was on board before and that he was not informed whether Sweden wished for Peace & that probably they preferred War, The Bashaw suspected that had he permitted him to go on board that he would not return, & the Consul then hoisted a Signal of Distress but to no Purpose as the Frigate Stood out to Sea & disappeared.

11th April. A frigate appeared which was generally supposed to be an American, for several days she turn'd away vessels bound here captured Sandals, or small coasting vessels & manned their long Boat in order to cut them off from the Shore, this convinced me she was not

an American tho' she hoisted no colours whatever, for the Americans have never acted offensively against the Sandals of Tunis & these were all of that Regency.

On board of one of these Sandals were some Passengers belonging to a Maltese vessel that had been lost on the Island of Zerbi — one of whom was the Aunt of Consul Luca's Wife who declared on her arrival here that the frigate which captured her was the Swedish Admiral's Ship

April 21st The frigate disappeared in consequence of the weather, but it is reported that when She returns, that the Admiral intends to Send his Boat on shore with an Officer to operate with the Consul in order to commence a Negotiation with the Bashaw. —

The Swedes certainly have behaved very extraordinarily in commencing Hostilities while their flag flies in Sign of existing Peace, nevertheless the Bashaw treats the Prisoners & the Consul in the usual way. —

Since the 31 March, I am informed that the Swedes have solicited the Gov^t of France to interpose their Mediation in the Arrangem^t of their affairs with the Barbary States, but I think the manner the Swedish Frigate has treated the Tunisenes, firing on them &c will be productive of a serious dispute between Sweden & that Regency. —

April 22^d It is currently reported that the Bashaw intends to fit out five Cruizers, three quarter Gallies a Guerlinguich or Polacre that returned from a Cruize with a Prize a few days ago & a Xebeck. —

The Bashaw has open'd & caused to be read all Consul Burstroems Letters, whereby he was informed of Several things, which the Admiral wish'd to keep Secret. This day the Swedish frigate came close in the Swedish & french flags were displayed. The Bashaw hoisted a white flag in Signal of a Truce, which was answered by the frigate, who sent her boat & two Officers on Shore. The Frigate stood to Sea in consequence of the weather & returnd on 27th — The officers returned on board & came on Shore again on the 28th for a few hours. The Admiral has declined coming on shore. The Swedes insist that the terms of the treaty concluded by M^r Tornquist shall be annulled The Bashaw on his part will not admit of any considerable Alteration.

The Swedish Negotiation is kept more secret at present than is generally the case at Tripoli, the whole is carried on between Consul Burstroem, the French Consulate & Sidi Mahomet Daguize.

There is a report that the Capt. Bashaw is expected here from Constantinople with five ships of war the Bashaw is arming all his Subjects, without distinction of Persons, he has prohibited the Inhabitants of the town to leave it. Most of the Caid's or Governors of Villages are changed & his Measures of defense are really calculated to make a vigorous defense by Land. This seems to indicate that he dreads some other force more formidable than the Americans & Swedes otherwise his chief attention would be pay'd to his fortifications in order to prevent an Attack by Sea from those visible Enemies.

April 30. I have to inform you that two Quarter Gallies of 28 Oars each & four carriage Guns & 4 Swivels man'd with from 50 to 60 Men each one commanded by Raiz Halifa & the other by Raiz Osman Candiotta, are ready to sail upon a Cruize

(Signed) N. NISSEN.

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

PHILADELPHIA Feb^y 26th 1802

SIR I had the honor to receive your instructions this day & should have been ready to have sailed the moment of their reception but never have had a tide to enable us to get over the Bar till this day, the Ship is now at Chester full man[n]ed, & I am procuring all the Crafts I can to aid with our Guns & Stores & shall work on Sunday as well as night & day to get every thing on board, I hope in a few days to be ready to avail ourselves of the first fair wind to proceed on our destination —

I have procured M^r Jaques [Gershom R. Jacques] & M^r [Michael] Graham as Surgeons Mates, the Latter hath no warrant, by a former Letter I mentioned to you M^r Crippen S[a]jilmaker who is anxious about his warrant

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

Extract from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy, commanding, Saturday, 27 February 1802

Commences cool cloudy weather, wind blowing fresh from East. Beating thro' the gut, carrying a hard press of canvass. At 5 PM discovered the frigate *President*, Commodore Dale, standing in for Gibraltar, At $\frac{1}{2}$ past 7 spoke her — At 8 came to in 18 fathom water, immediately went on board the *President* & delivered the Commodore an account of my cruize since parting. At 10 returned on board. At 10 AM accompanied Commodore Dale on a visit to Sir Ja^s Saumarez

[NA. ND original.]

To the Commodore of the U. S. Squadron expected in the Mediterranean (Captain Richard V. Morris, U. S. Navy), from Commodore Richard Dale

U. S. SHIP *President* GIBRALTAR BAY Feb^y 28th 1802. —

SIR, I make no doubt but you have been Informed by the Secretary of the Navy, that it was my intention, to qu[il]t these Seas by the first of Dec^r (In the *President*) and proceed for the United States; on the 7th of Nov^r laying in Malaga Roads waiting for a fair wind to proceed to Algiers, on Business with that Regency, I received a letter from M^r Humphreys our Minister at Madrid, Informing me that he had received Infermation of there Being three corsairs fitting out at Mahon, belonging to the Bey of Tripoli — purchased there by his agent, and that one of them had actually sailed after completing my Business at Algiers I Proceeded for Mahon and arrived there on the 19th Nov^r I wrote the Governor respecting the Infermation, that I had received, he sent his Secretary alongside, to Inform me that he knew of no such transaction, and that I might rest assured, nothing of the kind should take place at Mahon. — I lay there Eleven days (all the time in Quarantine) from every Infermation I could get I have no reason to believe there was any foundation for the Infermation that I received.— On the 30th I sailed with an intention to proceed to the U. S. but the pilot in going out run the ship against a rock, going at the time 6 or 7 knots — It came on to Blow a Very Heavy Gale, from the Westward in a few Hours after I was out and continued for several days (the ship made but little water) the third day after I was out I Bore up for

Toulon, and arrived there on the 6th of Dec^r — I thought it most prudent to examine the ships Bottom before I proceeded for the U. S. — when the ship was Hove Keel out, I found that seven or eight feet of the lower part of the stem was intirely gone and as many, of the fore part of the Keel, Very much injured, so much so as to be under the Necessity, to take it out, the ship lay ten days and nights Keel out, it took the Carpenters that time to complete her Bottom. — Should any of the Ships under your command meet with any accident of consequence, I recommend Toulon as the Most proper place to repair it. — I wrote the Secretary of the Navy my opinion fully respecting the force necessary to make an attack on Tripoli, with little doubt of success also the force necessary to keep it in a constant state of close Blockade, also the treatment to Tripoline Prisoners, I make no doubt but you have seen, what I have said to the Secretary on that Subject, how far Government will act on it I cannot say. — You will Have orders, and I suppose will act accordingly — from my letters to the Secretary he cannot suppose that you will meet with me in the Mediterranean Should you have orders to make an attack on Tripoli or to close Blockade it, It will be absolutely Necessary that you have three or four Good Gun Boats to carry a 24 pounder each (those Boats may be got at Algeziras) also a good Bom Vessel —, those Boats will prevent the Enimys Boats from coming out in a calm (which they will do if any of your ships should be close in shore, and may do them much damage, without having it in their power to do them any harm) also prevent all Small Vessels from going in by keeping close in Shore, they may be sent into the Harbour with the Ships Boats, to Burn the shipping, which may be done without much danger by taking a proper night and time for the Business. — I recommend that you get a good Pilot for the Coast of Barbary, Should you meet with the *Philadelphia*, you may get a Very good one out of her. — M^r Nissen, the Danish Consul at Tripoli, acts at present as a friend for the U S, he was permitted, once to come on Board the *President* he appears to be a friendly good man Should you wish to have any communication with the Bey, Hoist a red flag at the Fore Top Gall: Mast Head and fire a Gun, it is a signal for a Boat to come off. — You may go close in with the Town (Say Half Gun Shot) but you must not bring it to bear farther to the Westward than S. W or S. W. by W as there is a sand bank laying some distance from the Shore to the Eastward of it, there is 19 or 20 Fathoms water, close to the Bank, you may go close in with the Western shore I know of no danger (I am told it is not safe to Anchor before Tripoli untill the Middle of April, or the first of May the Notherly Winds blow strong, an a Very Heavy Sea on Shore (at times) before that time) which makes it Very dangerous to Anchor, — Cap^t M^r Niell in the US Ship *Boston* sailed from Toulon, for Tripoli on the 19th Ult^o he has my Orders to Cruise off and about Tripoli until he receives further Orders from me, or the Commanding, Officer of the Squadron that I expect out to relieve me. — I sent orders by Cap^t M^r Niell to Cap^t S. Barron, in the *Philadelphia* to be at Leghorn between the first and tenth of March, to Give convoy to ours and the Swedish Merchant Vessels, bound down the Mediterranean, touching at the different ports on his way down — Cap^t Shaw in the *Geo Washington* Sailed from Leghorn on the 2nd Jan^y for the same purpose, when those two ships see their convoys clear of the Straits, the Commanders have my orders to proceed for the U S. without loss of time. —

Cap^t Bainbridge will remain on his Station (in & about Gibraltar, to keep the two Tripoline Corsairs in, and give Information to our Merchant Vessels) until he is relieved by one of the Ships of your Squadron, after which he will make the best of his way for the U S. — My advice is that you touch at Malaga to fill up your Water, and settle some plan of giving convoy to our Merchant Vessels, before you proceed for Tripoli, I think with two of our Frigates, and two of the Sweeds it will be ample protection, for the Merchant Vessels of the Two Nations, I have always given orders to the Commanders, under my Command, to give protection to the Swedish Merchant Vessels against the Tripolines, they have done the same towards our Merchant Vessels, —

The Inclosed is a letter from the Swedish Admiral and several, other papers, for your Information

It is with pleasure I inform you that I have been treated with every mark of attention by His Britanic Majestys, Officers, both by sea, and land in all the English ports, that I have been in. —

The Secretary of the Navy lodged a credit in London of Nine Thousand Pounds Sterling, for the use of the Squadron under my command, I expect that Sum, has been already expended — I wish you Health Happiness and Success, in all your undertakings

R. DALE

[USNA. Dale LB, 1802.]

To Captain Samuel Barron, U. S. Navy, commanding U. S. Frigate *Philadelphia*, from Captain Richard Dale, U. S. Navy

U. S. SHIP *President* GIBRALTAR BAY, 28th Feb^y 1802

SIR, It is with pleasure, that I Inform you of our Arrival here on the 26th Ins^t after a passage of Sixteen days from Toulon, — I find at this place a ship with provisions for the use of the Squadron so that it will not be necessary for you to get provisions at Leghorn, — After you get clear of your convoy, you will please proceed with all possible dispatch for the U States. —

R DALE

[USNA. Dale LB, 1802.]

To Captain Edward Preble, U. S. Navy, New York, N. Y., from Secretary of the Navy

N. DEP^t 1 March 1802.

I am honored with your letter of the 20 ultimo.

I perfectly concur with you in opinion that the *Adams* has heretofore had too many guns and of a Metal too heavy — Without confining you to any particular instructions, I leave it entirely to yourself to change such as you please and to carry only 32 Guns. — I have written to M^r Ludlow desiring him to sell your present Jolly-Boat and to have another constructed immediately & under your directions. —

M^r Ludlow will also supply you with Money to engage as many Seamen as may be necessary to take care of the Ship. —

I enclose you a warrant for George Bills. —

[NDA. OSW, LB, Vol. 5, 1801-1802.]

[1 March and 20 May 1802]

To Secretary of the Navy from Richard O'Brien, U. S. Consul General, Algiers

A Correct list of the Terrible marine of the Potent. Algerines.

Guns

| | | | |
|------|---------------------------------------|--------------------------------|------|
| Nº 1 | A frigate Algerine built Coppered. | Commander Rice Hamido Algerine | 46 |
| 2 | A frigate American built Coppered | Rice Ali Lavantino | 34 — |
| 3 | A Xebeck Algerine built | Rice Soliman Lavantino | 34 — |
| *4 | A Xebeck ditto | Rice Ali Lavantino | 30 — |
| *5 | A Xebeck ditto | Mustapha Rice ditto | 24 — |
| *6 | A Xebeck ditto | Ali Rice ditto — — | 26 — |
| 7 | A polacre greek built | Rice Benjerman Algerine | 22 — |
| *8 | A polacre greek built | Rice Amet Lavantino | 18 — |
| 9 | A Brig U S. built Coppered | Rice Hassien ditto | 22 — |
| 10 | A Schooner U S. built | Rice Hassien ditto | 20 — |
| *11 | A Schooner U S. ditto | Mahomet Rice Algerine | 18. |
| 12 | A Schooner ditto | Sali Rice Lavantino | 16. |
| 13 | A Xebeck or Carlanguish Lattines & v. | Jusef Rice Lavantino | 10 — |
| 14 | A small Xebeck repairing | | |
| 15. | A Polacre Greek built a Coaster | Mahomet Rice Lavantino | 6 — |

* those 5 marked thus sailed the 29th March.

N.B. Nº 12 was captured in October 1800 by the portugeese. and given up to Tripoli and by Tripoli to Algiers her papers that time was destroyed so sayes the Algerine —

Each corsairs papers is numbered agreeable to this list — and all Their documents. pass. and 2 prize certificates each is dated by me the 1st of march 1802. So that from these circumstances the frigates of the united States. will know that said corsairs captains & crews is of Algiers — The same documents will be only renewed by me if a change should only take place relative to the Captains of The Crusiers —

Algiers has about 50 Gunboats. half this number with difficulty. could be got in order in The run of A month. they have about 200 S^l of Coasters with lattine Sails Each about 25. or 30 turk[?] crews. Each 14 or 16 men — Algiers has about. 7 thous^d turks about 6 ths^d 1/2 turks or sons of ditto. born in Barbary. & with difficulty could raise 50 thous^d Militia or rabble — The same time this regency has in its treasury 50. or 60 Millions of dollars and has in chained captivity— 1500 Christians and is permitted to be a licenced Plunderer of all The Petty commerce of all Europe &^r —

On the 29th of April sailed 7 s^l of Algerine Corsairs

On an average the Algerine Corsairs Carries. 10 men to Each Gun So that a 44. has 440 Men. The 2/3^{ds} of the crews has a muskett a sword and a pair of pistols. good Arms — They much depend on boarding but if repulsed on this tack a few broad sides will do them Effectually

N.B A Xebeck has a sort of a goose Stern and not a regular bowsprit. it is as one small spar her masts in general is all in one that is has no tops — A Polacre has a square stern regular Bowsprit & Gib boom & no tops —

To The Secretary of The Navy of the United States & requisite That the commanders of The United States frigates in this Sea the Meditteranian should have a copy of This information.

ALGIERS March 1802

Customary at Algiers on a ship of war coming in sight. anchoring & departure

1st That any ships of war of The united states coming in Sight of Algiers to hoist her Ensign and Pendant. and The Jack at The fore top Gth masthead and fire a Gun. but for none of our frigates or ships of war to hoist. The red flag at any of their mast heads. this custom or signal was in use for The merch^t Vessels of The U States. with Stores for Algiers & Said flag denoted that the Vessel that. hoists it has Stores on board for this regency but by our Ships of war hoisting Their american Jack at the fore will shew they are on business. of The united States. and wants to Speak or confer with the Consul —

2^d — Should the wind be favourable The ship should Lie off and on until they perceive The algerine boat with the Consular flag coming off. The ship should not salute under sail it would not be returned by Algiers. The ship should not anchor if possible until they first speak The consul if The consul does not come off] he might be sick or in the Country or detained by the regency under this suspicious idea of no boat coming off]. The requisite precautions is to be used a sharp look out and ready on all tacks

3^d — If you are by calms or light winds Obligated to anchor take care you do it in time before you come within reach of shot from the castles. as soon as you anchor the Marine Battiries salute you first. with 21 Guns you return the salute with the same number in case you should anchor and be not saluted it. indicates. your nation has some difficulties. with Algiers —

4th — Your best anchoring ground is to the S E of The lighthouse of The marine to anchor at the distance of 4 — or 5 miles from the Battiries in about. 22. or 27 fathoms water Between November and March there is often Strong and Severe Gales from the N E N^d and Nw. a Vessel to an anchor in The Baye of Algiers should allways be ready to get under sail and to be in order for action. NB. every night there is a light in The Marine light house —

5th — The first Question for The Captain of The ship of war of The united States to ask The Consul on his coming adjacent is if at algiers we have health. or cleare of all contagious disorders if any sickness then for the Consul with the boat of Algiers to drop under The frigates stern and by a rope made fast from the frigate. to the Algerine boat. for the consul and Captain to confer if not for the Captain of the frigate to get into his boat. Veer astern or for both boats to lie on their Oars. and The Captain & Consul to confer on requisite business. it is customary on the Consul leaving The ship to Salute him with 5 Guns —

6th — On the consul going on board he will inform the Captain of The situation of The affairs of The united States. with this regency and all other particulars or requisite news. The Consul will inform The Captain when it will be proper for him to Land in order to see the Potent Dey. and Ministry. The Captain at his landing is Saluted with 5 Guns The ship of the U States. returns an Equal number should The regency send off] any presents. such as Cattle Sheep fowls & On receiveing said presents. The ship of The U States. and all other nations Salutes with 3 Guns

7th The rowers in the algerine boats is not to be permitted on board without first Speaking to The Consul. and They are never to Enter or Come out. at the ports further none of The crews of The United

States. Ship is to be permitted to have any conversation with any one of The Algerines — from this Circumstance often Occurs. Misrepresentations and difficulties. and should be avoided as much as possible —

8th On the Captain going off [f] to depart algiers on his Entering his boat. at the marine The algerines salutes him with 5 Guns. The Ship on this Occasion returns The salute

9th Should any slaves belonging to the regency make their Escape and get on board. the Captain of the United States. Ship is to. inform the Consul and The Slave or slaves are to be given up neither Christian Jew or Mahomitan that illegally gets on board is to be Kept. NB fridays is turks and Moors Sundays. The Marine gates is shut every evening 1 hour before Sundown

ALGIERS the 20th of May 1802

TO THE SECRETARY OF THE NAVY. of *The United States, and for the information of The Commanders of the United States frigates in The Meditteranian* —

P. S. The algerine salute to a ship of war of The united States. costs 76 dollars this is customary allso with the swedes deans and dutch with the British french and Spaniards. the salute costs 60 dollars. The deys present of cattle poultry &⁹ is not worth 10 dollars but the Consul is to pay 20. all indian Gifts — and Very humiliateng to the Christian nations. Each time The Consul goes off [f] in an Algerine boat — or sends a boat off. Each trip is paid by The Consul 8 dollars —

[NA. SDA. CL, Algiers, Vol. 6, Jan. 1801–Dec. 1803.]

To Captain Samuel Barron, U. S. Navy, commanding U. S. Frigate *Philadelphia*, from Captain Richard Dale, U. S. Navy

U. S. SHIP *President* GIBRALTAR BAY March 2nd 1802

SIR, You will leave Every Infermation that you may think will in any degree be of service, in the prosecution of the objects of the Expected Squadron, at this place with M^r Gavino, for the Commanding Officer of the said Squadron

You will make the best of your way, with the Ship under your command for Philadelphia, you are to take no more provisions or other stores from this place than will serve to take you home

I will thank you to take care of some Grape Vines and Pink roots that M^r Gavino, will give you for me —

RICH^d DALE

[USNA. Dale LB, 1802.]

To Lieutenant John Shaw, U. S. Navy, commanding U. S. Ship *George Washington*, from Captain Richard Dale, U. S. Navy

U. S. SHIP *President* GIBRALTAR BAY March 2nd 1802

SIR, I have to inform you that M^r Gavino our Consul here, has received Provisions, from the Navy Department for the Use of the Squadron under my command, therefore, you will not supply your self, with any articles at Malaga, for the use of the ship under your command (except Brandy, should you want any) On your arrival here you will loose no time in getting on Board, what you may stand in Need of take you to the U States, for which place you will proceed with all possible dispatch You must be frugal, in all your demands. —

RICH^d DALE

[USNA. Dale LB, 1802.]

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

U. S. SHIP *Geo. Washington* —

March. 2^d 1802

SIR. I have the honor to inform you of my arrival at Gibraltar — in C^o with the Ship *Peace and Plenty* — on 20th of last Sept^r and after — seeing — M^r Gavino — he handed me several — official letters from Rich^d OBrien Esq^r wherein he mentioned the necessity — of the [*George*] *Washington* arrival with stores — and stated of the Day being much dissatisfied with the U. S — in not Compling with there Contract — I stoped 1 — Day in Mallaga to water. and then proceed^d off] the port — of Algiers — on 5th Oct^r I have a Signal — for Cosul — oBrien — to Come on board which he Complied with. (he mentioned of my proceeding — to an Anchor. to prepare to discharge — but I showed him my Instruction — from the Secretary of State wherein he ordered me to Tunis with the *Peace & Plenty* and — then to Algiers — to deposit my Cargo — He declared our affairs — were in such Confusion — that I must — Anchor which I complied with — The weather for several day was very bad that nothing could be discharg^d On 11th Oct^r arived the General of Marine from Constantinople this Nebob — the U. S. Ship [*George*] *Washington* carried there in her former Voyage (there was nothing — to be done in there port and the time was appropriated in Rejoicing and Festivale — in paying him — honor. On 16th the port was in motion in fitting out a fleet of Six Sail. and the most of the Marine was employ^d in that duty. I can assure you I had my doubts in there fitting out against the U. S — and — in consequence I maid — every exertion to get to sea — which was urged by our Consul in the Strongest terms — I consieved our Capture in port would be dasterly on there part and if — taken at sea. it — would be only fair play — but the[y] are a people of no confidence or honor and ever ready to deceive there Nearest Friend — On my arival — at Algiers. I declared to the Consul — if the [*George*] *Washington* was taken up — on any expedition for Algiers — (that policy would tell me to proceed to sea — (and then I would act at my own discession — either to make prisoners or dround them (which declaration I would certainly put in execution if any such circumstance had happened as forcing me out against — good order

I found Nothing could be done in regard to discharging till there Invincible Fleet Sailed — on 5th Nove^b consisting of 6 Sail — of Square Rigged Vessles the smallest mounting 18 Guns the Largest 46 — of 12. & 6. pounders The[y] then began to show a disposition — of dispatch. and I began to discharg very fast and — got all my Cargo — out. on 12th Nov^r and began to take in ballast. On 14th Commadore Dale have two off] the Port and landed — a Quantity of dollars I — repaired — on board him with my — Instructions — which after perusing — he ordered me to proceed after Convoy. I — (Inclose you a Copy — of his Instructions as soon as possible — on 21st of Nov^r I sail^d from Algiers for Tunis — and on 1st of Dece^b I gave up the Ship *Peace and Plenty* — to Will^m Eaton Esq^r Strong winds from the N. to N. W. detained me a few days — and on 12th I tripped — for Naples — on 14th at Night we wore to Quarters — for a Ship which ordered us Very boldly to heave two: immediately. which I complied with, with the discharge of part of a broad side. the Night being very dark when I wore on him that I was near running — on board of a Tunitian Corsere of 18 — Brass, 9. pounder 160 men the[y] had let go all there

Halyards by the Run in the fright — and — the[y] ware singing out with a very laudable Voyce that the[y] ware Tunicians — (I mention this Circunstan[ce] mearly to show — that Americans has nothing to apprehend from them — On 17th It began to blow — from the N. W. to S. W. with much Violence — it continued till 21st during — which time. I suffered very much in my rigging and Sales. the latter a whole sute was — blown from my yards in Reefing — off[] a lee shore, I — Anchored in the bay — of Naples — on 21st and — made every necessary preperation for refitting: but the continuance of bad weather maid it impracticable. nothing but heavy blows — for the space — of — 30 days and frequently 4 Anchors ahead — We being — from Barbary—we ware under the Strictest Quarentine — in the Rodes but finding — I had parted — two of my Cables I wrote to there board of health letting them know -- the danger the Ship was in and hoped the[y] would admit me to enter the Mold. but in case the[y] wold not comply. that I certainly would go in by force let the consequence be what it — would (It is — thru my language was harsh — (But Necessity must speak my letter had. eve[r]ly affect — and I entered on the Next day — which was the seaving of the Ship — There never was Known of. such a Winter in Italy — we had nothing but heavy Rain & blows in fact the City began to be short of Oil and no Vessle could Venture — from the Coast of Galipoly — with it — The American Brig *Traveler* of Boston, Cap^t Taylor — with Oil — and waiting my Convoy — his Cargo was sequestered and Vessle detained by Government — in Consequence M^r Hill — who was supercargo of her wrote to me to interfare — I transfer to your — Inspection my transaction on this business — It is the wish of his E. M. General Acton — who in fact is the principal Minister in Italy. to enter intwo a Treaty — of Commerce with the U. S. — he has ordered that all our Ships of war should be treated in there ports as the most favoured Nations I conseive — our Commerc[e] with Italy will always be of great Importance to U S — we will mostly finde good marts & good returns. I sailed from Naples on 24th of Jan^y and arived — in the Rode of Leghorn on 31st prior to my getting up the most of the American fleet sailed as the[y] ware led to believe there was no wrisk — I had to wait — for — a New Cable which I wrote on for — from Naples — And on 6th Feb^y I sail^d — having under Convoy 3 Sail — of Americans — I anchored in Toulon — on 10th where lay the U S. Frigate *President* — he sailed on the 11th to the Westw^d — I watered my Ship — and procee^d to Marseilles — 12th where I had to get in supplies — of Proviton for the Ship. On the 15th I received — a petition — from — 11 — Masters of Vessles to wait for them 8 or 10 days which I complied with — I received all my provitions — on board the 26th & 27th I sailed with the Vessles that was ready — on the same night — we experienced a heavy gust of wind with a tremendeous sea which caused (a seperation of most of the fleet) The wind — and sea was so Varia[ble] and run so cross that it boarded us in all directions. In fact if the necessary precaution was omitted — we might have founded — in a very short time —

I saw a letter dated Jan^y 30th from our Consul — at Algiers — he possotively say that 3 Tripolitan Corsere was out — (but I think the[y] will crewes off[] the mouth of the Adriatic and Coast of Galipoly — as the[y] know of our Trade on that Coast — (and I should not be the least surprised if — some capture — was maid — as our

American Merchant Vessles is running in all directions — with out the smallest protection. (In fact Generally speaking, the[y] pay but very little attention to Convoy I apprehend the[y] will repent — when its to late — I will water my Ship at Mallaga and I hope then to proceed to Phila^d — and you will please to lodge instructions for my goverment with M^r Geo. Harrison as we always find much difficulty — with our Crewes — when the[y] are to be Paid — off[f] — I have been obliged to augment my Crew in N^o in Consequence of being ordered after Convoy. —

I am authorised to Inform you by Consul OBrien that the U. S. has paid Algiers up to the 5th Sep^r 1801 —

[NDA. Officers LB, 1802-1805.]

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

Copy [evidently by Captain Truxton written considerably after the event.]

NORFOLK 3rd March, 1802.

SIR I am honored with your letter of the 23rd ult. The copper is put on the bottom of the *Chesapeake* wrong as I reported and Fox as well as those concerned are sensible of it. The construction of the hawse-holes have had in this ship no tendency to hurt the cables. I examined them when I first discovered the cables to be in a ragged state and finding they were not the cause of the damage I was led to an examination of the bottom and observed the sheets to be lapped the wrong way. There are but very few men here and of course the progress made in recruiting is slow.

I have and shall continue to make all exertions possible to man the ship in the shortest time possible, but for 100 men we must depend on Baltimore or on Baltimore and Philadelphia for with less than that number she cannot go from hence in a long time and it is but right you should know this in order to take your measures accordingly. *I note what you say of Captain Campbell, if he cannot go, I trust you will send Rodgers* or some other of capability.* The officers destined for this ship are all young and very inexperienced and though in due time may be clever they are deficient at present and the task for me on the intended service would be too severe without some aid and I have had heretofore much trouble in organizing a squadron and at the same time attending all the duty in detail on board my own Ship. Under these circumstances and *having a reputation to lose which I am very tenacious of, I should consider myself wanting in that duty which I owe to myself and to my family if I was to proceed without being placed in a situation similar to the Commander of the Squadron now in the Mediterranean and if this cannot be done I must beg leave to quit the service.*† The officer I wrote you was here and requested to know if you would re-instate as a Lieutenant has the command of a ship and now declines going. On the return of the *Chesapeake* I advise your having the copper taken off her bottom and mention this now lest it should be unattended to by others if I do not proceed on the expedition. I am very busy this morning and write you in great haste.

(Signed) Thomas Truxton.

*Note by Truxton added to the copy: "Rodgers was not at this time in the Navy. * * *"

† Meaning of course the Mediterranean service ordered on observe again above I called for some aid in the room of Campbell, not a post captain.

[HS of Pa. NDA Area 7.]

To Captain William Bainbridge, U. S. Navy, commanding U. S. Ship *Essex*, from
 Captain Richard Dale, U. S. Navy

U. S. SHIP *President* GIBRALTAR BAY 4th March 1802

SIR, You will please to receive on Board the US Ship *Essex*, under your command, Lieu^t Jincks, belonging to the U. S. Ship *Boston*, now off Tripoli, he is to remain on Board untill an opportunity officers [offers] to Join the said ship, It is my request to the Commanders in the expected Squadron, that may be Bound off Tripoli or where ever the *Boston*, may be; to receive Lieu^t Jincks on Board for the purpose of Joining the said Ship, Lieut: Jincks is to do duty agreeable to his rank should it be necessary, on Board the Ship or Ships that he may go on Board of

M^r Jincks will bring with him John Walker the Wardroom Steward belonging to the *Boston* and is to Join the Said Ship —

RICH^d DALE

[USNA. Dale LB, 1802.]

To James Simpson, U. S. Consul, Tangier, Morocco, from Captain Richard Dale,
 U. S. Navy

U. S. SHIP *President* GIBRALTAR BAY, March 4th 1802

SIR, I met with the Swedish Frigate *Thetis* off Cape D^eGatt, and received your favour of the 4th Ult^o I observe what you say respecting the Emperors request, of my giving the Tripoline corsair now Blockaded in the Bay of Gibraltar, by the US. Ship *Essex*, agreeable to my orders, a passport to go home. — You will please to Inform the Governor of Tangier, that the U. S. did not make war against the Bey of Tripoli; the Bey of Tripoli made war against the U. S. without any caus what ever on the part of the United States it is the wish of the President, to be at peace, and in friendship, with all nations, But as the Bey of Tripoli has made war without any cause, it is my duty, to take and detain his corsairs where ever I find them, nor do I think the good Since of His Highness the Emperor of Morocco, will permitt him to think that I have done wrong in so doing

It will always give me pleasure to comply with the wishes of his highness, but in this Instance it is not in my power, nor can it be done without the orders of the President, I am very confident if his Highness was fully acquainted with the Conduct of the Bey of Tripoli, towards the United States he would make no such request. — You must impress those things on his mind, with all the force in your Power. — I shall proceed for the United States in a few days, this you will keep to your self

I expect there will be another Squadron out shortly — the *Essex* will remain on her present Station, the *Boston* is off Tripoli, I expect the [George] *Washington* here every day on her way Home She is on the Convoy Business at present, The *Philadelphia* will be here about the first of April on her way Home, She comes down with a convoy also. —

RICH^d DALE

[USNA. Dale LB, 1802.]

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

N^o 2

LEGHORN March 4th 1802

SIR On the 31st of Jan^y the United States Ship [*George*] *Washington* arrived here from Tunis and Naples & sail'd in a few days with all the merchant vessels under her convoy that were ready to depart, we have since heard of her safe arrival at Mersailles, The *President* has been thoroughly repair'd at Toulon & has sail'd for Gibraltar, I presume to await the arrival of the other squadron which we expect hourly, M^r Eaton arrived in the *Washington* & remain'd here until the 28th of Feb^y he touches at Naples to determine a point of some importance full details of which is forwarded by him to the department of State by this conveyance, he proceeds from thence direct to Tunis, the day before his departure from Leghorn he rec^d letters from M^r Turner Surgeon of the *Philadelphia* whom he left encharged with our affairs at Tunis which inform'd him that no alteration had taken place since his departure from his Post.

Enclosed I send you copys of the latest intelligence from Tripoli; I shall offer no comment at present but beg leave to observe that we have been fortunate beyond precedent or our most sanguine expectations, the very elements seem to have declared in our favor, & if government thinks proper to decree the destruction of Tripoli for the iniquity of their Bashaw, never did, & probably never will so favorable an opportunity present itself —

The Swedish Rear Admiral Cederströem arrived here some days since, he had been at Toulon to consult with Comodore Dale, the result I am not inform'd, but from the circumstance of his taking on board here a large quantity of cash I presume he will act similar to the Danes —

In anxious expectation to receive instructions from the President, I beg leave to subscribe myself very respectfully

[NA. SDA. CL, Tripoli, Vol. 2, June 1801–Sept. 1805.]

To Lieutenant Edward Wyer, U. S. Navy, and Lieutenant William Amory, U. S. Marine Corps, from Captain Richard Dale, U. S. Navy

U. S. SHIP *President* GIBRALTAR BAY March 4th 1802 —

GENTLEMEN, I have received your note of the 3rd Ins^t and observe what you say respecting your going on shore at Gibraltar to remain there, untill you have an oppertunity to Join the *Boston* off Tripoli —

I grant your request but you must observe your expences will not be paid by the Navy Department, It is my orders that you embrace the first oppertunity that offers, to Join the said ship

It is also my request to all Commanders of the Ships of War belonging to the U. States bound off Tripoli or where ever the *Boston* may be, or that you may in any way be able to Join your Ship to receive you on Board, for that purpose, You are also to do duty agreeable to your rank should it be necessary, on Board any ship that you may go on Board of. —

RICH^d DALE

[USNA. Dale LB, 1802.]

To the Commodore of the U. S. Squadron expected in the Mediterranean, from
Commodore Richard Dale

U. S. SHIP *President* GIBRALTAR BAY, *March 4th 1802*

SIR, You will see by the Inclosed letter that it was the wish of the President that the *Boston*, should have been ordered home instead of the *Philadelphia* the letter came to hand to late, as you will see by the arrangement of the ships under my command. —

I Have left orders here for Cap^t Barron, to leave all the Information that he possess', respecting Tripoli with M^r Gavino for your Information. —

M^r Gavino our Consul here, and M^r Kirkpatrick our Consul at Malaga you will find to be Very good men. —

RICH^d DALE

[USNA. Dale LB, 1802.]

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

[U. S. FRIGATE] *Constellation* off NEW CASTLE

March 7th 1802

SIR By my last respects to you of the 26th Ult. you must have counted upon my being at Sea this Day which would certainly have been the case, but we have had such uncommon bad weather since we came over the Bar, that notwithstanding M^r Harrison's great exertions, as well as my own to embark our Stores, we could not get them all down till within these two days, & the having [heavy] Gales of Wind now prevent the Shallops coming alongside to discharge, tho every article is now down —

We had yesterday a very heavy Gale in which we had the Misfortune to part our best Bower Cable, & with difficulty brought up with the Sheet Anchor, this is a serious loss to us, for I fear we shall not be able to recover our Anchor as the Buoy hath sunk, I doubt much if it can be replaced in Philadelphia being 45 Cw^t but I have sent up to enquire about it & as soon as the weather moderates shall grapple for it —

If I do not succeed in either case I must proceed on to Gibraltar, & endeavour to replace it there but in the event of a disappointment I wish it were possible to send one after me by any of our Public Vessels that may be coming after us —

It appears there is no end to our embarresments for in consequence of the excessive bad weather since we began to receive our men on board, and unavoidably exposed to wet, & Cold, without a chance to dry their Cloathing, we have now near fifty men on the sick List, & two have died, tho I have no doubt if we get soon to Sea, but they will soon recover —

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

To the Governor of St. Roque from Captain Richard Dale, U. S. Navy

U. S. SHIP *President* GIBRALTAR BAY *March 7th 1802* —

SIR, I Have the Honor to acknowledge the receipt of your Excellency's favor of the 11th of Nov^r on the 3rd Ins^t also the proceedings and result of a cour[t] of Inquiry held on the two Officers commanding the two Forts agreeable to your Orders, respecting the complaint

that I made to your Excellency, of the two American Vessels, being fired at on the 19th and 27th of Oct^r last. — It is your Excellencys wish that I would give my opinion on the proceedings & the result of the Court of enquiry. — that the Officers are still in confinement, it appears by that, as if, I was to be their Judge — the statement in the Court of enquiry, respecting the Brig is not True (if the translation from spanish to english is Just) the Two Frigates was Both under way and had their Colours flying, the Brig had hers flying also at the time the fort fired at her. — I can not be positive respecting the statement of the other Vessels, as I was not near enough, to see every transaction my self: — Notwithstanding as far as it respects my self I am very sorry that your favor did not come to hand sooner, that I might have given my consent for the acquital of the Officers before this time. — Your excellency may be assured it is my wish, that the transaction may be Buried in oblivion, Hoping that nothing of the kind will take place again. —

Permitt me to return my sincere thanks to your Excellency for the Very friendly expressions in your litter. — Your Excellency may rest assured it has always been, and is still my wish to be on the most friendly terms with your Nation also the Individuals of it. —

RICH^d DALE

[USNA. Dale LB, 1802.]

To James Simpson, U. S. Consul, Tangier, Morocco, from Captain Richard Dale, U. S. Navy

U S. SHIP *President* GIBRALTAR BAY, *March 8th 1802*

DEAR SIR, Your favour of the 4 Inst: with the Inclosed letter I have just received. — I wrote you on the 4 Ins^t respecting the Demand or request of the Emperor of Morocco to you, to request, me to give a passport to the Tripolian corsair (a Ship) now laying in this Bay, to proceed to the Bay of Tangier, from there to Tripoli. —

You will please to Inform his Imperial Majesty that it will always give me pleasure to comply with his requests, when it is consistent, with my duty and Honor, becaus I know it is the wish of the President of the United States to keep up that good understanding and friendship, which has subsisted so long between him and his Imperial Majesty, I am well persuaded if His Majesty was fully acquainted, with the Proceedings of the Bey of Tripoli against the US. without any caus on the part of the United States that he would not wish me to give a Passport to a Ship of War belonging to the Bey of Tripoli, Sent to Sea, for the sole purpose of capturing Vessels belonging to my Nation. — You will please to Inform his Majesty that I am confident it is not the wish of the President to continue the War with the Bey of Tripoli when ever he may show a disposition, to cease in his unjust demands from the U S. also a disposition to treat for a lasting peace, I am confident he will always find the president ready to meet him on friendly terms. — When I was off Tripoli I wrote to the Bey, to know his reasons for going to war with the U S. and on what terms he expected to make peace He did not reply in point to either. —

You will please to Inform his Imperial Majesty, that I beg he will excuse me for not complying with his request, it is not in my power without I had orders from the President —

You ask me for my advice how you are to act in this Business, for my part I think you ought to see the Emperor your self, without loss of time, to do away if possible those unjust Ideas that the Tripoline Ambassador has impressed on his mind, in favour of his Master, to the prejudice of the United States, from the contents of your letters it appears to me that the Emperor is desided in taking part with the Bey of Tripoli, how far he intends to go I cannot tell, it is very much, to be dreaded, his going to war with the United States, he can do us more Injury than all the other powers put together, therefore we must do every thing we can to keep peace with him. — I shall sail the first fair wind for the United States, I expect a Squadron will arrive here in all this Month from the US, I suppose the Commanding Officer will have full power to act in making a peace or otherwise. — I was told two days ago by a Captain, who left Baltimore on the first of Febuary — the US. Schooner *Enterprize* was to sail in a day or two with Dispatches, bound to Leghorn I have received no accounts from Government, I have been expected home, for several months past — I shall leave copsy of your letters with M^r Gavino for the Commander of the next Squadron. — he may have orders, that such Infermation may be very usefull to him, you will lodge every Infermation that you may receive from time to time respecting the Movements of the Emperor, with M^r Gavino, for the Infermation of the said Commander

If the wind is favourable and the weather good it is probable, I may call in the Bay of Tangier as I go through the Straits. —

RICH^d DALE

[USNA. Dale LB, 1802.]

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

(19)

U. S. SHIP *President* GIBRALTAR BAY

March 9th 1802

SIR, I Have the Honor to acknowledge the receipt of your letter of the 15th of Dec^r it was handed me by M^r Gavino on my arrival here on the 26th Ult^o from Toulon you will see by my letters from that place, the arrangements I had made respecting the Vessels under my command, Had I known the President's wish in time, you may depend I should have ordered the *Boston Home*, — The [*George*] *Washington* I expect Here every Day, the *Philadelphia* will I expect sail in a few Days from Leghorn, the commanders of those Ships have my orders to proceed for the U S, with all possible dispatch after they see their respective convoys clear of the Straits I shall do the same in the *President*, the first fair wind, I Have been windbound eight Days, — by this time I expect the Swedish Admiral with two of His Frigates, also the U. S. Ship *Boston*, is cruising off and about Tripoli, the Tripoline Corsairs has not taken any of our Merchant Vessels as yet The Agent for the Bey of Tripoli at this place has sold the Brig, that has been Blockaded up here with his Ship, by the *Essex* all the Winter, all Her Warlike stores was put on Board the Ship you will see by the Inclosed copy of a letter I received from our Consul at Tangier, the request of the Emperor of Morocco, which I think, plainly shows, that he means to take a decided part with the Bey of Tripoli, I think a war with him is to be apprehended, should that be the case he has it in his power, to do us more injury than all the other powers put together — I did not conceive it consistant with the Honor of my Country to

comply with the Emperors request, the Schooner is getting under way that this letter goes by which prevents my saying more at present I am in hopes of seeing you before this gets to Hand. — As the *President* is getting underway also —

[NDA. A-4.]

To the Commodore of the U. S. Squadron expected in the Mediterranean, from
Commodore Richard Dale

U S. SHIP *President* GIBRALTAR BAY March 9th 1802

DEAR SIR Not knowing what orders you may have from our Government, nor what lengths it Intends going in the war with Tripoli, I inclose you herewith two letters from our Consul at Tangier for your Information, I have not complied with the Emperors request, I have wrote M^r Simpson on the subject and requested him to see the Emperor, and do away if possible, those unjust Ideas that the Tripoline Ambassador has impressed on his mind, in favour of his Master, to the prejudice of the US. — I think we ought to do every thing (consistant with our Honor) to keep peace with the Emperor he can do our commerce (bound into these Seas) more injurey than the other three powers put together. —

R DALE

[USNA. Dale LB, 1802.]

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

N. DEPARTMENT. 11 March 1802. —

(duplicate sent to N. York.)

Upon receipt of this — you will immediately repair to Norfolk & assume the command of the *Chesapeake*.

It is my determination that you shall have the Command of the Squadron in the Mediterranean. —

Upon your arrival at Norfolk it is expected the *Chesapeake* will be in all respects ready for sea. —

[NDA. OSW, LB, Vol. 5, 1801–1802.]

Extracts from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy, commanding

Thursday, 11 March 1802

[From 1 to 10 March, lying in Gibraltar Bay.]

Commences with Easterly winds & cloudy. At 1 PM unmoored ship & moored two cables length farther to the Westward. At 2 PM the *President* sailed for the United States. Throughout the night rain with little wind. End rain & wind from SW

Friday, 12 March 1802

Commences raining & light SW winds. Throughout the night variable wind & weather. At 4 AM easterly wind, brought to on the cable at ½ past 4, weighed & Sailed for Algeziras At 7 AM came to in 22 fath. water with the following bearings p^r Compass. Algeziras WbS.

North tower NWbW, South tower NW, S^t Roque NEbE. signal tower on Gib^t SE ½ E, Cabretta point SWbS ½ S. — Ends strong northerly winds

[NA. ND original.]

To Captain Thomas Truxtun, Norfolk, Va., from Secretary of the Navy

N. DEP^t 13 March 1802.

I have received with real concern your letter of the 3 instant notifying your determination to quit the service unless you can have an additional Captain to command your ship under you. The condition Sir, is impossible. It is well known that from the reduction of the officers in pursuance of the Act of Congress of the last Session, there is not at this time within the U: S: — a Captain of the Navy whom we could require to take a secondary station on board a Ship. As this must have been known to you — I cannot but consider your notification as absolute. It is to be regretted that it had not been made at an earlier period so as to have allowed me to ask from you a reconsideration of the subject: But at this moment when the ship is almost ready to depart — neither the object of her destination — nor the expences of the delay will allow time for negociation. — I would presume too that you had deliberately viewed the case under all its aspects and that no considerations which I could present — would be new to your mind. It remains then for me, however reluctantly — to acquiesce in your determination — and to lessen, as much as possible the expence and injury which such a notification at this point of time may occasion, by dispatching, as I have done — orders to Captain Morris at Boston to repair immediately to Norfolk and to assume the command of the *Chesapeake*. Until his arrival I have committed the charge of the Ship to Lieut^t [William] Smith.

[NDA. OSW, LB, Vol. 5, 1801-1802.]

To Lieutenant William Smith, U. S. Navy, Norfolk, Va., from Secretary of the Navy

N. DEP^t 13 March 1802.

Commodore Truxtun having expressed a disposition to relinquish the command of the *Chesapeake* — I have directed Captain Morris now at Boston to repair immediately to Norfolk to take the command of that Ship. As the Commodore will leave her before Capt. Morris can arrive — you will assume the command in the mean time; prepare her in all respects so as to be ready for sailing at an hour's warning after the captain shall get on board — & pay every attention to the business — that the good of the service may require. —

[NDA. OSW, LB, Vol. 5, 1801-1802.]

Extract from journal of U. S. Frigate *Constellation*, Captain Alexander Murray, U. S. Navy, commanding, Saturday, 13 March 1802

We sailed from New Castle Saturday March 13th 1802. —

[NA. ND original].

Extract from journal of U. S. Frigate *Constellation*, Captain Alexander Murray, U. S. Navy, commanding, about Saturday, 13 March 1802

Standing rules to be observed in preparation for Battle on Board the *Constellation* viz

As soon as the drum beats to quarters, the Gunner is to apply for the key of the Magazine. The 1st Lieu^t is to see that he has his light room in order, & water in the Cistern, also that he has the proper assistance there for filling and passing the powder & wet swabs at hand.

The Captain of each gun is to repair to the Cabbin to receive his salt Box, containing two Cartridges in each, with his powder horn & one pistol with one dozen Cartridges, the pistols to be used occasionally to fire the Cannon, or repel Boarders.

The officer of each division, is in the interim to have the guns east off, tompons out, to see that the rammers, sponges, & worms are in order, & to have the match tubs with water & a common Bucket in it, with water also, to extinguish fire on the Gun Deck, & the matches hung over them or stuck in the Tub.

The Carpenters are to see all the pumps rigg'd and in order, as well as the head & cistern pumps & the tub filled with water, they are to be in readiness with shot plugs, mauls & oakum, grating slung & arm ropes ready to hang by. —

The men appointed for the musketry must have their arms served out to them.

Pistols, Cutlasses, Boarding pikes, & axes, are to be kept at hand on the quarter deck for the Boarders — & the fire Buckets to hang round the Capstan until wanted, except two in each top to be filled with water, & hauling lines made fast to them. Muskets, Blunderbusses, & cartridges will be sent up to the Tops, under the care of the Midsh^o of each top, Who are to pay particular attention, that they do not fire, to set the sails in flames, by the lighted cartridges papers from the arms, & to be ready to extinguish it, when it so happens.

The 1st & 2^d discharges of Cannon to be with 2 round shot & one wad only, the shot to be put next the Cartridge when home, & when the Cannon are heated they are to Call for reduced Cratiages Grape & double headed shot to be fired occasionally —

The Master will be attentive in watching the sails, & Rigging, to put on stoppers & reave new Braces when cut away.

In night alarms the first object is to Call up the Boarders, unless time will admit to get up Hammocks, then to light the Battle Lanthorns, other preparations to go on as usual. By a strict attention to these regulations, we shall always be ready to receive an enemy, with honor and reputation to ourselves —

(Signed) A MURRAY

Extract from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy, commanding, Saturday, 13 March 1802

Commences with dark weather, steady rain & variable wind. At 9 PM got under way & sailed from Algeziras. Midnight squally with variable winds. At 6 AM wore Ship to N^d Ceuta bore SWbW. & apes hill WbS. Meridian Ceuta Point bore WSW. & Gibraltar NWbW.

[NA. ND original.]

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

UNITED STATES FRIGATE *Constellation*
OFF CAPE HENLOPEN March 14th 1802

SIR I am now dismissing my Pilot, with fair prospects before us, upon getting under way this morning from Ready Island we had the misfortune to of looseing another Bower Anchor owing to the Cables being dry rotten & had every appearance of being a very good one, we are now thank good clear of future dangers on that head & hope soon to supply the loss at Gibralter —

I am under great concern least any improper constructions should arise in consequence of the great detention I have had since leaving the City, but be assured I have exerted my utmost faculties to expedite our sailing, I have had such a scene of bad weather & other untoward events to encounter with, that I have almost lost all patience, I have been waiting for a fair wind these several days, which interval I employed in searching for my first Anchor a[l]tho I could not recover my own, yet I heave found one of about 17C weight, which by lashing it to one I have on board of nearly the same size, forms a tolerable substitute in case of need

I herewith send all the requisite Papers of the Office by which you will find I have laid in an unusual quantity of Stores for our long Cruize my pilot now waits & must conclude with every assurance of esteem

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

Extract from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy, commanding, Sunday, 14 March 1802

Commences with light easterly winds. 3 PM the rock bore W½ N. Apes hill SWbW Estapona NNW. At 10 heavy rains. 5 AM light airs from N^d at Meridian came to Anchor in Malaga bay, 14 fath. Water, the Cathedral bearing NbW. signal tower ENE Cape Molinero SWbW. Found the *George Washington* here, she sailed a few hours after our anchoring.

[NA. ND original.]

Presents to Tunis

LONDON MARCH 15th 1802.

HIS EXCELLENCY RUFUS KING

for presents from the United States of America to the
Bay of Tunis.Bo^y of H. W. Mortimer,
Son & T. Mortimer.GUN MAKERS to his MAJESTY,
and the Hon^{ble} East India Company.
— N^o 89, Fleet Street. —

| | | | |
|---|--------|--------|-------|
| A most Superb Gun, Elegantly mounted in solid Gold barrel & lock richly & beautifully Embossed with gold ornaments, & with the furniture finished in a manner never before attempted in this Kingdom — Ornaments on the Stock, Barrel & Lock consisting of matchless designs. Warlike Trophies formed of Helmets, Caps, Coats of Mail, Battle-axes, Battering rams, Pikes, Swords, Scymeters, Drums & Fifes, Trumpets & Bugle horns, Halberds, Bows with Quivers of Arrows, Flags Cannons Shields &c &c &c. Fruits & Flowers of various kinds forming a most beautiful assemblage, in neat Mahogany Case lined with Crimson Velvet..... | £ | s | d |
| | 525. | 0. | 0 |
| Exclusive of Diamonds & Emeralds furnished by Mess ^{rs} Rundell & Bridge for the above Gun..... £345. | | | |
| P ^r of most magnificent Pistols, mounted in solid gold of the same matchless style of Workmanship as the above Gun, the barrels & Locks embossed with gold ornaments of warlike trophies, fruits & flowers &c &c &c. in neat Mahogany Case lined with Crimson Velvet..... | 525. | 0. | 0 |
| Exclusive of Diamonds & Emeralds furnished by Mess ^{rs} Rundell & Bridge for the above Pistols..... £212. | | | |
| 5 Elegant gold mounted Guns, barrels & locks beautifully embossed with gold ornaments of warlike trophies, fruits & flowers &c &c &c in a style of workmanship, superior to any ever finished in this Kingdom except the grand Gun & Pistols before mentioned — in neat Mahogany Cases lined with Crimson Velvet..... | £420 | 2100. | 0. 0 |
| | | £3150. | 0. 0 |
| 5 P ^r of gold mounted pistols, finished in the same grand manner as the above 5 Guns, with Mahog ^y Cases lined with Crimson Velvet..... | £420 | 2100. | 0. 0 |
| Strong Packing Box for the Whole; Cordage Car ^{rs} paid to Portsmouth &c..... | | 2. | 18. 6 |
| | | £5252. | 18. 6 |
| Amount of Mortimer & Companys Acco ^t brought down.. | £5252. | 18. | 6 |
| Rundell & Bridge for Diamonds P ^r Separate Bill | 1557. | [*] | |
| Total Cost of Arms — | £6809. | 18. | 6[*] |

[*See the following document, showing amounts as "557." and "5809.18.6."]

[H. E. Huntington L&AG, Micro-film.]

Mortimer & Son's a/c for Arms March 15, 1802

| | | | |
|-----------------|----------|-----|---|
| | £5252. | 18. | 6 |
| Rundell & B — | 557. | 0. | 0 |
| | <hr/> | | |
| | £5809. | 18. | 6 |
| | <hr/> | | |
| Equal dollars — | 27340. | 88. | |
| Saptaps piece — | 236. | 08. | |
| | <hr/> | | |
| | \$27576. | 96. | |

Amount of the present from England in dollars as per scale of Tunis —

| | | |
|--------|----------|----|
| Arms | 27576. | 96 |
| Jewels | 11881. | 58 |
| Cloths | 3841. | 82 |
| | <hr/> | |
| | \$43300. | 36 |

[H. E. Huntington L&AG, Micro-film.]

To Secretary of State from Stephen Cathalan, Jr., U. S. Commercial Agent, Marseilles, France

MARSEILLES 16th[*] March 1802 —

SIR,

* * * * *

I have been of late so much busied while the *President* was repairing in toulon, that when She Sailed from that Road on the 11th February, I had only a moment while she was under Sails to write a Letter to the President of the United States

The [*George*] *Washington* Freegate under Command of Captⁿ John Shaw arrived there on the 10th ditto and in this road of Marseilles on the 14th ditto; — I Supplied her with Provisions & C^s & She Sailed with 4 American Vessels under her Convoy for the coast of Spain and down the Straights on the 26th d^y * * *

The U. S. Freigate *Philadelphia* Capⁿ Barron which was ordered by Commodore Dale to be at Leghorn about the 10th ins^t and then proceed with any Vessels ready to sail under her Convoy to this Road, I am informed by an English Brig of War, now in quarantine here from Malta it is reported She was there about 3 weeks ago obliged to heave down for a leak to repair it; The *Boston* Capⁿ MacNiell was also there; but I don't know when any of these Fregates may appear this way, and the American Vessels here which could not be ready to Sail with the [*George*] *Washington* have Sailed Since and will now Sail without convoy;

I have also learned that two Tripolitan Cruisers were preparing to Sail out from the Bay of Tripoly, but in a violent storm one was last and the other reentered in the port of Tripoly in a poor State —

Toulon is the port and the Arsenal the best situated in the Center of the Mediterranean for Repairing our Freegates; there all kinds of Conveniences are to be found * * *

* * * * *

[*Another copy of this letter was dated 10 March 1802.]

[NA. SDA. CL, Marseilles, Vol. 1, 1790-1802.]

To Secretary of the Navy from Daniel Ludlow, Navy Agent,
New York, N. Y.

NEW YORK 17th March 1802

SIR Agreeable to your directions of the 22^d Ult^o, I have the honor to transmit you a plan of the Navy Grounds on Long Island, on a large scale, & the better to enable you to form an Opinion of their position, I have annexed a very correct Plan of the City & Port of New York, you have likewise an estimate of the Expences that would attend the necessary Buildings &c, to put the yard in the order, to render it serviceable to Government, either for building or repairing Ships; The Map will exhibit the depth of Water & improvements made, the latter only consists of part of the Dock contemplated, & the foundation for the New Store, the materials, say Brick, Lime, Slate &c, are all layed in, I am ready to progress & compleat the building by the first of June; under the idea that it was your intention, & certainly it was the interest of Government, that the Store should be finished as soon as possible, I have moved over from the old Grounds to Long Island, *all* the Navy Timber, sold at Auction all the small buildings erected thereon by Government, given up the hire of all the Stores in the City, contemplating by the first of May to have sufficient room finished in the New Store to contain all Government property on hand & thereby make a saving of \$2682 p^r Ann — : If it is not the intention of Government to progress in finishing the New Store, I have to request as speedy Notice as possible that I may in season provide a place of deposit for the different Articles belonging to the Department, this object, I beg leave to impress you with the necessity of an early decision on: The quality of the water at the yard is Salt, the Tide rising & falling about Eight feet, the Worms in the Months of July & August do injury to all Timber; this is an evil generally experienced in all our sea Ports. The Mill Pond will compleatly answer for Docking the Timber, which may most effectually be preserved against the Worm, by the water being let out daily with the Tide, the Timber thereby being exposed to the Sun & Air, the worm will take no hold or be killed, when they [word illegible] on this point no doubts exist; The Timber at present lays on the beach waiting permanent arrangements to be adopted for its preservation

Having contracted for the completion of the Dock contemplated at 22 50/100 p^r foot excepting Ironwork, & earth filling, I am waiting your instructions to proceed. If the improvements I have detailed should be compleated it will be the first Naval Yard on the Continent; in my estimate I think I am rather above than under the cost; If a permanent Navy Yard with the proper arrangement is necessary at all, the expence Government will be put to will undoubtedly prove true Oconomy, on this subject I should suppose there can hardly exist a difference of opinion with the Gentlemen of the Committee when they take a view of the heavy past expence Government has been put to for the want of permanent Yards on a correct & proper scale.

Any further elucidation on this important point that is possible for me to bestow will be most cheerfully and candidly put forward on your suggesting to me the points of information necessary: the Map of the Harbour of New York, I have borrowed & being the only correct view existing, I have engaged to return it, you will therefore please to bear my request in mind.

[Enclosure]

Estimate of the expence of the necessary buildings to complet the Navy Yard at Long Island—

| | | |
|----------------|---|-----------|
| N ^o | | |
| 1 | Dwelling House for Shipwright..... | \$2500 — |
| 2 | Barrack to contain 40 Men & Officers..... | 2000 — |
| 3 | Mast House & Mold Loft..... | 2000 — |
| 4 | Brick, Hemp Store & Dock for the same..... | 18000 — |
| 5 | Rope Walk..... | 5500 — |
| 6 | Navy Dock..... | 16000 — |
| — | Filling in d ^o | 1000 — |
| 7 | Blacksmiths Shop & Foundery..... | 3000 — |
| 8 | Expence of preparing the Yard to put the Timber in Water or under Cover..... | 2000 — |
| | Enclosing the whole with a <i>board</i> fence..... | 2500 — |
| | | \$54500 — |

NB Was it not for the extra expence I would recommend the enclosure of the Yard to be a stone wall 10 feet high & Barracks along the Wall to Lodge and keep together the Ships Crew while repairing, to furnish quarters for the standing workmen of the Yard, agreeable to the plan of Navy Yards in Europe; the expence of which some time is necessary to ascertain; The increase of the Water front agreeable to my Letter of the 4 August I should recommend —

[NDA. Misc. LB, 1802-3-4.]

[17 March 1802]

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

SIR Agreeably to your order of the 22^d Ulto I have forwarded by this mail a complete plat of the Ground occupied as a Navy Yard, describing the courses, distances, & quantity of ground purchased, & the situation of the buildings thereon, with the depth of water &^o — It cannot be said that any improvements have been made in the Yard, The Old buildings on the Lot, when the purchase was made, consisted of a small one story Log House & stone Kitchen, on the old wharf, originally built for a Block House & Magazine, these were fitted up for a counting house for the Constructor — A small two story frame House, & a one story frame work shop, fitted up for Barracks for the guard; a small Brick building occupied by the Comm^r Officer — A frame joiners shop, & store, removed from the former Yard — these are all the buildings —

Some dirt & ballast stones have been hauled on the low ground & some leveling done —

It is believed that Timber may be preserved any length of time under water, & will receive a seasoning accordingly. The water here being perfectly fresh, it is free from the marine worm, the Average rise of Tide is Six feet —

For the preservation of the Timber now on hand, and expected, it will be necessary to build a complete Dock, to keep the Water on the Timber, & to keep the water out, when it may be necessary to take Timber out, or clean the Dock; from an Estimate handed me, by an experienced wharf Builder, this will cost from 10 to 12 m\$ to which 1/3^d may be added, Estimates are generally this proportion below

what finally appears the actual cost — this improvement is all that may be necessary at present, to preserve the Timber — All the Live Oak for the 74 Gun ship, to be built here, is nearly covered at high tide, but the water soon leaves some of this timber, & the situation is by no means as proper as could be wishd for, but it is the best that is to be had in the present situation of the yard & will be tolerably preserved untill a fitter place can be prepared to receive it; — several random pieces for occasional purposes are on dry land, they would be better in the water, but it would take up the only room that is left to receive the live oak now expected, without it is placed where the Dock is contemplated, from whence it will be to remove whenever this work is began — The keel pieces Keelson, Deadwood, wales &^r lay in a very bad situation, & will soon spoil, part in & part out of the water at high tide, neither can this be remedied in the present situation of the Yard — to prevent it that part of the Dock should be log'd up — it can be imm^r done — The Gun carriage stuff is now exposed to the weather — it should be cover'd with sheds, & kept from the Sun & air as much as possible — I have noticed all the Timber that calls for immediate attention, for the remainder, I beg leave to refer you to the return made by M^r Humphrys, which I receipted —

If it should be thought expedient to commence the building of the 74, in two years from this, I am well informed, that it will be necessary to commence building the pier on which the ship should be raised, *immediately*, in order to give time for the ground to settle — in the Setting so large a Ship on the Stocks, it is absolutely necessary that she should have a certain degree of declivity, sufficient to make her Start for Launching & at the same time not to give her too much velocity, if the Ground is not settled, the point cannot be ascertained with any degree of precision, & may be attended with disagreeable consequences —

Should you not deem it proper to order a dock to be constructed in this Yard — Shed's might be erected for the preservation of the Timber, at an Expence of about 3000\$ & by keeping sun & air from the Timber & strewing Salt between y^r timber as its piled away it will be very well preserved, tho' not as well as it is supposed, as by being kept under water —

For further information, on the subject of this Yard, I beg leave to refer you to the report, made by your request, by Mess^{rs} Jones Penrose Fitzsimons Humphrys, Bowers, Decatur & Barry —

PHILAD^a March, 17th 1802

[NDA. Misc. LB, 1802-3-4.]

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

Copy. A

TUNIS March 18th 1802.

SIR, In addition to what I write M^r King Copy herewith, I have only to add here that on arriving at Tunis I find Sidi Mahamet Bashaw yielding to his brother's instances and on the point of departing for Derne a Province of Tripoli, the Government of which is promised him, for which purpose he begged my Passport. I not only refused it but told him very candidly that if he departed we must consider him in the light of an enemy, and that instead of my influence to assist

his passage to the Kingdom of Tripoli I should give it to have him and his retinue carried prisoners of war to the United States; but if he would adhere to his former arrangements I did not doubt but that before the expiration of four months he might be offered to his people by an American Squadron. I tell him the sole object of his brother is to cut his throat. He is sufficiently alarmed & too much distressed, this Bey having refused him any further supplies of provisions (I don't like this Symptom) He proposes going to Malta and waiting the issue there. I will only consent to his going to Leghorn or Sardinia — If he departs on other terms I shall send an armed Ship after him, & if possible carry him and retinue to some Italian Port.

Contrary winds prevented my touching at Naples from Leghorn — It is a misfortune; but affairs demanded me here — Capⁿ M^rNeill touched here 29. Jann^r since which we have no advise of him. —

P. S. March 26. —

The Bashaw of Tripoli has manifested an unequivocal disposition to come into my plans heretofore detailed; he is assured of a revolution in his favor if he can be offered to his people with Sufficient show of force: but he is surrounded by Turks and Arabs Subjects of his brother sent him as protectors, in so much that he cannot act — Hence my arrangements Copies herewith Submitted — If they succeed it will be productive of incalculable advantages if they fail I am conscious of having exposed myself to the imputation of at least too much Zeal —

[NA. SDA. CL, Tunis, Vol. 2, Part I, March 1801–Dec. 1802.]

To Secretary of State from James Simpson, U. S. Consul, Tangier, Morocco

N^o 38. — Duplicate. —

TANGIER 19th March 1802 —

SIR * * * * * Commodore Dale wrote me from Gibraltar, that he could not grant any Passport for the Tripoline Ship laying there, without first obtaining permission from the President of the United States. — I am highly sensible of the very great impropriety of Muley Soliman making such a request, but with him it is not proper to speak all we think; for this reason, rather than impart Commodore Dales determination, in the terms he recommended, I have thought better to intimate to this Government, that as that Gentleman was on the point of quitting this Station, when he received my Letter on subject of His Majestys request, that he left the decision of the matter to his Successor and the Swedish Admiral, as he could not have any opportunity of communicating with Adm^l Cederstrom on the subject.— This has satisfied them in the moment, & I hope either Peace with Tripoly, or some other circumstance may happen, to do away the necessity of any farther Negotiations on that topic. — At all events it certainly is best, should the request be ultimately found such as cannot be granted, that Sweden join in the refusal, as it can do no good that the United States come forward alone with such, before Admiral Cederstroms sentiments be known. — I confirm that Muley Soliman has agreed to allow Wheat, to be sent from his Country to Tripoly, but I should think it will be next to an impossibility for them to find Vessels to Charter for that Voyage, whilst that Port is so notoriously known to be blockaded; whatever may be done in this

particular at any of the Emperours Ports, I shall take care to advise the Commanders of the Frigates on this Station of. —

Commodore Dale thought I ought to see His Imperial Majesty without loss of time, in order to do away the favourable sentiments he seems to entertain towards the Tripolines. — I am satisfied you will be sensible, that is an undertakeing totally out of my power, without being authorised thereto by the President of the United States, and provision made for the unavoidable expence must attend such a visit. — At this moment in particular, such a measure is by no means necessary; for the Swedish Mission happening now, affords M^r Wyk an opportunity of doing all I possibly could; — to that end the matter was fully deliberated on between us before his departure, and he assured me he would use his utmost endeavours to convince Muley Soliman, of the impropriety of his takeing the the part he had done in behalf of the Tripolines, in a War which they have so unjustly made against Sweden & the United States. — * * *

[NA. SDA. CL, Tangier, Vol. 1, 1797-1803.]

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

20th MARCH 1802

“SIR,

[The first 8 paragraphs of this letter are the same as instructions to Commodore Dale, dated 18 February 1802.]

* * * * *

“To effectuate the great object of maintaining a squadron in the Mediterranean, which is the protection of our commerce, we must use our best exertions to keep the enemy’s vessels in port, to blockade the places out of which they issue, and prevent as far as possible their coming out or going in. You will, on your arrival in the Mediterranean, make such a distribution of the force under your command, as may appear, upon a full view of existing circumstances, the best adapted to the accomplishment of the views of government. Convoy must be given to our vessels as far as it can be done consistently with the plan of blockading.

“You will write to me by every opportunity from the Mediterranean, and give me particular information of all your movements.”

[LC. “Defence of Commodore Morris” by Morris, E 335, M87.]

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

NEW YORK 20th March 1802

SIR I have been honored with your Letters of the 12 & 15th Ins^t, the latter covering a Warrant for the Gunner which I have delivered to him, he will take & subscribe the Oath of Allegiance which I shall forward in my next letter.

I think it probable that the Carpenters & Joiners will finish by the last of next week, Our water is all filled and on board, I shall move the ship into the stream in a few days & I presume she can be ready to sail in three weeks, my present state of Health requires that the Lieu^{ts} should be here to attend to the ship, & relieve me from some of the duties which I am obliged to attend to. —

In finishing the upper works of the ship several alterations from the former plan have been found necessary by which she is made lighter and much more convenient than before. I have selected a sett of guns for the main Battery of the same calibre of the old ones but they weigh between six & seven thousand pounds less, and I shall make the old carriages answer with some alteration. Benjamin Tallman has engaged as Carpenter of the *Adams*, he is well recommended, & is desirous to receive a Warrant, which I hope you will please to forward him

[LC. EPP, Vol. 4, 1801-1802.]

Extracts from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy, commanding

Saturday, 20 March 1802

[From 15 to 19 March in Malaga Bay.]

Commences, light easterly wind, pleasant weather, the swell a good deal abated. At $\frac{1}{2}$ past 4 PM got underway & sailed from Malaga bay. Made all sail by the wind. 8 PM the Cathedral in Malaga bore NE, Cape Molinero WbS $\frac{1}{2}$ S. Sprung up a fine breeze from East Set steering sails. Midnight squally with clouds $\frac{1}{2}$ past 1 AM passed Gibraltar. The wind being so fine from the eastw^d embraced the opportunity of running for Cadiz, with a view of shewing our ship there & giving a knowledge of the coast & bay of Cadiz to our Officers. At 7 AM doubled cape Trafalgar in 10 fath. water, distant 3 or 4 Miles This Cape is low with a square tower on it & makes like an island. $1\frac{1}{2}$ Miles to the East of Trafalgar there is a very high bluff cape with a small rock off it, on the extremity of the bluff is a round tower. The coast between Trafalgar & Cadiz is low & sandy, shoal water with sand banks & rocks a considerable distance off. No Vessel ought to approach it nearer with a fair wind than 12 fath. as I found it from 10 to 5 very suddenly

Sunday, 21 March 1802

Commences very light airs from N^d & E^d At 2 PM tacked ship & stood in for the light house of Cadiz with a Signal flying for a Pilot. At 3 got a Pilot on board; calm & ebb tide setting us, At 4 a very light breeze from the S., made Sail & came past the Porgues rocks within $\frac{1}{4}$ of a Mile; they may be approached much nearer in case of necessity, they are above water & bold. The Diamond Shoal which you leave on the Larb^d hand is very dangerous. At 6 PM the gov^t boat came alongside & ordered us not to anchor, as ships of war of any nation were not allowed that privelege.

Notwithstanding we came to Anchor At $\frac{1}{2}$ past 6 PM in $5\frac{1}{2}$ fath. water. At 8 AM the Captain General sent me word if, the wind was such that I could not proceed to Sea I might remain a day or two, during which myself & two or three other officers might come on shore at a time —

At 9 M^r Terry Charge des Affaires for the U. S. came on board & I accompanied him on shore Waited on the Captain General who informed me that he had only acted agreeable to his orders He invited me to dine with him. I gave orders that none but the principal officers should go on shore —

[NA. ND original.]

To Vice President Aaron Burr from Thomas Truxtun

NORFOLK 22nd March 1802.

DEAR SIR a variety of circumstances conjoined me at Washington that my appointment was by no means congenial to the wishes of the President, and a little time after I came here made the fact so evident, that I at length considered my reputation deeply at stake in the hands of the present administration and brought things to a point. It was with pain & reluctance I quit the Navy but it was unavoidable, as you will see by the enclosed copy of a letter to the Sec^y of the Navy. Altho' I had come on to Washington in January in my way here (by appointment made by the Pres^t) to command the Squadron destined for the mediterranean — in the course of conversation at dinner in the palace, the President asked me which way I was travelling — whether I was going to the northward or to the southward — This question was astonishing & the more so — when I assure you he never opened his lips to me on the subject of the Squadron or of our mediterranean Affairs. I think I can with truth say it was never intended that I should proceed on the command in question, if it could be decently avoided and at the same time the appearance kept up. —

I shall make a visit of a few days to Col — Parker and proceed home hope to see you in New York early in May. With great truth I am D^r Sir

[HS of Pa. Gratz Col.]

Extracts from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy, commanding

Monday, 22 March 1802

Commences with light airs from N^e & W^e M^r Terry our Charge des Affaires [Cadiz] represented to me that there were a number of American seamen in distress on shore, having been turned out of their Vessels by the Captains on account of high wages. I informed him I woud receive any american seaman on board & subsist him, but could not enter him on pay, our complement being complete

At 11 unmoored ship, strong Westerly wind

Tuesday, 23 March 1802

Commences clear weather & smart Westerly wind at 5 A M weighed & beat out of the bay. At 6 P M discharged the Pilot. Throughout the night pleasant weather. At 6 A M Cape Spartel bore SW distant 4 leagues. At 9 exercised great guns & small arms

[NA. ND original]

To Captain Joseph Bounds, commanding American Merchant Ship *Gloria*, from William Eaton, U. S. Consul, Tunis

Duplicate copy D

TUNIS 24. March 1802

Instructions to Captain BOUNDS —

SIR, You will without delay Sail for Malta and deliver the letter herewith inclosed to Capⁿ Daniel M^eNeill of the *Boston* frigate — At Malta you will augment the number of your Equipage to fifty men, engaging them for a term not exceeding Six months, and if you do not find Captain M^eNeill at Malta you will proceed off Tripoli

and search for him until you find him, and receive from him your future destination — If you shall have occasion for Supplies of Cash or provisions you will receive them of any of the Captains or other Commanders of our Navy, or any of the Americans Agents in the Ports of the Mediterranean; And as I have put the Ship *Gloria* into the public Service of the United States, this letter of Instruction will be a Sufficient warrant to them for furnishing you such provisions on account of the United States. But you will be careful to keep exact accounts of all Supplies you may thus receive in order that I may credit the United States therefor. If after having augmented your equipage as above directed, and in case of not falling in with Captain McNeill, you should fall in with the Ship [space] bound to Derne, carrying the Bashaw of Tripoli's brother and his suit of about forty Tripoline Subjects, you will visit said Ship and take out of her said Bashaw and Suit and deliver them over to the first American Ship of war you may meet, or proceed with him and Suit to Leghorn & deliver him & them to James Leander Cathcart Esq^r our Consul for Tripoli. You will on all occasions keep me informed of your Situation and Circumstances —

[NA. SDA. CL, Tunis, Vol. 2, Part I, March 1801–Dec. 1802.]

To Captain Daniel McNeill, U. S. Navy, commanding U. S. Frigate *Boston*, from
William Eaton, U. S. Consul, Tunis

Copy Duplicate E

TUNIS 24, March 1802 —

SIR, I dispatch the Ship *Gloria*, Captain Joseph Bounds to you with notice that a Polacre Ship under Russian Colors, called the [space] is now about to depart from this port to Derne on the Coast of Tripoli with a view of Landing at that place a brother of the present Bashaw of Tripoli with his suit Consisting of forty Tripoline Subjects — This Prince is the rightful Sovereign of Tripoli and was expelled his Throne about ten years ago by the present Reigning Bashaw — I have long since been in Consultation with him on projects to get him Safely on board our Squadron that we may use him as an instrument of pacification at Tripoli by offering him to his proper Subjects, who desire his restoration, before their own port with the appearance of Sufficient force to Compel the measure — If this object can be effected no doubt it would bring about a revolution in Tripoli and the assassination of the usurper, and save to the United States the loss of many lives and much expense — An object well worth extraordinary exertions. I refer you to M^r Wadsworth of your Ship for particulars on this Subject — He knows all that has been hitherto transacted and is very capable of advising to future measures relative to this project.

The necessity of having about me a Vessel of force to enable me to Communicate with our Commander in this Sea, especially at this moment, and peculiarly as our frigates seldom touch here has compelled me to put this Ship, the *Gloria*, into Government's Service and to continue her so at least until the arrival of our Squadron — She is now therefore Subject to your orders — I desire you will give her your warrant, and needful Supplies —

[NA. SDA. CL, Tunis, Vol. 2, Part I, March 1801–Dec. 1802.]

Extracts from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy commanding

Wednesday, 24 March 1802

Commences pleasant Weather with light airs. At 1 PM set staysails, wind from the eastw^d, $\frac{1}{2}$ past 4 spoke the British frigate *Leda* from Lisbon to Gibraltar. At 7 abreast of Cabretta points, took in sail & lay to throughout the night under our topsails. At 7 bore up for Gibraltar, passing the rock had a violent gust of wind from every point. At 9 came to anchor in 23 fath. water, Europa Point bearing SbE $\frac{1}{2}$ E & the North Point of the rock EbN $\frac{1}{2}$ N.

Admiral Saumarez sent an officer with an offer of any assistance we might want. At 10 waited on the Admiral —

Thursday, 25 March 1802

Commences strong breezes from the Eastw^d, Went on shore & found the two Tripolitan Cruizers still lying in port. at 3 PM returned on board. At 5 the ship riding very uneasy with the counter winds under the rock & could not well change our birth there, hove up & ran over to Algeziras. At 6 PM came to anchor Algeziras bearing WbS $\frac{1}{2}$ S. North tower NWbW, Gibraltar SEbE. At 8 Moored ship. 5 AM all hands employed unbending sails, blacking & painting ship

[NA. ND original.]

To the Commanding Officer of the U. S. Frigate *Chesapeake*, from Secretary of the Navy

N. DEPT. — 27 March 1802. —

From a communication I have just received it appears that Lieutenant [David] Porter stabbed a Man at Fell's Point, & in consequence the Man instantly died. — The Judge of the criminal Court has requested my aid in securing Lieutenant Porter's person — & I have to direct, that if he is on board the *Chesapeake* — or has placed himself under your Command, you will, if called upon by the civil authority, deliver him up. —

[NDA. OSW, LB, Vol. 5, 1801-1802.]

Extract from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy, commanding, Saturday, 27 March 1802

Commences clear Weather & strong Easterly winds.

At $\frac{1}{2}$ past 5 PM was returning from Algeziras, when I rec^d a note from Lt Decatur informing that M^r Higginbothom & M^r Swartwout Midshipmen with several others had permission to go on shore & that the above named Gentlemen had fought without his knowledge & M^r Swartwout was brought on board dead. Immediately on my getting aboard I arrested M^r Higginbothom. At 5 AM sent a boat to Gibraltar to procure boards to make a Coffin & wrote to our Consul to obtain permission to bury him there, he sent for answer that it was not admissible.

[NA. ND original.]

To James Leander Cathcart, U. S. ex-Consul, Tripoli, from William Eaton, U. S. Consul, Tunis

Copy

On board HIS DANISH MAJESTY'S
FRIGATE *Triton* off CAPE CARTHAGE
28th March 1802 at 5 P. M

SIR I have found means to secure Siddi Mohammed by engaging the Sahibtappa in the measure & siezing on the fears of the Bashaw, If it succeeds Siddi Jusef Bashaw will pay the fidler, Sidi Jusef Sahibtappa and the United States will save a million, if it fails — their will be nothing gain'd nor saved on either side — If we are successful I have promised to give the Sahibtappa ten thousand dollars & my drogoman one, if otherwise none to either — I have been on fatigue since four this morning & have not time to break the seals of my communications by Doct^r Turner or this would go forward by way of P^r S^t you will please to communicate it — I have only time to add that the Regalia given by the spaniards & Danes are both rejected and return'd in consequence of the superior quality of the American —
Adieu & think me busy

Rec^d by me at LEGHORN April 8th 1802 —

JA^s LEA^t CATHCART.

[NA. SDA. CL, Tripoli, Vol. 2, June 1801–Sept. 1805.]

Extract from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy, commanding, Sunday, 28 March 1802

All these 24 hours strong easterly winds. At 4 PM buried M^t Swartwout Midshipman in fort S^t Iago at Algeziras

[NA. ND original.]

To any American Commander or Agent in the Mediterranean from William Eaton, U. S. Consul, Tunis

Duplicate copy F

TUNIS 29th March 1802

SIR, His Excellency, Sidi Mohamet Bashaw, the rightful Sovereign of Tripoli will hand you this — I commend him and his suit to your friendly attentions — He is engaged to Co-operate with us in our operations against the Traitor who now usurps the Throne of Tripoli — You will therefore be pleased to give him every possible assistance and needful supplies until you hear from me again — He has engaged to go to Malta and there to wait the arrival of our fleet — and thence to go with us before his own port to demand the restitution of his Throne and rights. This measure if persevered in, will be of infinite Service to himself and to us — And I am sure, will meet your full Support — I shall be more explicit on this Subject, after I hear of his arrival at Malta and being under your Protection. —

[NA. SDA. CL, Tunis, Vol. 2, Part I, March 1801–Dec. 1802.]

To the Commanding Officer of the U. S. Frigate *Chesapeake*, Norfolk, Va., from Secretary of the Navy

N. DEP^t 30 March 1802.

Since my letter to you of the 27 instant, relatively to Lieutenant Porter — many extenuating circumstances which afford me sincere pleasure have been communicated to me — Of consequence I have written to the Governor of the State requesting a *noli prosequi* in the

case — and I am in hopes there will be no further proceedings in it. —

Lieutenant Porter will shew you the copy of Colonel Stricker's letter on the subject to me. —

He will join you as one of your Lieutenants. —

[NDA. OSW, LB, Vol. 5, 1801-1802.]

To Lieutenant David Porter, U. S. Navy, Norfolk, Va., from Secretary of the Navy

N. DEP^t 30 March 1802.

A few days since I was applied to by the Judge of the criminal court of Baltimore, to give my aid to the civil authority in procuring your arrest for trial with respect to the death of M^rGlassin — upon which I gave immediate orders to the commanding officer of the *Chesapeake* to act conformably to the wishes of the civil authority if you should be demanded. —

Since these orders were taken — I have received a communication from Balt^o, which affords me the sincerest satisfaction — because it goes to the extenuation if not justification of the unfortunate act — I have in consequence of Col^o Stricker's letter — copy of which I enclose, written to the Governor of the State — requesting a *noli prosequi* in the case, & I have no doubt but that all further proceedings on the subject, will thereby [be] arrested. —

You will consider yourself attached to the frigate *Chesapeake*. —

[NDA. OSW, LB, Vol. 5, 1801-1802.]

To William Eaton, U. S. Consul, Tunis, from Captain Daniel McNeill, U. S. Navy

Duplicate copy. H.

UNITED STATES FRIGATE *Boston*

31st March 1802

SIR, I rec^d your favor of 24, inst. this morning as I came out of Malta, with M^r Wadsworth. I shall cruise off Derne and have no doubt of falling in with the Polacre you describe, and of giving a good account of her —

As your Ship the *Gloria*, being in want of provisions, water, stores and men, think it best for him to return to Tunis and refit, where she will be at hand — If any information regarding the state of Tripoli, or of their Cruisers that you may think worthy of attention you will forward the news by her as late as the first of May, at which time I shall proceed to Tunis — If no supplies arrives from America by that time shall proceed to Leghorn for a Supply, which cannot be procured here on any terms —

I shall give Capⁿ Joseph Bounds a warrant to act under your directions, as you request, until the arrival of the Squadron from America —

[NA. SDA. CL, Tunis, Vol. 2, Part I, March 1801-Dec. 1802.]

To Captain Joseph Bounds, commanding American armed Ship *Gloria*, from Captain Daniel McNeill, U. S. Navy

Duplicate copy I.

UNITED STATES FRIGATE *Boston*

At Sea March 31, 1802

SIR, You are hereby authorized to Capture any Cruisers belonging to the Bashaw of Tripoli, agreeable to the laws of the United States; which William Eaton Esq^r our Consul will furnish you with, and

written Instructions how you are to act, which you will follow & his orders until the arrival of our Squadron from America. You will return back to Tunis as soon as possible to refit and get the Ship *Gloria*, under your Command, in order with all possible dispatch — You will receive one barrel of beef, and one of pork from the Purser —

[NA. SDA. CL, Tunis, Vol. 2, Part I, March 1801–Dec. 1802.]

Extract from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy, commanding, Wednesday, 31 March 1802

Commences clear cool Weather wind from N^e & E⁴

The launch employed Watering. At 7 AM discovered an American schooner with a pennant at anchor over at Gibraltar, immediately dispatched the pinnace with an officer to see who she was. At Meridian she returned with an account of its being the U. S. Schooner *Enterprize* L^t Sterrit supposing it to be him I had wrote a letter to the Commanding Officer requesting him to come over here

[NA. ND original.]

To William Eaton, U. S. Consul, Tunis, from Purser Charles Wadsworth, U. S. Navy

FRIGATE *Boston* off MALTA HARBOUR

April 1st 1802 —

DEAR SIR We arrived off this Harbour about 9 O'clock this morning just in time to find the *Boston*, she had got under way in the morning for Tripoli, — Captⁿ M^eNeill has come into yours measures respecting the Bashaw of Tripoli, and will bear away directly for Tripoli to acquaint the Sweedish Admiral of the business that he may station his Frigates along the Coast while we go off Derne. — as Captⁿ M^eNiell has wrote you on the Subject I presume he has given you every information if not I refer to Captⁿ Bounds who was present at our Conversation — my reception has been very polite from Captⁿ M^eNeill — we shall be at at Tunis in about a month for Provisions I have furnished Captⁿ Bounds with 1 Bbl. Beef & one Cw^t Pork and have paid him One Hundred Dollars — duplicate Receipts of which I herewith send you — as Captⁿ Bounds is waiting only for my letter I shall close it by assuring you I feel myself under many obligations to you for your politeness to me since leaving the Sweedish Frigate and hope shortly to have it my power to convince you of my gratitude

CHARLES WADSWORTH

The *Phil^a* left Siracuse for Leghorn the 14th Ult^o — Turner will therefore be in time for her as she is to take in Provisions at Leghorn

[F. D. Roosevelt Col.]

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

N. DEP^t — 1 April 1802. —

Presuming that the *Chesapeake* is now in a state of complete preparation for sea, it is the command of the President that you immediately weigh anchor, and proceed with all possible dispatch to join our squadron in the Mediterranean. —

There are now on that station the following vessels. — frigates *President*, *Dale*, *Philadelphia*, *Barron*, *Essex*, *Bainbridge*, and *Boston*, M^eNeill, all of which are to return on your arrival, unless it shall be

determined by yourself on consultation with the commanding Officer on the station, that it will be advisable to retain one of them until the *Adams* joins you. — The frigate *Constellation* — Murray, and the Schooner *Enterprise* — Sterrett, you will also find on that station, & they are to remain under your command, & the frigate *Adams* — Preble will be sent out to join you as soon as she can be prepared. —

One of your first objects on your arrival in the Mediterranean will be to see the Commanding Officer — and confer with him on all points relating to his cruize. He will communicate to you information which may serve you essentially in your future operations. —

I shall not point out to you the ground you are to occupy in the execution of these instructions. Circumstances may arise to induce a frequent change in your position and we have a perfect confidence that you will provide judiciously against every movement of the enemy. It is presumed that you will be enabled with the force thus committed to your direction, to afford the most complete protection to our commerce. Our Merchants will look to your vigilance and ability, for the protection of their property and adventure it with the utmost confidence of security.

To enable you to provide for the necessities of the Squadron, I have recently made a deposit with Mess^{rs} M^cKenzie and Glennie of London of ten thousand dollars and there is in all probability a large balance remaining in their hands of former deposits — all of which will be subject to your drafts — or Debutts's and Purviance's of Leghorn, in case of your drawing on them as you are authorized to do. They will draw on M^cKenzie and Glennie to reimburse themselves. Captain Murray received — tho' contrary to my intentions six thousand dollars, for the disbursements of the *Constellation*, of this sum you will leave him twelve hundred dollars — the balance \$4,800 is to be subject to your order. —

Within two months after your departure, a provision ship shall follow you addressed to John Gavino Esquire Gibraltar. Her cargo will principally consist of Beef, Pork, Bread, Flour, Pease, and Cordage. It is presumed that you can procure every thing else either at Gibraltar, Leghorn, Malta, Minorca, Saragossa in Sicily or wherever you may go. The latter has been mentioned by Commodore Dale, as a good watering place. —

I have directed M^r Pennock to advance your purser twelve hundred dollars for defraying small expences at Gibraltar or elsewhere. — —

M^r John Gavino is our agent at Gibraltar & Mess^{rs} Debutts and Purviance at Leghorn. They will cheerfully afford you every aid in their power. —

[NDA. LB, May 1799–July 1807.]

To Captain Samuel Nicholson, U. S. Navy, Boston, Mass., from Secretary of the Navy

NAVY DEPT. 1 April 1802.

The frigate *Adams* being very much in want of Lieutenants — and having no other Officer of that grade of sufficient skill and experience in the country, who is not on duty, I have been obliged to direct L^t Hull to proceed to Newyork and join her — The *Constitution* will on his leaving her require your attentions & I request that you take charge of her & superintend her repairs until a proper Officer can be sent to relieve you. —

You will report to me from time to time, the progress you may be making in this business. —

[NDA. GLB, Vol. 5, 1801-1802.]

To Captain Edward Preble, U. S. Navy, New York, N. Y., from Secretary of the Navy

NAVY DEPARTMENT. 1 April 1802.

I have this day ordered Lieut^t Hull to join you — also Mids^s O. H. Perry. If I should not be able to provide you another Lieutenant, you will have to select one out of the Midshipmen that have been ordered to join you. On this subject however I shall write to you again.

You will proceed immediately and enter a Crew for the *Adams* to consist as heretofore of 60 able seamen and 103 ordinary seamen and boys; the former to be engaged at \$12 per month — the latter at from \$6 to \$8 according to merit. The usual advances and with the customary security, may be made — The Crew must be entered to serve one year from the Ships first weighing anchor on a cruize. —

I enclose you all the necessary forms. — M^t Ludlow will supply monies upon your requisition. —

To an Officer of your vigilance and activity I can add nothing that will more effectually stimulate your utmost exertions, than to assure you that the ship you command is wanted for service as early as she can be prepared. —

[NDA. OSW, LB, Vol. 5, 1801-1802.]

To Lieutenant Isaac Hull, U. S. Navy, Boston, Mass., from Secretary of the Navy

N. DEPT. 1 April 1802 —

The frigate *Adams* Captain Preble is very much in want of Lieutenants — and Captain Preble's state of health requires that he should have a first Lieutenant of the utmost professional skill. — I have therefore selected you for that station — & I have to request that immediately upon receipt hereof — you repair to New York and join that Vessel. —

From the rank you hold in the Navy, you must expect soon to have the command of a frigate — I wish you therefore to see as much active service as possible. — this is an additional consideration in inducing the present order. —

[NDA. OSW, LB, Vol. 5, 1801-1802.]

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

N. DEPT 1 April 1802. —

Your receiving six thousand dollars on your departure was contrary to the arrangements I had made for supplying the necessities of the Squadron. A credit has been deposited with M^rKenzie & Glennie of London and the commanding Officer of our Squadron has been authorized to draw on them and also on Debutts & Purviance — Leghorn —. This latter House upon being drawn upon by the commanding officer, or upon furnishing our Vessels with supplies — is authorized to draw on M^rKenzie & Glennie to reimburse themselves. —

You may retain 1,200 dollars of the above sum for small expences. The balance I have made subject to the order of Captain Morris. —

[NDA. OSW, LB, Vol. 5, 1801-1802.]

To John Gavino, U. S. Consul, Gibraltar, from Secretary of the Navy

N. DEPT. 1 April 1802

I have ordered the present squadron in the Mediterranean, home, and the following Vessels will constitute the relief squa[d]ron. —

| | | |
|--|--------------------------|---|
| <i>Chesapeake</i> | Morris | — |
| <i>Constellation</i> | Murray. | — |
| <i>Adams</i> | Preble. | — |
| Sch ^r <i>Enterprise</i> | L ^t Sterrett. | — |

I rely confidently on your giving every necessary aid to this squadron. In the course of two Months a provision ship will be sent to your address. —

[NDA. GLB, Vol. 5, 1801-1802.]

Appointment of Charles Washington Goldsborough as Chief Clerk of the Navy Department

NAV: DEP. Ap. 1. 1802. —

Charles W. Goldsborough is hereby appointed the Chief Clerk of the Navy Department and as Chief Clerk he shall have under the superintending control of the Secretary, the custody and charge of all the Books, Papers & Documents of every description belonging to the Department. He shall be held responsible for every such Book, Paper & Document and also for the accuracy of all the Records. He must see that the Business of each day be brought up duringt hat day and that all the books & papers of the Office are arranged in the most regular order. —

To classify the several duties of each subordinate Clerk and to confine their attentions exclusively to such their respective duties, would produce much embarrassment. The public business would under such an arrangement, frequently be subject to considerable delay in consequence of the pressure of unequal & disproportionate duties. The apportioning of the duties of the subordinate Clerks is therefore left to the Chief Clerk. —

The Secretary will in future communicate with the Chief Clerk only; & it is therefore expected that he will be duly prepared at all times when called upon. —

The Chief Clerk will take charge of the money that may from time to time be rec^d to defray the the Contingent Expense *in the office* of the Secretary of the Navy. —

R^t SMITH.

[NDA. GLB, Vol. 5, 1801-1802.]

Extract from journal of U. S. Frigate *Constellation*, Captain Alexander Murray, U. S. Navy, commanding, Thursday, 1 April 1802

Squally with rain. At 4 veer'd ship as per Log. Set the Jibb, and main top mast stay sail. At 6 took in the main top mast stay sail.

At midnight fresh breezes and cloudy.

This day departed this life Samuel Munroe (marine) Mathias Westman (O. Seam.) and Williams (marine) The two latter of the Small Pox, and the former of a Violent Cold. — At 10 let a reef out of the top sails —

At meridian moderate breezes with a heavy sea.

Latitude Observed 34° 17' N. Longitude 35° 56' W.

[NA. ND original.]

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

NAV: DEP^t 2 April 1802. —

I have rec^d a letter from your Lady requesting permission to accompany you to the Mediterranean — & immediately upon receiving it, I wrote to her complying with her request. My letter was dated yesterday and went off this morn^g to New York. —

[NDA. OSW, LB, Vol. 5, 1801-1802.]

To Lieutenant David Porter, U. S. Navy, Baltimore, Md., from Secretary of the Navy

N. DEPT. 3 April 1802.

Your services are essentially required on board the Frigate *Chesapeake*. — From the representations that have been made to me with respect to the affair between you and M^rGlassin — I presume that you will not be demanded by the civil authority — and that any prosecution which might have been intended against you, will be arrested by a *noli prosequi*. —

You will therefore repair immediately to Norfolk and join the *Chesapeake* — which Vessel is now under sailing orders. —

[NDA. OSW, LB, Vol. 5, 1801-1802.]

[3 April 1802]

Act pertaining to the Navy

United States Statutes at Large. Seventh Congress. Sess. I

AN ACT MAKING AN APPROPRIATION FOR DEFRAYING THE EXPENSES WHICH MAY ARISE FROM CARRYING INTO EFFECT THE CONVENTION MADE BETWEEN THE UNITED STATES AND THE FRENCH REPUBLIC.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That for the payment of such demands as may be justly due for French vessels and property captured, and which must be restored or paid for, pursuant to the convention between the United States and the French republic, there be appropriated a sum not exceeding three hundred and eighteen thousand dollars, to be paid, under the direction of the President of the United States, out of any public money in the treasury, not otherwise appropriated.

APPROVED, April 3, 1802.

[Statute II, p. 148.]

To Secretary of the Navy from John Langdon, Portsmouth, N. H.

PORTSMOUTH April 4th 1802

S^r It appears to me of importance to the Public that the Site of the Navy Yard at this place should be examined, by good Judges before you proceed further in the Business. It is well known here, that the present establishment was made under violent party prejudices. The Yard that has been heretofore made use of in which all the Public ships from a Seventy four to a Sloop of War, (except one by the old Congress) have been built; is on an Island directly opposite to the center of this Town containing ab^t Eighteen or Twenty Acres,

distance across the main Channel of the River only one Cable's length from shore to shore. This Island belongs to me, of course it is a delicate subject to touch upon; I shall however state the facts with all the truth and candor I possess, which will be confirmed by every impartial man here, who is a Judge of the Business.

Born and brought up in this Town, the largest Ships heretofore built at this place and fitted out under my direction, and having command^d Ships in and out of the Harbour, qualifies me to Judge of the most proper place for a Navy Yard, and I do not hesitate to say from my own experience, that this place, for depth of water, convenience for Building, Launching, Mooring^g fitting out, and sailing from the very spot to sea, safety from fire, enemies and every other Necessary for a Navy Yard, is by far the best in this River and one of the best in the United States. On this Island are two, two story houses with Barns, two one story houses, one warehouse two stories one work house one Blacksmith's Shop a dock for timber handy to the Yard a Slip and ways laid for a Seventy four a wharf out of repair — the present establishment, which was a party business, on which (in my opinion twenty or thirty thousand dollars have been thrown away merely to gratify Federal Malice), has few or none of those Advantages attached to it, —

Permit me S^r to propose the appointment of two or three master builders, or other persons best acquainted with the Harbour and the shipbuilding Business, to say where the proper place would be for a Yard and their opinion of the value of the place, in case it should be changed from the present establishment, which might be sold or reserved for Public use at any future time. I will dispose of my Island, which is a valuable water side, tho' I had rather rent it for any reasonable sum for any number of Years the President may think proper, at the end of which Term, the Public should have the Island, for the same price that should be *now* fixed, or give it up if found not to answer the purpose; in this way the Public could not be losers — I have great desire that the Navy Yard here, should be fixed in the most proper place whether on my Island or else where, you'll therefore pardon me for the liberty I have taken, and Believe me very Respectfully —

[NDA. Misc. LB, 1802-3-4.]

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

Advise to Gov.

TUNIS 4 April 1802 —

SIR, I beg leave to refer you to inclosures A. B. C. D. & E. for information of my measures here from the 12th to 24. March. The *Gloria* departed for Malta 26. ult. and arrived 31st happily fell in with Capⁿ M^rNeill off that Port and recieved his approbation and concurrence, see his letter to me and Instructions to Captain Bounds, inclosures H. & I. Capⁿ M^rNeill immediately shaped his Cruise to intercept the *Bashaw* — and the *Gloria* arrived here 3^d inst. In the mean time by engaging the *Sapatapa* in the project (inclosure F.) I brought the *Bashaw* to a resolution to proceed to Malta and deliver himself to the protection of our Commodore or Agent there; And I gave him the letter of recommendation (G.) Thus it seems most certain, whether he continue in his last resolutions or attempt to make *Derne* he cannot escape us. I now dispatch the *Gloria* to Gibraltar

in hopes of her falling in with our Squadron, otherwise to wait its arrival there, and to pass through the Commodore's hands these dispatches in order that he might conform his arrangements to them if they correspond with his orders from the President. It seems to me of the utmost importance to gain this point. — And I am supported in this opinion by the concurrent opinions of all Americans to whom it has been confided — This Bey has refused provisions for our Ships of war under pretext of its being a Violation of the laws of the Prophet to provision an enemy of a Mahometan. The true reason is I have refused to grant Passports to his Merchantmen for Tripoli. —

[H. E. Huntington L&AG, Micro-film.]

To Captain Joseph Bounds, commanding American armed Ship *Gloria*, from William Eaton, U. S. Consul, Tunis

Copy.

TUNIS 4, April 1802

SIR, You will immediately shape your Course for Gibraltar. If on your passage you fall in with the Squadron of the United States destined to act against Tripoli you will deliver to the Commodore the Dispatches with which you are charged to his address, otherwise you will await his arrival at Gibraltar and there deliver them to him — After which you will receive your destination from him — If you shall have occasion for Supplies of cash or provisions before your return to this Port you will receive them from any Commander of the U. States Ships of war or from any Agent of the American Government in this Sea — for which purpose I furnished you with Letters of credit. If you do not fall in with our Squadron on your passage to Gibraltar, or on your arrival there shall find that they shall have passed that port you will deliver your Dispatches to M^r John Gavino, our Consul there to be forwarded by him to the Department of State, after received from him necessary supplies, and return without delay to this Port — You will in all cases defend yourself, as a Ship in the Service of the United States against all hostile attacks, always paying due Respect to the Ships of war of nations in Amity with the U. States — but you will act offensively and defensively against all Vessels of war or Commerce belonging to the Regency of Tripoli by Capturing, burning, Sinking or destroying by all means in your power all such Vessels wherever you may find them. You will always keep me informed of your Situation and Circumstances —

P. S. April 7, 1802 — Additional Instructions

SIR, As I have time to make duplicates of my Dispatches you will now hold those addressed to our Commodore until you fall in with him — and facilitate the expedition of those to M^r Gavino, if you do not have an opportunity to deliver them personally —

[NA. SDA. CL, Tunis, Vol. 2, Part I, March 1801–Dec. 1802.]

Extract from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy, commanding, Sunday, 4 April 1802

Commences pleasant Weather & strong breezes from the N^e & W^e At ½ past 1 PM L^t Sterrit of the *Enterprise* came on board from Gibraltar At 11 AM mustered all hands & read the articles of war

[NA. ND original.]

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

NAV: DEP: 5 April 1802. —

The Lazarettos in the Mediterranean, are, I believe, very justly considered as the graves of all foreigners who are so unfortunate as to be obliged to enter them. —

I deem it therefore necessary to lodge with you a discretionary power to establish a temporary hospital in some one of the most healthy ports of the Mediterranean, if you can obtain permission so to do, and it should appear to you an adviseable measure. — Syracuse would probably be an excellent place for such an institution as it lies in the vicinity of Tripoli, and is healthy. It is left to you however to select the place that you may under all circumstances, consider the best. In the event of your establishing such an institution, you must commit the direction of it to one of the Surgeons of the fleet, of professional skill & allow him a Mate. Doctor Davis would probably be pleased with the appointment and I should have no objection to it. —

It appears to me that the establishment of an Hospital, in the event of their being sick persons enough to justify it, is powerfully recommended by economy as well as humanity, & we are confidently assured that you will not lose sight of either of these considerations. —

You will have funds enough to provide every article of hospital stores, which the Superintending Surgeon of the institution may deem necessary. —

[ND LB, May 1799–July 1807.]

Extract from journal of U. S. S. Essex, Captain William Bainbridge, U. S. Navy, commanding, Monday, 5 April 1802

[Gibraltar] All these 24 hours pleasant Weather & light Westerly winds. No particular occurrences. Got in launch & stowed the booms. 7 A M went to Gibraltar where I rec^d letters from our Consuls at Algiers & Tangier, at the former place every thing remains quiet. M^r Simpson the Consul at the latter gives it as his opinion, the Emperor will not permit grain to be loaded in his dominions for Tripoli —

[NA. ND original.]

To Secretary of the Navy from Samuel Brown, Navy Agent, Boston, Mass.

BOSTON 6 April 1802

SIR In conformity to your Instructions of 22 February Mr Osgood Carleton has been employed to take a plan of the ground purchased in Charlestown by the United States for a Navy Yard and other persons engaged to aid him in taking the Flats & Channel contiguous thereto.

I have now the pleasure of forwarding to you the Plan he has taken which embraces on one side Charles River Bridge and the direction of a part of that River above the Bridge; on another side the Town of Charlestown as far as Malden Bridge which passes over Mistick River to Malden; on another side that River Malden & Chelsea, and on the other side Noddles Island, the water connected with the

Channel that leads from the Harbour of Boston by the Light House to the ocean and a part of the Town.

The accuracy of the Plan I presume may be relied on so far as it relates to the Navy Ground Flats, Channel and depths of Water contiguous, and in other respects I presume it is nearly correct. It has been thus extended that you might be informed of the particular and relative situation of the Ground.

A special plan of it is now also forwarded to you shewing the improvements made thereon with references thereto, and likewise such improvements as appear necessary to be made if it is intended by the Government at this time to build up a Navy Yard, which may afford all the requisite conveniences for the purpose of building up & keeping a Navy.

The plat of the Land is in three divisions; the first is South of the Bason and contains nine Acres on which there is Six Buildings four of which were erected by the United States — In one of them the Live Oak Timber is deposited, one covers a large Saw pit and has been used for the Storing of Water Casks &c; another is used as a Barrack for the Guard Kept in the Yard — the other is used for a Carpenters Shop. The fifth was built on Rent before the ground was bought for the United States, which has since been purchased of the proprietor, and is used for a Blacksmiths shop — The sixth was bought with the Ground purchased of John Harris, and is occupied by Laborers employed in the Yard. In this division the Stuff that has been taken from the Bason for the use of the Frigate *Constitution* has been lodged and piled up, and also the Bricks & Stone purchased by the late Agents for building of Stores. Cannon, Shot, Iron Ballast &c are likewise there deposited. The Oxen purchased for the use of the Yard were supported the last season in part by the Grass it produced.

The second Division is the Bason which contains Nine Acres & three fourths & twenty six poles, and is covered in front by a Cob Wharf of one Thousand feet long, twenty broad & about eleven deep on an average, where the Timber, Plank &c are deposited and overflowed by Sea Water every tide, and are perfectly secured against any loss from tides or storms. It has a passage through it covered by a Bridge for the convenience of letting into the Bason such articles as may be directed to be lodged there or removed from thence; and a part of the Wharf is prepared to receive any articles it may be necessary to deliver into the Yard or that may be taken from thence in Boats Scows or Vessels. All the Timber that has been received there is docked in the Bason excepting such as has been taken from thence for the use of the Frigate *Constitution* and the Live oak which is covered from the weather.

The depth of Water in the Bason is from three to nine feet. Its quality I conceive cannot vary much from Sea Water as the Bason is only three leagues from the Ocean and the usual ebb of the Sea here is ten feet — the only fresh water of any consequence that falls into the harbour issues from Charles & Mistick Rivers, both of which are flat Rivers and afford but small streams. The water it is understood hardens the Timber and destroys the acid it contains which is destructive to it in confined and impure air.

The third Division is the land North of the Bason and contains twenty four acres and one fourth from which no advantage has been derived excepting the Grass it produced the last season which served also in part to support the oxen employed in the Yard.

The improvements proposed by the plan are extensive, but if the necessity of sinking the front of the pier in a depth of water sufficient to float Ships of the Line at Low Water is taken into view and a Building Yard of Six Hundred & forty feet in front and Three Dry Docks are presumed to be necessary for the Yard the plan will not perhaps admit of much diminution — The tenor of your Letter of the 20th of August last on this subject will I hope justify my submitting improvements so extensive.

The form of the plan is controuled by the course of the Channel and the various depths of water contiguous: and the front of the Building Yard, from an impression of the expediency of Building Ships as near the Water as possible, is carried down to ten feet of Water at Low water. The usual ebb of the Sea as has been before observed is ten feet and from twelve to fourteen at Spring tides. — The Sternpost of a Ship of the Line may therefore be erected within thirty feet of twenty four feet of water at full Tides. —

As the forming of the entrance into the Dry Docks in ten feet of water at low water must be very expensive, a Canal is proposed by the plan to lead into a Bason of Sufficient extent for the purpose of letting any Ship pass into the Docks by which the Expence of forming the entrance into two Docks will be avoided, if three [?] should not be thought too many.

Seven Stores are shown on the plan, one placed on the upland of One Hundred and thirty feet by forty agreeable to your Letter of the 20 August, and six of One Hundred feet by fifty — Three of which, that is, the store of one hundred & thirty feet and two of an hundred feet will probably be sufficient for all the purposes of the Yard for some time yet to come.

The Cob Wharf will be rendered useless if the Plan submitted should be adopted — The Bason by forming an uniform bottom, supporting its sides with a Stone Wall, and making such divisions in it for the purpose of separating the various sorts of Timber &c deposited therein, would probably be much improved. —

This Work that is the Navy Yard cannot probably be completed under Six Years. The Cost according to the Estimate inclosed will be \$650,000 Dollars. The several Articles that compose it will not I beleive be found to be far from the truth, if the work should be executed agreeable to the Plan submitted, excepting the sum allowed for the Dry Docks, which is altogether presumptive having neither precedent, nor the experience of any one to aid me therein — these must of course be expensive as their Bottoms must be placed ten feet at least below the surface of the water at low water mark — as it will require twenty feet at least I presume to carry a Seventy four Gun Ship into a Dry Dock. —

[Enclosure]

Estimated Cost of the Pier, Building Yard Dry Docks, Bason & Stores. —

| | |
|---|-----------------|
| Stone for the Pier & laying the same Say 30,000 Perch to cost from \$2 to \$8..... | \$180,000 |
| Stones for backing the Wall Say 100,000 Tons..... @ 50 ¢ ^{ts} | 50,000 |
| Earth, Clay & Gravel to fill up the Pier & c 1,200,000 Tons..... @ 20 Cts..... | 240,000 |
| Capping, Spoiling Posts & Blacksmiths Work..... | 6,000 |
| Dry Docks..... | 100,000 |
| Seven Stores..... @ \$10,000 each..... | 70,000 |
| Improvements on the Bason..... | 4,000 |
| | Dollars 650,000 |

[NDA. Misc. LB, 1802-3-4.]

Extract from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy, commanding, Tuesday, 6 April 1802

Commences clear & pleasant Weather, light airs from the W^d. ½ past 1 PM unmoored ship, At 3 PM bent top gall^t sails. At 7 PM returned from Gibraltar ½ past 6 AM weighed & sailed from Algezirias. At 9 exercised the crew in reefing, taking in & making sail. At Meridian Gibraltar bore W½ N. 10 Miles

[NA. ND original.]

To Secretary of the Navy from Woodbury Langdon, Navy Agent, Portsmouth, N. H.

PORTSM^o April 7th 1802

SIR Immediately on receiving yours of the 22^d of February last, I employed a person to take a plan of the Navy Yard here, which is enclosed herein, and also a seperate plan of the river, on a smaller scale, from Portsmouth to the sea, exhibiting a view of the adjacent waters & land. I could not possibly procure those plans until this day or should have transmitted them sooner. The plan of the Navy Yard will shew the quantity of ground it contains, the improvements thereon & the docks adjoining & the depth of water in feet at low water. As the Navy Yard is within two miles & a half of the open sea the water is of the same quality. The tide flows at the yard about ten feet in common tides, at spring tides, about fourteen feet. The timber & plank in the docks are covered with saltwater about three quarters of the time, but the water leaves them on the flats or mud, at low water — If a ship or ships should be built, it will I think be further necessary to erect a warehouse of about 100 feet in length, 30 f^t wide, & two stories high also a blacksmith's shop of sixty feet long & 30 feet wide, with a small store adjoining it, for depositing iron & coals, also some additional barracks, the probable cost of all which will be about \$5000 D^{rs} if built of wood as those are which are already erected, and will be so placed, that if one takes fire it will not be likely to communicate to any other. But if it should

be thought best to build them with stone or brick the cost will be greater. The objections made by some to the Navy Yard as I mentioned to you at Washington, are 1st That it is situated too nigh the the sea, & consequently more exposed to an enemy than if it was further up the river; 2^d That it is too nigh Seavey's island, & there might be some danger in a large ship sailing from thence; & 3^d That it is too far from Portsmouth being one mile, consequently the communication more convenient than if it was nearer. These objections do not attach to John Langdon's island where most of the ships of war have hitherto been built, which island I think contains about 18 acres of ground, has about the same number of buildings as are now erected in the present Navy Yard, & is within hail of the town — But as the foregoing objections made by some to the present site, are not, by others, considered of much weight, I am inclined to think, it would be well to appoint three proper persons to examine & report respecting the proper site.

With respect to the public property in my care, it is in as good a situation for seasoning & preservation as I can think of — The timber & plank are in the docks as before mentioned, & a shed built over the plank, to prevent the sun from injuring those on the top, which are not always under water — Some are of opinion that it would be best to have the plank taken out of the dock, & put under a shed on the land. Should this, or any other mode be thought preferable to the one adopted, shall be happy to follow your directions therein.

I expect to set out on a journey to Philadelphia, in a few days, & shall probably arrive there about the time this reaches you, & expect to remain at Philadelphia about a fortnight. I know of nothing in particular that will call me to Washington, but if you should think it necessary for me to come to Washington, & will write a line directed to me at N^o 54 South second street in Philadelphia I will come on —

[NDA. Misc. LB, 1802-3-4.]

To Captain Edward Preble, U. S. Navy, from Captain Richard V. Morris, U. S. Navy

BALTIMORE April 8th 1802

D^r SIR The Secretary informed me he had written to you on the subject of your Memo^{rs} and had acquiesced with your requests on the subject of allowance of pay to Quater Masters and 4 Months advance to the Officers I beg leave to refer you to Dan^l Ludlow respecting young M^r Ludlows Commission. The Sec^{ry} wishes you to sail direct from New York so that M^r Morris will not be able to accept your polite offer — I am now on my way to Norfolk the *Chesapeake* is said to be perfectly ready for Sea I should like to have a long talk with you. I suspect T — T — has been d——ly taken in but I hope we shall soon meet at Gibraltar where we will have a little Chat on occurrences at the Seat of Government —

Adeiu I am in great hast making preparation to be off in the first Packet

[LC. EPP, Vol.4, 1801-1802.]

Extract from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy, commanding, Friday, 9 April 1802

Commences with light airs from S^d & E^d At 4 PM appearance of blowing hard, took in all light sails. At sunset Gibraltar bore WbS & Apes Hill SWbW. Throughout the night cloudy weather with hard squalls under double reefed topsails At 7 AM saw the schooner *Enterprize* under Estapona At 8 spoke her, The remainder of this day beating to Windw^d in company with the *Enterprize*, find we outsail her considerably—

[NA. ND original.]

To William Eaton, U. S. Consul, Tunis, from James Leander Cathcart, U. S. ex-Consul, Tripoli

Extract of a letter from M^r Cathcart to M^r Eaton at Tunis

LEGHORN April 10th 1802

D^r SIR On the 8th ins^t at daylight the *Philadelphia* saild with two vessels under convoy bound to the westward, & the same day off Gorgona she fell in with the Danish Frigate *Triton* who put Doctor Turner onboard his own Ship & by that means deprived me of the pleasure of his acquaintance, the same evening M^r D'Witts put yours of the 18th & 28th Ult^o into my hands enclosing dispatches for gov^t which shall be forwarded by the first conveyance

Your efforts to secure Mohomet or Hamed Bashaw have been judicious & if attended with success will not only be the means of our concluding peace upon our own terms but will in a great measure insure its permanency by securing to the United States the gratitude of the Senior branch of the Caramanli Family, the reigning branch no doubt will be lop'd off & will share the fate of their Parent root, if one of the males escape it will occasion perpetual disturbance & rebellion at Tripoli this you had better inculcate on the mind of Hamed Bashaw, inform him that the five fingers of the immortal Allah! is directed against his brother & will never cease to persecute him until the sin of fratricide is entirely wiped away from the Caramanly family by the punishment of the Agressor, give him to understand that it was predestined by God & foretold in Tripoli by the great hereditary Maraboot (i e, Saint) Ciddi Mohammed Bogràra that he should be the deliverer of his Country, which was the real cause that said Bogràra was murder'd by the reigning Bashaw, explain to him the improbability of a nation so remote from Tripoli as America is sending a Naval force to espouse his cause unless influenced by an Omnipotent decree, no doubt by the intercession of the great Phrophet (or Jupiter thunderer if you please) & if you have George Sales Koran, a person who is so good a theologian as you are, will be at no greater loss to find a parable or sentence applicable to any meaning than our fanatics at home have been to find argument to support the preposterous idea that the three white horses which were rode by Generals Washington Buonaparte & Abercromby were the identical Animals described in the Revelations In short my dear sir work upon their passions, make use of their absurdities & superstitions as lawful weapons, & teach them to know the difference between being opposed by an active free enemy & those they have been so long used to &

whom in my opinion they very justly despised — As far back as the 2nd of July 1801 I wrote to Government relative to engaging Mohamet Bashaw in our interest or rather in his own, we therefore have reason to expect instructions from government upon that head when the Squadron arrives which we expect daily —

Should Ciddi Mohamet Bashaw be brought to Leghorn he shall be treated with a great deal of attention, his suit it would be necessary to take good care of lest they should effect their escape, but the tenor of Yours of the 28th seems to indicate that you have secured him by inducing him to remain at Tunis until the arrival of our Squadron, which is a measure which will be attended with less trouble & expence provided you are sure that he will not change his mind & that the Bashaw of Tunis will not throw some impediment in the way of his embarkation —

The President in his speech recommends coercive measures against Tripoli, the popular opinion so far as it is publicly declared, is millions for defense but not one cent for tribute, if government places a proper confidence in our communications ere long the peace of our Country with the Barbary States will be establish'd on a basis both honorable & permanent, & then Lord let me die in peace for my eyes have seen thy salvation to the total disappointment of the Sanhedrim of Algiers.

For the particulars during the reign of Hamed Bashaw I beg a reference to the History of the Revolution in Tripoli forwarded to the Department of State in the french tongue, & for my opinion relative to opposing him to his brother the usurper I refer to my letter of the 2nd July 1801

[NA. SDA. CL, Tripoli, Vol. 2, June 1801–Sept. 1805.]

[12 April 1802]

Statement of Doctor Edward Miller, concerning health of Captain Edward Preble,
U. S. Navy

Having been consulted nearly a year ago, in Captⁿ Preble's case, and having lately again attended him since his return to this City, I am sorry to find that his disease continues with unabated severity, and that, in Consequence of it, he is now reduc'd to a distressing state of debility and Emaciation. The Duration and obstinacy of his Illness forbid the Expectation that it can be speedily remov'd by any remedies hitherto attempted. Besides medical Treatment, his Situation requires Repose, tranquillity, uniformity of Temperature, and an Incessant, undivided Attention to all the means of recovery. Repeated Experience proves that he is extremely susceptible of Injury from the Cares & fatigue of Business, and from Exposure to Cold, dampness, and the usual Varieties of Weather. And as it is impossible that the active and responsible Command he now holds, can allow him the Accommodations and Indulgencies indispensibly requisite to the restoration of his Health, I do not hesitate to advise him to retire, at least for the present, from the Service of the Navy.

(Sign'd) EDWARD MILLER, M. D.

NEW YORK. April 12th 1802

[LC. EPP, Vol. 4, 1801–1802.]

Extract from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy, commanding, Monday, 12 April 1802

Commences with cloudy weather, light & variable airs with thunder. At sun set Ceuta point one W $\frac{1}{2}$ N, the rock N $\frac{1}{2}$ W. 3 A M set steering sails & bore up for Malaga to see if the frigate *Philad^a* was there. At 10 entered the bay found she was not. Dispatched the Pinnace on shore with the Purser to get a supply of brandy —

[NA. ND original.]

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

NEW YORK Ap^l 13th 1802.

SIR It is now twelve days since I have been able to visit the *Adams*, in consequence of the indisposition of Body under which I have been & still am suffering. The care and necessary attention attached to my Command has constantly preyed on my health, and I have observed with concern its gradual decline ever since I first came to this place, Could I have gone to sea immediately after my arrival here, I think the cruise might possibly have been of service to me, but I am now so far reduced, as to be unable to attend to my duty, and I think it improper any longer to hold the responsibility of my Command, as I am confident the care and anxiety attached to it will Counteract the good effects of change of Air & Climate. I have consulted Doct^r Marshall, Surgeon of the *Adams*, and have also consulted Doct^r Miller a Gentleman of eminence in his Profession, and who has been able to mark the progress of my disease, and I now enclose their certificates for your information. I presume those certificates will fully justify my requesting your permission to resign the Command of the *Adams*, and as I have no expectation that I shall for a long time to come be able to attend to actual service, and my holding my Commission may interfere with the present arrangements of the Navy Establishment and keep out some more deserving Officer, I request that I may be permitted to resign it, At the same time, I beg leave to assure you that I feel truly sensible of the honor conferred on me by the President of the United States in his having selected me as one of the Nine Captains to be continued in the Navy, and also to assure you that the situation of my health alone induces me to resign, It is indispensably necessary for my safety, that I remove from New-York to some more quiet situation as soon as possible, and I earnestly request you will do me the honor to attend to my relief as soon as you can make it convenient.

[LC. EPP, Vol. 5, 1802-1803.]

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

NAV: DEP: — Ap. 13. 1802. —

The Frigates *Philadelphia* and *George Washington* may be daily expected at Philadelphia. —

The crews of both these Vessels are to be immediately paid off and discharged. To enable you to answer the requisitions of the respective Commanders & to prevent any delay in paying off the crew, I shall in a day or two direct you a remittance of \$50,000. —

The *George Washington* must be sold. I have instructed Captain

Shaw to divest her of her military & other stores and deliver them to you, taking your receipt therefor: he will then deliver you a complete inventory of the Ship, her Sails, Tackle, Apparel & Furniture which you will receipt for to him. —

You will give one Month's notice in the public papers that this Ship is to be sold. The payments must all be made, within six months from the day of sale. You had probably better stipulate with the purchaser, that he shall make them at 60 — 120 & 180 days: however this I leave to yourself requesting you to take care and secure the public. —

[NDA. GLB, Vol. 5, 1801-1802.]

To Captain Richard V. Morris, U. S. Navy, care of Navy Agent, Norfolk, Va., from Secretary of the Navy

NAV: DEP: *Ap: 13, 1802.*

I enclose you copy of a letter from Commodore Dale, dated Gibraltar Bay 9 March — covering a copy of a letter to him from M^r Simpson our Consul at Tangier — dated Feb: 17. last. —

From these letters you will perceive that the Governor of Tangier, by directions of the Emperor of Morocco, has requested permission to send Sailors from Tangier to Gibraltar for the purpose of navigating the Tripoline Ships, laying at Gibraltar, to Tripoli, with her Guns dismounted. — also to send four Vessels loaded with Wheat to Tripoli — You will perceive also that Commodore Dale has refused a compliance with these requests. — in doing which he acted correctly. —

We should be very much wanting in our duty, if these circumstances did not excite a precautionary vigilance with respect to the Emperor's movements. They may eventuate in an open declaration of hostilities which we ought to be seasonably prepared to meet. I request you therefore by all proper means, to inform yourself of all the Emperor's movements & do not fail to give me full and frequent information on the subject. —

[NDA. LB, May 1799-July 1807.]

Extract from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy, commanding, Tuesday, 13 April 1802

Commences pleasant with light airs from North^e & West^e Beating into Malaga roads, At $\frac{1}{2}$ past Meridian brought to in 17 fath. water, the Cathedral bearing NNW Cape Molinero SWbW $\frac{1}{2}$ W & the Castle on the hill N.

[NA. ND original.]

To the Vice President of the United States from Secretary of the Navy

NAV: DEP: *April 14, 1802 —*

Agreeably to the resolution of the Senate of the 12 instant, I do myself the honor to transmit to you, to be laid before them, an Estimate of the expense of the Marine Corps for the last year, distinguishing the number & expense of the Officers of each Grade. —

ESTIMATE OF THE EXPENSE OF THE MARINE CORPS FOR THE YEAR 1801. —

PAY. —

| | |
|--|-------------|
| Lieut ^t Col. Commdt..... | 900. 00 |
| 4 Captains..... | 1920. 00 |
| 18 first Lieutenants..... | 6486. — |
| Second Lieut ^{ts} the number varying at different periods of the year from 18 to 7. } | 3925. — |
| Extra pay to the Pay-Master — Quarter Master and Adjutant. — } | 216. 00 |
| Non-commissioned Officers, Musicians & Privates, the number varying at different periods of the year 865 to 473. } | 52, 625. 00 |

\$66, 066. —

FORAGE.

| | |
|-------------------------------------|-------|
| Lieut ^t Col. Commdt..... | 144 — |
| Pay Master..... | 120 — |
| Quarter Master..... | 120 — |
| Adjutant..... | 120 — |

504. 00

SUBSISTENCE OF THE OFFICERS. —

| | |
|-------------------------------------|----------|
| Lieut ^t Col. Commdt..... | 678. 90 |
| 4 Captains..... | 788. 40 |
| 18 first Lieutenants..... | 3547. 80 |
| Second Lieutenants..... | 1460. 60 |

6, 475. 70

PAID FOR

| | |
|----------------------------|-------------|
| Provisions..... | 14. 387. 25 |
| Quarter Master stores..... | 3. 903. 37 |
| Hospital..... | 2. 131. 44 |
| Clothing..... | 21. 814. 88 |
| Military stores..... | 563. 93 |
| Recruiting Expences..... | 63. 39 |

[42, 864. 26]

CONTINGENT EXPENCES,

Comprising Transportation, Officer's travelling Expences, Armourer's & Carpenter's Bills, & Quarters for the Commandant, Officers & Men at the different stations. —

3. 915. 84

\$119. 825. 80

[NDA. Cong. LB, Vol. 1.]

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

U S SHIP *President* HAMPTON ROADS 14th Ap^l 1802

SIR I am Happy to inform you of my Arrival at this place, this day, and at the Capes last Evening after a pleasant Passage of thirty four Days, no Occurrence on the passage worth mentioning —

I suppose ear you receive this my letters from Toulon must have got to hand of the following Dates Vz^t Dec^r 13th Jany 10th 16 & 24th I

also wrote you a few lines from Gibraltar by a schooner that sailed in company with me bound to Philadelphia, a copy of which you have herewith. —

I sailed from Toulon on the 11th of Feb^r & arrived at Gibraltar on the 27th had a tedious and disagreeable Passage, saw and spoke a number of Vessels none of which had seen, or heard of any Barbary Corsairs being at Sea. — Off Cape Pallos spoke the Swedish Frigate *Thetis* with a convoy Bound up the Mediterranean the Captain Informed me as soon as he got clear of the convoy (which would be in two or three Days) he would proceed off Tripoli, agreeable to his Orders from his Admiral. — I found laying in the Bay of Gibraltar Admiral Saumerez with four sail of the line & several Frigates, this Squadron was waiting there untill the Definitive Treaty was signed (also Lord Kieth with a fleet under his Command at Malta) there was also a Portugeas Squadron consisting of one Sixty four, Three Frigates & three Brigs — the Portugeas are at war with the Algerines, and it is expected will be with the Tunisians. — the Day that I arrived Cap^t Bainbridge, in the *Essex* returned from Tangier, he went in serch of a Pirate, that was said to be in the Straits, he was Informed at Tangier that Sixteen or Twenty men in an open Boat had robbed a Swedish Vessel in the Bay of Tangier, he also heard of her in the Straits, but saw nothing of her Admiral Saumerez informed me that he had received information, from Cadiz of several Vessels being robbed going through the Straits, also of a small Vessel, being found with two, Men on Board Dead, & lashed to the Fore Mast, which was supposed to be done by some pirate, the Governor of Algeziras applyed to him for a Frigate to convoy some small Vessels, round to Cadiz, which he granted; the Day before I sailed M^r Gavino received information from Malaga that a Pirate had been in that Bay; the Captain and two of the Men was taking up on shore the former made his escape, the two men was put in Prison, the Captain is described and beleaved to be a French Man, It is extraordinary that the Vessels is not described, I suppose that will be sent on by the next post I shall not be surprised to hear of a number of Pirates being in the Mediterranean this summer

Admiral Saumerez received the same Infermation from the Governor of S^t Roque, He also Inform'd me that he had received letters from London so late as the 24th of Feb^r no account of the Definitive Treaty being Signed then but was expected every day, nor was there any news of consiquence in London at that time — I can not help saying that Admiral Saumerez as well as the Commanders in his Squadron was very friendly and attentive, all the time that I lay at Gibraltar — Gen^l OHara the late Governor Died on the 26th Feby — I was detained at Gibraltar from the day that I arrived there untill the 10th of March the first three Days getting off Provisions & water and other Stores, the remainder of the time by Head Winds. — The inclosed papers N^o 1. 2. 3. 4. & 5 is copys of letters for your Infermation the accounts of the Ships Disbursments &^c &^c I shall bring with me. —

You will see by M^r Simpsons letters the extraordinary request of the Emperor of Morocco, by such a request and his ordering his corsairs to be got ready for sea with all possible Dispatch, also his sending a man to Gibraltar to purchase some small Vessels that would answer

for corsairs, I am fearful that the [Emperor] intends to take a decided part in favour of the Bey of Tripoli Should that be the case he Has it in his power to do our trade (going into & coming out the Mediteranean) more Injury than the other three Barbary Powers put together, By Keeping A Number of Gun boats in the Straits, which there is no doubt but he will do, knowing the Great Advantage that the Spanish Gun Boats had over any other kind of Corsairs in the Straits during the late war, should he declair war against the US. I have no doubt, but he may get a Number of the same Boats already fitted to his Hand he will not want for men to go in them as there will be a Number of Spanards & French Men, In fact renagadoes of all Nations, always ready to embark in such a caus

I have left letters at Gibraltar for the Comm^{dr} Officer of the Squadron that is going out giving him every infermation in my possession, respecting the Tripolines &^e — I have requested Cap^t Sam^l Barron to do the Same; I shall set out in a day or two for the City of Washington, You will please to write Cap^t Barron, what you wish to be done with the ship, I shall leave orders with him to let her remain in Hampton Roads untill he receives your Orders for his Government —

The *President* will want a considerable out fit in Sails Cables, other Rigging & Spars &^e It will be Necessary to get the lower Rigging down to Over Hall it, it has never been lifted since she was first Rigged at New York, Indents of Stores for the Different Departments will be sent on in two or three Days. —

R DALE

[USNA. Dale LB, 1802.]

[14 April 1802]

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

FRIGATE *President*

D^r SIR, Your esteem'd favor of the 31th of May I received at Toulon by the *Boston* and for the lively Interest you take for my future welfare thro' life — permit me to return my most sincere thanks — and be assured I shall ever retain a greatfull remembrance of the same —

A few months previous to receiving yours I had availed myself of taking a few lessons from M^r Thompson and certainly should have been benefited by his instructions ere now, had he continued on board the *President* —

On the morning of the Day on which the *Boston* was to sail, he went on board with several of our Gentlemen — It appears soon after they were on board Cap^t M^rNeil gave orders to unmoor — on hearing this the Gentlemen who accompanied him on board, step'd into the boat and solicited him to return with them but without effect, for he told them Cap^t M^rNeil wou'd send him on shore, which was not the case as he was carried to sea, without Clothing and what I believe he values much more his Books and papers — The Commodore seem'd much displeas'd with Cap^t M^rNeil, the more I believe for leaving a number of his Officers at Malaga, including the Marine Officer — A few Days after his sailing they arrived at Toulon without Money or Clothing — We brought them on with us to Gibraltar where they are to stay untill an opportunity offers to join the *Boston* —

I wrote you from Malaga the 9th Nov^r and from Toulon the 1st December giving you a Small account of our cruize, which letters I hope you have received — since that time nothing has occur'd worth mentioning — we left Gibraltar on the 10th Ult^o & arrived here yesterday after a very pleasant passage —

I wrote to my Father sometime ago informing him money was low, and requested him to send on some to you for me, which I hope he has done.

Be pleased to present my best respects to M^{rs} B. & Daughter — In hopes of having the pleasure of hearing from you I am with sentiments of respect

NORFOLK 14th April 1802

[MCA. LR, 1802.]

U. S. Squadron in the Mediterranean

[Résumé, presumably prepared in Navy Department about 1806 or 1807, concerning the U. S. Frigate *President*, flagship of Commodore Richard Dale, Captain James Barron, U. S. Navy, commanding, 1 June 1801 to April 1802.]

Squadron of Commodore R^d DALE —

President

Philadelphia

Essex

Enterprize Schooner.

Boston sailed with the Minister Livingston for France and then joined the Squadron.—

The Bashaw of Tripoli having threatened to declare War against the United States, the above Squadron was ordered May 20: 1801, to proceed off the Coast of Tripoli and protect the American Commerce against the Bashaw of Tripoli or any other of the Barbary Powers. that might declare War against the United States

Relieved by the Squadron of Commodore Morris.

Returned to the United States in May [April] 1802. —

War declared against Tripoli 6th Feb^r 1802, — and Instructions and Authority on the 18th Feb^r 1802, were forwarded to Commodore Dale or the Commanding Officer on the Station, to subdue, seize, and make prize of, all Vessels, Goods and Effects belonging to the Bashaw of Tripoli or to his Subjects.

The *President* sailed from Hampton Roads for her Station in the Mediterranean June 1, 1801. — Returned to Washington May 1802. — and was laid up in Ordinary.

[Résumé, presumably prepared in Navy Department about 1806 or 1807, concerning the U. S. Frigate *Philadelphia*, Captain Samuel Barron, U. S. Navy, commanding, 1 June 1801 to 28 June 1802.]

The *Philadelphia* sailed from Hampton Roads for her Station in the Mediterranean June 1, 1801. Returned to Philadelphia June 28th 1802 and was laid up in ordinary.

[Résumé, presumably prepared in Navy Department about 1806 or 1807, concerning the U. S. Frigate *Essex*, Captain William Bainbridge, U. S. Navy, commanding, 1 June 1801 to August 1802.]

The *Essex* sailed from Hampton Roads for her station in the Mediterranean June 1. 1801. Returned to Washington City August 1802 and was laid up in ordinary.

[Résumé, presumably prepared in Navy Department about 1806 or 1807, concerning the U. S. Schooner *Enterprize*, 12 February 1802.]

[Sailed from Hampton Roads, Va., 1 June 1801 as part of Commodore Dale's Squadron; and returned to Baltimore, Md., with dispatches November 1801.]

The *Enterprize* Schooner sailed from Baltimore for her Station in the Mediterranean February 12. 1802, — to rejoin the Squadron of Commodore Dale.

The Squadron of Commodore Dale being ordered to return to the United States the *Enterprize* was ordered to remain on the Station to reinforce the Relieving Squadron of Commodore Morris; and on the orders being issued for the return to the United States of the Ships which composed the Squadron of Morris (who was recalled) the *Enterprize* was still ordered to remain on the station under the orders of Commodore Ed^d Preble.

Commodore Samuel Barron being sent out to the Mediterranean with a reinforcement, the Command of the American Squadron devolved upon him as Senior Officer and the *Enterprize* made part of his Squadron.

Present at the Attacks on Tripoli in August & Sept. Convoyed Gun Boats to Messina middle of Sept. Off Tripoli ab^t 1 Oct^o. Returned to Syracuse. Sailed for Trieste 3^d Nov^r. Arrived 20th. Arrived at Venice Dec^r for purpose of repairing.

[Résumé, presumably prepared in Navy Department about 1806 or 1807, concerning the U. S. Frigate *Boston*, Captain Daniel McNeill, U. S. Navy, commanding, 28 October 1801 to 27 October 1802.]

The *Boston* sailed from New York Oct^r 28: 1801, landed the Minister at L'Orient, and then repaired to her Station in the Mediterranean.

Returned to Washington Oct^r 27. 1802 and was laid up in Ordinary. —

[NDA. Ships' Service, 1801-1809.]

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

NEW YORK Ap^l 14th 1802

SIR M^r Trent late Master of the *Adams* has removed from the ship by my permission & M^r Louis C. Bayly, has taken his place, he has served as a Lieu^t & is very well recommended —

I hope you will forward him a Masters Warrant. M^r C. Ludlow is not satisfied to go to sea without a Commission, and I suspect intends to leave the service, but of this I am not certain. The ship is nearly ready for sea about 30 men only are wanted to compleat her compliment my best assistance to forward the business shall be afforded. —

[LC. EPP, Vol. 5, 1802-1803.]

To Captain Hugh G. Campbell, U. S. Navy, Washington, D. C., from
Secretary of the Navy

NAV: DEP. April 14. 1802.

Herewith you will receive copies of Contracts between this department & Phineas Miller & Thomas Shubrick — general instructions for procuring live oak timber for 74 Gun Ships — estimate of the

number and denomination of timber contained in the frame of a Ship of 74 Guns — its dimensions & quantity in cubic feet — also a return of the Timber inspected by M^r Sam^l Humphreys. —

You will consider yourself hereby appointed inspector on the part of the U. S — for the purpose of examining and deter[m]ining whether the Timber contracted for with the Gentlemen above mentioned is of the proper quality, cut conformably to the Moulds which they have in their possession; delivered at proper landings, and in such quantities as will agree with the stipulations which they have respectively entered into. —

Before you proceed to inspect the timber, you will provide yourself with a book ruled in columns for each tier of timber, headed at top with their respective names and under with larboard and starboard. The columns should be large enough to admit of your marking how much each timber is longer or shorter than its mould, to ascertain that there is sufficient length in the whole timbers to complete each frame. There should also be columns for the length, breadth, depth, and contents in cubic feet of each piece of timber. — The Length to be taken from the Moulds except otherwise ordered in the instructions for procuring the Timber. Each account is to be headed with the name of the place where each ship is to be built — say Portsmouth — Boston — New York — Phila^a — Washington, Norfolk — Each piece of Timber is to be thus marked as well as with the name of the timber both larboard & starboard. —

You will observe by the contracts & instructions, in what manner the timber is to be got, and what latitude is given the procurers. It is essential that all outside pieces shall be of the best quality clear of all defects whatsoever. Those for the frames generally should also be of sufficient quality, none that have large heart-shakes — large splits, or are rotten in the least degree, should be received. You will reject none improperly, nor will you receive any unfit for the ship. It is expected that none will be delivered at a number of landing places, and that there may be pieces for each ship delivered at each place, and it is essential to avoid mistakes in sending the pieces intended for one ship to a place where it is intended another shall be built, that the utmost care may be observed in making at each place distinct piles — so that each pile shall contain only the timber designed for one Ship. It is also essential that each piece of timber be so conspicuously marked in a way not to be rubbed out with the name of the place to which it is to be sent — as to be at once distinguishable. —

Mess^{rs} William Smith & C^o are our Agents at Charleston, W^m Hunter Esquire at Savannah — Georgia — On your arrival at Charleston, you will see the Agents and in concert with them arrange your plan of operations, keeping in view the business you are to transact in Georgia, so that your operations in one State may not interfere with those to be performed in another. —

William Pitt Sands Esquire now on Cumberland Island or at S^t Mary's, attending to the shipment of Timber from Georgia, will continue in that employment under your directions, and you will be pleased to request him to continue to advise us of every shipment, & of the quantity of cubical feet contained in each, the place for which

it may be destined, the name of the Vessel & of her Captain — And if it should be necessary, you will consult with the Agent at Charleston and appoint a similar Agent to attend to the Shipment of Timber to be furnished by M^r Shubrick allowing him a compensation not superior to M^r Sands'. —

I have nothing further to add than to enjoin on you the necessity of frequently communicating with this Department. —

[NDA. GLB, Vol. 5, 1801-1802.]

Extract from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy, commanding, Wednesday, 14 April 1802

Commences clear & pleasant Weather. At $\frac{1}{2}$ past 1 PM rec^d the Brandy. Wind Westerly. At Midnight wind easterly. At 6 AM commenced getting underway $\frac{1}{2}$ past 6 made sail for Gibraltar.

Ends strong easterly gale.

[NA. ND original.]

Addressed to Captain Thomas Truxtun, from Midshipmen of the U. S. Frigate
President

U. S. SHIP *President*
April 15th — 1802

SIR Permit us who had the honour of being under your Command in the *President* to express our extreme regret at the Unwelcome News of your resignation

There is not one of us who did not promise himself the happiness of being again under Your immediate Command, and be assured Sir it is with reluctance we resign the expectation for ever

We still hope that you will one day fill that Important station which your Services & talents so Justly make your Own

With Sentiments of Esteem

we remain Sir Your Obed^t Serv^{ts}

DAN^l MURRAY

JN^s A CREIGHTON

SLOSS H. GRESELL

JOSEPH BAINBRIDGE

SIDNEY SMITH

JOHNSTON BLAKELEY

SAM^l ANGUS

EDWARD GILES

JAMES L LEONARD

BENJ^s F READ

WILLIAM F NICHOLS

HENRY. T. [or P.] CASEY

ARCH^d K KEARNY

[NYHS. Misc. Mss. T.]

Extract from journal of U. S. Frigate *Constellation*, Captain Alexander Murray, U. S. Navy, commanding, Thursday, 15 April 1802

Light airs and pleasant weather. At $\frac{1}{2}$ past 6 took in the flying Jibb. At 8 took in the middle and top gallant Stay Sails.

At midnight pleasant weather.

I have observ'd these several days past, that thro' the negligence of the Quarter Master, there is always noted for the course what the Ship comes up, never what she falls off.

At meridian calm. —

Latitude Observed 34° 26' N. Longitude 16° 56' W.

[NA. ND original.]

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

NAV: DEP: *April 16. 1802* —

I have received your letter of the [13th] instant — tendering your resignation. —

The circumstances under which you have made this tender, are of a nature peculiarly affecting to me, and irresistably excite sensations of sympathy and regret, as well for the calamities with which you are afflicted, as for the loss the Country will sustain in being deprived of the services of a Gentleman possessing such high qualifications to advance and maintain its naval character. I cannot however but hope that the cause of this deprivation will soon be removed. To accept your resignation under such circumstances and under no other, would you, I am persuaded, have at this season offered it, would be an act of the highest injustice to you. To insist on your continuing in the command of the *Adams* would be an act of inhumanity, which no State necessity scarcely, could justify. You will therefore hereby consider yourself released from the command of the *Adams* and on furlough until your Health shall be restored, and I pray you to accept my sincere wishes for its speedy restoration. —

[NDA. OSW, LB, Vol. 5, 1801-1802.]

To the Commanding Officer of the U. S. Frigate *Philadelphia*, from Secretary of the Navy

NAVY DEPT — *16th April 1802.*

Most of your Officers will undoubtedly wish furloughs; and it is but reasonable that they should be indulged, as far as the good of the Service will admit.

They must make application to you, and you will judge of the expediency of granting their requests. but you are not to furlough any for a term exceeding two months, You will inform me of the Names of such as you may furlough, and of their place of residence. You may permit M^r Burrows Midshⁿ to visit his friends here —

[NDA. OSW, LB, Vol. 5, 1801-1802.]

To the Commanding Officer of the U. S. Frigate *Philadelphia*, from Secretary of the Navy

NAVY DEP: *April 16. 1802* —

You will immediately land as many of your marines as will be consistent with the safety of your Ship. — They are to supply the place of the guard now at the Navy Yard. Deliver them up to the Command of Captain Wharton or the Commanding Officer of Marines at Philadelphia. —

Same — To the Commanding Officer of the *George Washington*. —

[NDA. OSW, LB, Vol. 5, 1801-1802.]

To Israel Whelen, U. S. Purveyor, from Secretary of the Treasury

TREASURY DEPARTMENT. *April 16th 1802.*

SIR, I am sorry to inform you, that by letters just received from the Bankers of the United States, at Amsterdam, the total loss of the Ship *Franklin*, Captain Tucker, and her cargo, is fully confirmed

Enclosed I send you some Documents, in the Dutch language, in relation to this business, which I will thank you to shew to Messrs, Jesse & Robert Waln, and to inform them at the same time, that it is expected, they will immediately refund to the Treasury, the sixty thousand dollars which were advanced to them, on account of the cargo of the said Ship.

Albert Gallatin

[Schuylkill Arsenal.]

Extract from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy, commanding, Friday, 16 April 1802

Commences clear weather & strong breezes from East

At 1 PM under Apes hill; The Purser reported the bread on board was only sufficient for 4 days, hauled our wind for the rock; $\frac{1}{2}$ past 1 enter the bay [Gibraltar] $\frac{1}{4}$ before 2 saluted Admiral Lord Keith, he answered it; his flag was flying on board the *Foudroyant*. Anchored near her in 35 fath. water At 7 AM dispatched the Cutter for provisions —

[NA. ND original.]

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

NAVY DEPT. 17th April 1802.

You will immediately repair to Newyork, and take the command of the Frigate *Adams*. I expect she will be completely ready for Sea by the time you arrive there, so that you have no time to loose.

I shall by mondays mail transmit your sailing orders. You will receive from Captain Preble the instructions he has received from this Department, together with the private signals — a list of distinguishing flags & C —

[NDA. OSW, LB, Vol. 5, 1801-1802.]

To Surgeon John Bullus, U. S. Navy, from Secretary of the Navy

NAVY DEPT. 17th Ap. 1802

Doct^r JOHN BULLUS

You will prepare an assortment of Medicines, instruments & c^d calculated for 1000 Men for one year. As this medicine is intended for a Lazaretto to be established in the Mediterranean, it will be sufficient that you put it up in papers and black Bottles, with the necessary quantity of furniture for a shop — and a rough chest will answer every purpose.

When you have prepared it, you will send it to Norfolk, directed to the care of the Navy Agent there — to be sent in the Provision ship to Gibraltar.

[NDA. OSW, LB, Vol. 5, 1801-1802.]

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

NORFOLK April 17th 1802

SIR M^r Kidd who I employd to take a Plat of the Yard & c has been much longer about it than he promis'd or I expected it is now Inclos'd with an Estimate of what is sufficient to compleat the Dock which Workmen say can be made tight & by that means secure from Worms

I have been & now am employd in puting the Plank Thick Stuff & Masts in the Mast sheds which are temporary Buildings but will hold a Considerable Quantity of Timber I think with the Addition of one more shed & puting Roofs over the Piles of Timber I mean the Live Oak the whole will be secured & I would Recommend a Ware House being built on the Wharf to receive the Provisions & which at present is Stored in private Ware Houses. — A House 40 by 20 would be sufficient for present purposes

Much has been said respecting the Water at this place & I know it has been Variously represented the Truth is the Shoalest Water is on the Flatts opposite Lowells Point which makes Elizabeth River on those Flatts you have from 21 to 24 feet Water & the Mud is so soft that a Vessel under full Sail would go through 18 Inches of it without the least hindrance After you get over the Flatts you have five fathom to the Navy Yard where the whole Navy of the United States may lay in Security there being from five to six fathom close to the Wharf

The Tide flows generally about $3\frac{1}{2}$ feet but is governd a good deal by the Winds North Easters making high Tides South Westers the reverse Hampton Road is Acknowledg'd the best in America for Men of War a proof of which is given by the British always making it their Rendevous in Winter

From Cape Henry to the Road is Twenty one Miles & from thence to the Yard Twelve I remember when the Brig *Augusta* last came in she made the Land in the Morning & was at Anchor in Norfolk Harbor by 11 OClock

The Worm bites from the Month of July to October by as Men of War are Copperd it does not affect them

It is allowd by all Commanders that the Masts got in this part of the Country are Superior to any in America as proof the *Constellation* & *United States* were Masted from this place & the Pine Plank is of superior Quality Upon the whole there can be no doubt on the Mind of a Man unprejudic'd that the Harbor is equal in Summer to any & Superior in the Winter I think the Ware House may be built for \$600 — the shed for \$500 & until something permanent is done they will be sufficient

[NDA. Misc. LB, 1802-3-4.]

[Enclosure]

[5 April 1802]

An Estimate of the Probable expence of finishing the Wharf — Flood Gates &c of the Dock at the Navy Yard at Gosport, according to the Plan, laid before the Secretary of Navy — 27 May 1800 —

| | | | Drs |
|--|-----------|--|---------|
| Wharf Logs..... | 7110 feet | at 8 ^d p ^r foot..... | 790. — |
| Tye Logs..... | 5000 — | @ 5 ^d —..... | 208. 66 |
| 7/8 Iron bolts..... | 1000 | @ say..... | 333. 33 |
| Trenails..... | 1800 | @ 1 D ^r p ^r hun ^d | 18. — |
| Common Pine plank of 2½ for lining dock..... | 5250 | @ 25 D ^r p ^r hun ^d | 262. 50 |

| | | | |
|-------------------------------------|----------|-------------------------|----------------|
| Nails of 7 inch..... | 1000 lbs | @ 10 ^d | Drs 134. 83 |
| Altering and fixing } Gates..... | | say..... | 50. — |
| Labour of every description..... | | | 1420. — |

D^r 3217. 32
JOSIAH FOX

PORTSM^o 5 April 1802

To W^m PENNOCK Esq^r
Naval Agent — [Norfolk, Va.]

[NDA. Misc. LB, 1802-3-4.]

To Hon. John Randolph, Chairman of the Committee of Ways & Means, United States Congress, from Secretary of the Navy

NAV: DEP:
April 17, 1802.—

The Act of the 3 february last relative to the Officers and Crew of the U.S. — Schooner *Enterprize*, authorizes the President to present a Sword to Lieut^t Sterrett, & directs that one Month's pay be allowed to all the other Officers, Seamen & Marines who were on board the *Enterprize* when the action of which this statute is commemorative, took place: But there is no appropriation for carrying this Law into effect. —

A Sword for Lieut^t Sterrett will cost.....
One month's pay to all the other Officers, Seamen and Marines,
amounts to..... \$1, 519. 00

The Act of Congress of the 3 March 1801 appropriated for erecting Marine Barracks — the sum of \$20,000. — Under this Law for the purpose of erecting the Barracks — there was purchased June 20 1801 for the sum of \$6,247.18 — Square N^o 927 in the city of Washington. The sum of \$4,000 part of the purchase Money for said Ground has been paid out of the said appropriation: And 14,574 56/100 has been expended towards the erecting of the Barracks. — To discharge the balance of the purchase money of the Ground — the sum of \$2,247.18 — will be necessary, & to complete the Building of the Barracks will require an appropriation of \$4,000. —

I will here take the Liberty of calling your attention to the accounts for maintenance of French Prisoners. —

The whole amount of claims exhibited for the maintenance of
French Prisoners up to this day, is..... 123, 957. 65
Allow for claims not exhibited..... 1, 000. —

124, 957. 65

The whole amount of appropri-
ations to this object, is..... 93, 000

From which it appears that the
expenditures & claims exceed
the appropriations..... } \$31, 957. 65

The expenditures in 1798 were made without any previous appropriation. —

The Expenditures in 1799 & 1800 considerably exceed the appropriations for those years. Of the appropriation for 1801 — there is yet an unexpended balance in the Treasury of \$9,265.18 which cannot be applied to the payment of claims that accrued prior to that year. —

Hence it results that Congress in appropriating now, must in addition to an appropriation of \$31,957.65 — authorize the application of this unexpended balance towards making up the deficiencies of former appropriations — or appropriate \$41,222.83 to that object. —

[NDA. Cong. LB, Vol. 1.]

Extract from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy, commanding, Saturday, 17 April 1802

[Gibraltar] Commences clear Weather with Variable winds. The Cutter & shore boats employed getting provisions off. At 4 AM a Portuguese frigate came to an Anchor came to an anchor very near us. I requested him to move as he had given us a foul birth, & the wind & weather were extremely favorable for his changing. his Situation but which he did not think proper to do. ½ past 8 AM she swung foul of us, bore him clear, rigged in flying Jib boom. At ½ past 10 she came again foul of us, got him clear with a great deal of trouble

[NA. ND original.]

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

DEPARTMENT OF STATE. *April 18th 1802.*

SIR. In a letter with which Capt: Sterrett was lately charged for you, and of which a duplicate has been since forwarded, it was intimated, that your services might be called for, and that it would be adviseable for you to be prepared to embark at a short notice. I hope that this Letter will have reached you, and have had it's effect. The disposition to peace expressed by the Bashaw of Tripoli, on the appearance of comodore Dale before that place, with the impression which it is hoped has been made on him by the course and circumstances of the war, have lead the President to conclude, that the time is come when negociations may advantageously take place. In order to make them the more efficacious, It is intended that the whole of our naval force destined for the Mideterranean under the command of Capt. Morris, should rendezvous before Tripoli, and the *Adams* frigate, being the last that is to sale for that purpose, Capt. Campbell, will be the bearer of this dispatch.

The President confiding in your capacity, experience and faithful regard to the interests of the United States, has thought proper that you should accompany this expedition, and be charged with the negociation, which is to be combined with it. You are accordingly instructed, to embark, and attend, under such arrangements as Capt: Morris shall provide, and to proceed as circumstances may invite, to the execution of the trust. As it is evidently desirable, that the first overtures should come from the Bashaw, you will wait a reasonable time for the effect of his disposition on this subject, or of the awe inspired by a display of our force before his eyes and his capital. Should no advances be made on his part, you may open a communi-

cation by referring to the wish heretofore expressed by the Bashaw, that an accomodation of differences might be brought about; and by observing that the President, on being informed of it, had instructed you to let him know, that notwithstanding the causeless and provoking declaration of War, and the force which is prepared and preparing by the United States, to carry it on with full effect, yet from a love of peace in the United States, they are willing to receive him into their friendship on the proper terms, which he may be told will include some indemnification for the expence which he has occasioned to the United States. This is a condition however, which if not likely to be yielded, need not be pressed farther than will shew the high ground taken in the negotiation, and than will consist with a dignified release of the demand; but you are in the most peremptory manner, to stifle every pretension or expectation, that the United States will on their side, make the smallest contribution to him as the price of peace. To buy peace of Tripoli, is to bid for War with Tunis, which having now received all the tributes due to her, would immediately look to war, as the expedient for renewing them.

In case a satisfactory disposition for peace should be manifested, you may proceed to arrange a Treaty, subject to the approbation of the President, and to the constitutional sanction. The Treaty of the 4th of November 1796, of which a copy is herewith sent, and may also be found in the laws of the United States, vol: 4. Page 44, may be taken for the basis and the body of it. You will omit however, so much of the first article as makes Algiers the guaranty, and of the last, as makes the Dey, the arbiter and expositor of the Treaty; it being understood, that a stipulation of this sort, gives to that Regency, an embarrassing connection with our affairs at Tripoli, and by wounding the pride of the Bashaw of the latter, adds the force of another passion to that of his cupidity, in slighting his engagements. At the same time, umbrage to Algiers ought to be avoided, by letting this change in the treaty with Tripoli, be the Act of the Bashaw rather than of the United States, and be made so to appear to the Dey. No other parts of the Treaty seem to be objectionable, but if there be any other which has been found inconvenient, you are at liberty to omit it. As your residence and experience, may have suggested also regulations which did not occur when the late Treaty was formed, but which may be useful in preventing impositions or disputes, the defects may be supplied. It seems particularly proper, that the forceable use of American vessels by the Bashaw or his subjects, and liability of the United States for the property of Tripoli taken out of American vessels by the enemies of Tripoli, should be guarded against.

The good disposition which Sweden has shewn, to unite her measures with those of the United States, for controuling the predatory habits of the Barbary Powers, and particularly for bringing Tripoli to proper terms of Peace, requires, that in the negotiations for the latter purpose, there should be some understanding with her officers and agents, if they are so disposed, and that the negotiations should even go on hand in hand, if their objects and arrangements be favorable to the plan, keeping however, the Treaties which may result, as absolutely unconnected and independent, both in the view of the Bashaw and of Sweden, as if formed without the least understanding between the United States and Sweden. A joint appeal to the fears and interest of the Bashaw, by extinguishing the hope of dividing his enemies, will

drive him to better terms with both. In any course of things, it is desirable that you should avoid the appearance of turning the War of Sweden to any unfair advantage of the United States, in making peace for themselves; a policy of such evil tendency in every respect, that nothing could advise it but a discovery that Sweden was playing such a game against us.

It is expected by the President, that you will cultivate the best understanding with Capt. Morris, the commander of the squadron; and that you will communicate with him with confidence and frankness, in the conduct of your negotiations.

Should peace be established, you will make with the Bashaw, the arrangements for his receiving an American Consul, as soon as one shall be provided. But you will have it understood, that as the Consulate was interrupted so unjustifiably by himself, the re-establishment of it will give no title, even in point of usage, to presents of any sort. Should it be deemed expedient to send any little gratification along with the consul, it will in that case have the advantage of being unexpected by the Bashaw, and the merit of proceeding from generosity and good will. Until a consul shall be provided, you cannot do better than engage a continuance of the good offices of M^r Nissen, if he retains the confidence hitherto put in him. The President is sensible of his past services to this country, and wishing him to have some recompence for them, will be glad of any explanations you can give, as to the form and amount of a proper one. It will be best that no particular expectation on this head, should be raised in M^r Nissen; but you may let him know generally, that his friendly care of the affairs of the United States has attracted the favorable attention of the President.

The commission herewith transmitted, will inform you, that the future destination given you, is to the consulate at Algiers, which will be opened for you by the resignation of M^r obrien, and the permission given him to retire on your arrival. [Inasmuch as the Dey of Algiers refused to accept M^r Cathcart, he was not recognized as U. S. Consul, Algiers, although appointed.] The President having thought proper to discontinue the superintendance of that Consulate over others, your duties will be reduced accordingly, and therewith the salary to the standard of Two thousand Dollars per annum. It being the wish of the President to discourage on all occasions the venal and expensive customs with which Barbary now taxes the intercourse with civilized nations, it will be an agreeable circumstance if you can make yourself the successor of M^r obrien without the presents exacted from New Consuls. The attempt however must not risk the good understanding with that Regency, and if you deem the chance of success so slender, as to require that you should go prepared to meet the demand, it may be most convenient for you to return from Tripoli to Leghorn, in order to provide the articles to be presented. For this purpose, it is meant to lodge a fund there in due time. Were the Dey willing to accept in cash the value of the customary presents, the change would coincide with the general wish to simplify all our engagements in Barbary into a pecuniary form.

JAMES MADISON.

Extract from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy, commanding, Sunday, 18 April 1802

[Gibraltar] Commences with fresh breezes from the South^d

At 1 PM came round to S^d & E^d same time the Portuguese Frigate attempting to get one of his Anchors up got foul of us, the third time & his manouvres to get clear of us, were so very contrary to my ideas of seamanship that losing all patience I sent a Lieut^t on board the Portuguese Commodore to request he woud have the frigate immediately removed & to send a person on board her who was capable of doing it, for her present Commander was not — finally by his cutting his cable, & we getting sail on our ship to press her to leward of our Anchor, the Portuguese got clear. At $\frac{1}{2}$ past 3 the Portuguese Commodores boats (in weighing the frigates anchor that had cut her cable) weighed our anchor which caused our ship to drive into 51 fath. water, I ordered them immediately to let go their purchase as their anchor was foul of ours, consequently our ship woud drive off the bank as she was then very near the edge & also forbade them to weigh their anchor, untill we weighed ours which I intended to do at 7 OClock. At 4 PM Rear Admiral Sir James Saumarez came on board saluted him with 13 guns. $\frac{1}{2}$ past 4 took in Cutter, stowed booms & prepared for sea. 8 $\frac{1}{2}$ PM brought to, hove up the Anchor, the Portuguese cable was foul of it, got the fish tackle hooked & hoisted the anchor so high, as to see the manner in which the Cable was foul, found it impossible to clear it, cut it after the Portuguese boat had made a rope fast to the lower part of the cable — Made sail out of Gibraltar bay. Throughout the night strong easterly wind ran thro' the gut & hauled our wind for Cadiz with an intention to run in & see if we cou'd procure butter, which we cou'd not get either at Gibraltar nor Malaga.

At 10 was close off the light house hove to for a Pilot, At 11 one came on board, made sail & beat in the bay —

[NA. ND original.]

To Hon. William Eustis, United States Congress, from Secretary of the Navy

NAV. DEP 19 Ap^l 1802

SIR: One hundred thousand dollars, at least, will be necessary, to defray the expences of the Repairs of the Public ships in actual service, which have been made since the 1st Jan^y last — and therefore such sum ought to be added to the proposed appropriation of 50,000 Doll's — And 50,000\$, at least, ought to be added to the appropriation for repairs of Vessels in Ordinary.

But I would prefer the Proviso which I have prepared and given to Gen^l Smith; and without it, I cannot consider myself responsible for the embarrassments to which Government may, & probably will be exposed.

[NDA. Cong. LB, Vol. 1.]

Extract from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy, commanding, Monday, 19 April 1802

Commences pleasant with strong breezes from S E. At 1 PM came to anchor in Cadiz bay in 7 fath. Water, at 2 PM Moored ship, At 4 launcht fore top Mast to examine it if sprung At 5 AM. fidded for top mast & set up the rigging —

[NA. ND original.]

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

NAV: DEP: *Ap: 20: 1802.*—

The President conceiving that the period has arrived when negotiations for peace with the Bashaw of Tripoli may be opened under circumstances which promise an advantageous issue, M^r Cathcart, now at Leghorn, has been clothed with official authority to execute that trust. In pursuing his instructions and exercising his authority on this point, he will communicate with you confidentially and unreservedly, and it is expected that you will cultivate the best understanding with him, and communicate frequently & fully, and cheerfully cooperate with him in all points relating to his mission. —

It has been determined to lay all our Naval force under your Command before Tripoli, and M^r Cathcart will accompany the expedition. Holding out the olive Branch in one hand & displaying in the other the means of offensive operations, may produce a peaceful disposition towards us in the mind of the Bashaw, and essentially contribute to our obtaining an advantageous treaty with him. You will, therefore, immediately upon receiving this, dispatch a vessel to Leghorn to M^r Cathcart (the *Enterprize* I should suppose would answer) with instructions to proceed thence to such place as you may appoint for a general Rendezvous, prior to laying before Tripoli. M^r Cathcart having joined you at such place of Rendezvous, you will proceed with the whole squadron under your command and lay off against Tripoli taking every care to make the handsomest and most military display of your force and so conducting your manouvres as to excite an impression that in the event of negotiations failing, you intend a close and vigorous blockade. —

Although I have directed you to lay your whole force before Tripoli, you will yet consider yourself authorized should you deem it necessary, to leave one Vessel to watch the movements of the Emperor of Morocco, and to prevent the escape of the Tripolitan Vessel at Gibraltar. On this subject you are required to exercise your soundest discretion, bearing in mind that although we wish our whole force to be displayed before Tripoli, yet we cannot think of abandoning our Commercial Vessels & Seamen to the Emperor, should his disposition be hostile towards us, or of suffering the Tripolitan Vessel at Gibraltar to escape. —

It has not been deemed expedient to associate the Commanding Officer of the Squadron with M^r Cathcart in the Commission to make peace.

[NDA. LB, May 1799–July 1807.]

To Captain Hugh G. Campbell, U. S. Navy, New York, N. Y., from Secretary of the Navy

NAV: DEP: *20 April 1802*

SIR! Presuming that the *Adams* is now in a state of complete preparation for sea, it is the command of the President that you immediately weigh anchor & proceed with all possible Dispatch to join our Squadron in the Mediterranean — where you are to act under the directions of the Senior Officer on the station.

The accompanying Circular of the 18th Feb^r, and the papers thereto annexed, contain regulations & instructions to be attended to in executing your present Commission — & supersede the necessity of

my adding any thing further than merely to inform you, that Mess^{rs} DeButts & Purviance, are our Agents at Leghorn — John Gavino Esq — at Gibraltar — I have deposited a credit with Mess^{rs} M^rKenzie & Glennie of London, upon whom the commanding Officer on the station is authorized to draw to supply the Necessities of the squadron Mess^{rs} Debutts & Purviance also, can draw on them to reimburse themselves for any Supplies they may furnish any of our Vessels, or in case of their being drawn upon.

[NDA. LB, May 1799–July 1807.]

To Captain Samuel Nicholson, U. S. Navy, Boston, Mass., from Secretary of the Navy

NAVY DEPT. 20th April 1802.

The frigate *Constitution* must be hove down. It appears from the statements I have received that her Copper is worn out. These, however, must be in a very great measure, conjectural, until an actual examination is made. Wherever her Copper is worn out, or considerably chafed, new Copper must be put on. You will on all occasions consult with the Agent, and determine with him, upon what may be necessary. — and whatever is necessary to the complete repair of the Vessel must be done — It is impossible for me to give any particular instructions on the subject, not knowing the particular situation of the Ship —

[NDA. GLB, Vol. 5, 1801–1802.]

Extract from journal of U. S. Frigate *Constellation*, Captain Alexander Murray, U. S. Navy, commanding, Tuesday, 20 April 1802

Fresh breezes and cloudy weather. At 4 sent up Top gallant Yards; Reef'd and set the sails. At 5 saw a sail bearing S. E. kept away to speak her — At 6 spake a schooner from Gibraltar bound to Philadel^a out four days; the Longitude he supposed himself in was 17° W. At 7 in main top mast stay sail — At 8 took in Top Gallant Sails. At ½ past 8 set Top gallant sails — Reef'd the Jibb & set it — At 9 set the mizen.

At midnight fresh Breezes & Squally.

At meridian squally. —

Latitude Observed 33°39' N. Longitude 14°48' W.

[NA. ND original.]

Extracts from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy, commanding

Tuesday, 20 April 1802

[Cadiz] All these 24 hours blowing very strong from SE This day visited Admiral Morens, Captain General of the Marine, in the expectation of receiving permission from him to visit the Caraccas, he received me politely but could not grant the permission, he suffered us to go as far as the quarters where the shipping can be seen, he said he was restrained by an order from his King, from permitting us to go further —

Wednesday, 21 April 1802

Commences with strong gales from East At ½ past 9 AM weighed & beat out of the bay of Cadiz — At 11 Almost calm

[NA. ND original.]

To Hon. William Ellery, United States Senate, from Secretary of the Navy

NAV: DEP: 22 Ap. 1802. —

The Bill, making an appropriation for the support of the Navy for the year 1802, having been referred to a Committee of which you are the Chairman, I consider it my duty to state to you that some of the appropriations therein proposed are not sufficient. The sum of \$94,341.92 has been paid and expended since the 1 of January last for the repairs of public Vessels in actual service, & therefore such sum at least ought to be added to the proposed appropriation of \$50,000. Fifty thousand dollars ought to be added to the appropriation for repairs of Vessels in ordinary, and \$50,000 ought also to be added to the appropriation for the Navy Yards. The cost of the Timber of the U. S. — deposited and to be deposited in the several Navy Yards amounts to the sum of \$580,000. — To provide adequate means for the water & dry seasoning of such valuable property is obviously an object of great national importance. Large Ware Houses are also indispensably necessary for the securing of the costly stores of the Department, and for preservation of the sails, Cables, and other furniture of the public Ships. These, combin'd with other considerations, will, I trust, suggest the expediency of appropriating at least \$150,000 to the improvements of the Navy Yards. —

The enclosed classification of the appropriations I would prefer. The one proposed in the Bill would give great and unnecessary trouble in drawing warrants and in keeping the accounts as well in the Treasury as in this department. Heretofore these specific appropriations have been disregarded in the drawing of warrants. —

[NDA. Cong. LB, Vol. 1.]

[Enclosure]

| | | |
|---|-------------|----------|
| For Pay & Subsistence including the pay & subsistence of the Officers and pay of the Seamen — | ----- | 287, 555 |
| For Stores, including provisions, Ordnance, and other military stores, Medicine, Instruments, and Hospital Stores and the Contingent expences thereof. | ----- | 205, 761 |
| For contingent expences of vessels, including repairs. — | ----- | 205, 000 |
| For Navy Yards including the improvements thereof the Salaries of Superintendants, Storekeepers & Clerks, Store-rent & hire of Labourers. — | ----- | 112, 000 |
| For the 74 Gun ships including the purchase and transportation of timber, ordnance & other materials. — | ----- | 190, 575 |
| For contingent expences, ----- | | 1, 000 |
| For the pay & subsistence of the Marine Corps including provisions for those on shore & forage for the Staff | 71, 754. 40 | |
| For Clothing for the same | 15, 519. — | |
| For military stores for the same | 1, 224. 60 | |
| For the Quarter Master's department, comprising quarters for the Officers & Barracks for the men at different stations: fuel, stationary, Camp Utensils &c. | 7, 061. | |
| For medicine, Medical services & Hospital stores &c. | 1, 000 | |
| For Officer's travelling Expences, Armourers &c. Carpenter's Bills and other contingent expences | 2, 550. | |
| | | 99, 109 |

Dollars 1, 101, 000

Additional supplementary Estimate for the Naval Service during the year 1802, furnished the Committee of the Senate on the Bill making appropriations for the Navy for that year Ap. 22. 1802.—

[NDA. Cong. LB, Vol. 1.]

[22 April 1802]

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

SIR I have been hon^d with your letter of the 16th Ins^t and am at a loss for words to express how sensible I am of the good opinion you are pleased to entertain of my talents & qualifications for the service in which I have the honor to be engaged, and beg leave to assure you that however they may be overrated it will always afford me the highest gratification to exert them in such a manner as to merit the approbation of the Navy Department

I beg you to accept my warmest thanks for the very Obliging manner in which you have granted me a furlough for the recovery of my health, & to assure you that as soon as that object is effected I shall take the earliest opportunity to make you acquainted therewith and to solicit actual service which I shall always prefer to *indulgence* when my health does not require it. — L^t Hull joined the ship yesterday and has taken charge as Command^r Officer for the Present. The Ship is all ready for sea except wanting a few ord^r Seamen, I think it will be best to shut up the Rendezvous here and depend on procuring the deficiency abroad as O. S. here are very scarce and, good for nothing. I shall leave this place for Portland in a few days,

[LC. EPP, Vol. 5, 1802-1803.]

Extract from journal of U. S. Frigate *Constellation*, Captain Alexander Murray, U. S. Navy, commanding, Thursday, 22 April 1802

* * * The only way I can account for my reckoning being so far to the E.^d is our only allowing 45 feet for a Knot; instead of 48 which would have made me nearly right.

Latitude Observed 32° 49' N. Longitude 11° 3' W.

[NA. ND original.]

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

NAVY DEPT. 23^d April 1802 —

I now enclose you your sailing instructions, and presume you will be ready to proceed to sea immediately on receiving them.

I also enclose you a package from the Department of State — a package for Commodore Morris, and a Commission for M^r Ludlow, the two latter of which you will deliver in person. The former package, the Dept. of State, has I presume given you directions upon —

[NDA. OSW, LB, Vol. 5, 1801-1802.]

Extract from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy, commanding, Friday, 23 April 1802

Commences clear Weather & easterly wind, beating in the straits to the Eastward At $\frac{1}{2}$ past 8 was near Cabretta point, saw a large ship bearing down on us, got to quarters, spoke her, she was french Throughout the night turning into Gibraltar bay very little wind & strong current setting out of the bay. At $\frac{1}{2}$ past 5 brought up at Algeiras in 38 fath. water. At 7 went over to Gibraltar find the Tripolitan Cruizers still there.

[NA. ND original.]

Extract from journal of U. S. Frigate *Constellation*, Captain Alexander Murray, U. S. Navy, commanding, Saturday, 24 April 1802

Moderate Breezes & clear pleasant weather. At 3 saw land bearing S. E. distance 12 leagues. At 6 the land bore from E. $\frac{1}{2}$ S. to S B. W. At 11 tack'd Ship to the Northward as per log.

At midnight moderate & pleasant weather. At 2 set main Sail. At 5 tack'd as per log. At 8 the land bore S. E. B. E. distance about 12 leagues. At $\frac{1}{2}$ past 9 Sounded in 50 fathoms water Yellow sand with rotten shells. At 10 shook a reef out of the top sails. At 11 sounded in 40 fathoms water. Tack'd as per log.

At meridian pleasant weather.

Latitude Observed 33° 14' N. Longitude 8° 41' W.

[NA. ND original.]

Extract from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy, commanding, Sunday, 25 April 1802

Commences clear, cool, weather strong breezes from East. Beating up for Malaga bay. Throughout the night carried a smart press of sail. At 5 AM entered the bay of Malaga, saw the frigate *Philad^s* at Anchor. At 6 came to along side of her in 14 fath. water, Cathedral NNW, Cape Molinero SW; hoisted out launch to commence Watering —

[NA. ND original.]

Extract from letter to James Leander Cathcart, U. S. ex-Consul, Tripoli, from William Eaton, U. S. Consul, Tunis

(Extract of a letter from Mr Eaton dated Tunis April 26th 1802 rec^d by me on the first of June & ans'd the 11th —)

TUNIS 26th April 1802

D^r SIR The peace in Europe has influenced an entire change of procedure in this Bey towards me, in so much that instead of that kind of friendly confidence which he seem'd to manifest towards me last fall, he now affects a kind of distant austerity — This may be more immediately influenced by my utterly refusing to countenance his commercial intercourse with Tripoli, At Bardo last wednesday, mutually accusing each other of unaccomodating dispositions, the altercation grew so warm that the Bey order'd me to quit the court & hold myself in readiness to embark in the first ship of war of my own country which should arrive in port. I turn'd short on my heels; came to my office; & forbade my secretary filling any more passports for Tunisian Cruisers. This prohibition was immediately reported to the Bey & had the effect aim'd at, the same evening his commercial Agent came to my house & beg'd in Gods name, that I would countermand that order, said it was not the intention of the Bey to provoke a war by sending me away, but rather to obtain a Consul more capable of cherishing peace than myself, I replied that I should not condescend to consider the Beys objects nor views in offering an affront to my gov^t in the person of their Agent: he had taken his position; I had taken mine which I should hold till he retracted his, Saturday morning I went to Bardo on the invitation of the Bey, The first motion was to resolve the past into

oblivion, of course an act of mutual amnesty was pass'd, We then discuss'd the relative advantages of peace & war, The result was, as concluded by this court "That though they could not pretend to the ability of fighting our ships of war, we could not do them any hurt; they would lay up their large cruisers & send out their small ones to vex our commerce — And said the minister, *though a fly in a mans throat cannot kill him it will make him vomit!* Yet they should always be willing to maintain the Peace with the Americans on the same footing as the other *small Christian Nations*: but they must have a Consul with less *fantasia* & more friendly to the Barbary interests — I stated that I daily expected permission to return to my Country & to be succeeded by M^r Cathcart my colleague at Tripoli. The Bey express'd astonishment, ask'd if I recollected what he said last year to this proposition? and repeated that you should never come into his country on any pretext whatever — even if you were a good man it would be improper after having made War with Tripoli — but *embroglione*, as he knew you to be his desire of peace alone would exclude you from his Kingdom — Think no more my Friend of this horrid Country I would rather see my wife & family in the deserts of Siberia

[NA. SDA. CL, Tripoli, Vol. 2, June 1801–Sept. 1805.]

To Daniel Bedinger, Navy Agent, Norfolk, Va., from Secretary of the Navy

NAV: DEP: Ap: 26: 1802. —

Reposing especial trust and confidence in your integrity and zeal for the public interest, I hereby appoint you Navy Agent to act for and in behalf of this department. —

Presuming that this appointment will be acceptable to you, I have written the enclosed letter to M^r Pennock, directing him to deliver up to you all the public property in his possession belonging to this department and to take your receipt. —

Your general duties will be to make purchases and pay over monies under the orders of this department — to take charge of the Navy Yard — Stores, and public property of every description belonging to this department and to execute such further orders as may from time to time be given to you by the Secretary of the Navy. —

You are authorized to appoint a Clerk or Storekeeper as an Assistant to you in the discharge of your duties, at a salary not exceeding \$600 p^a Annum: and as you are the only person responsible to this Department, this Assistant will, in every respect, be subject to your controlling authority. —

As a compensation for your services you will be allowed a Commission of 2 percent on all sums of money paid and expended by you on all the contracts made by you on public account. — 1 per cent on all sums rec^d by you, for public property sold — and ½ per cent on all sums paid to Officers of the Navy for the purposes of recruiting, paying off a crew and the like services. —

Instructions on the subject of Accounts will be sent you by the Accountant of the Navy. —

[NDA. GLB, Vol. 5, 1801–1802.]

To John Stricker, Navy Agent, Baltimore, Md., from Secretary of the Navy

NAVY DEPT — 27th Ap. 1802.

In a few weeks, I intend sending a provision ship from Norfolk for the Squadron in the Mediterranean — I wish you to engage 120,000 lbs of bread, and send it to Dan^l Bedinger Esq^r Agent at Norfolk.

I give you information thus early, that you may have time to have it well prepared. I am told it ought to be baked over a second time. — Great complaints have been made in the Navy respecting bread. I pray you let there be no cause of Complaint, in that which you may ship —

[NDA. GLB, Vol. 5, 1801-1802.]

[27 April 1802]

[NOTE.—Attention is invited to “The Naval Chronicle” by Charles Washington Goldsborough, Chief Clerk of the Navy Department, pages 201 to 213, for data concerning Commodore Morris’ squadron in the Mediterranean. Many of the events described are detailed in documents printed chronologically in this volume. With respect to events following 29 May 1803, however, there are not available to this office as many manuscript records as were accessible to Mr. Goldsborough. Unfortunately a private collection of Morris papers was destroyed in 1935, when the home of Captain Lewis Morris (MC), U. S. Navy (Retired), was burned. Therefore, printed herein under date of 31 August 1803 are excerpts from Mr. Goldsborough’s narrative.]

U. S. Squadron in the Mediterranean

[Résumé, presumably prepared in Navy Department about 1806 or 1807, concerning the U. S. Frigate *Chesapeake*, flagship of Commodore Richard V. Morris, Captain James Barron, U. S. Navy, commanding, 27 April 1802 to 1 June 1803.]

The Squadron of Commodore Rich^d V. Morris:

Chesapeake

Constellation

Adams

Enterprize Schooner. Part of Dale’s Squadron, ordered to remain under Command of Morris. —

New York

John Adams

} As a reinforcement to Morris

June 1802, the Emperor of Morocco having shewn hostile dispositions towards the United States, the *New York* & *J. Adams* were dispatched as a Reinforcement to Morris.

August 1802, a temporary Accommodation was effected and The Squadron proceeded up the Straights to Malta.

June 21. 1803, Morris was suspended in the Command of the Squadron and ordered to return with the *Adams* to the U. States. Cap^t Rodgers was ordered so take Command of the Squadron, consisting of The *New York*, The *John Adams* and *Enterprize*, the other Ships having previously returned to the United States, and to continue on the Station until relieved by the Squadron of Commodore Ed^d Preble.

The Squadron returned to the United States (*Enterprize* excepted) December 1803.

The *Chesapeake* sailed from Hampton Roads for her station in the Mediterranean 27. April 1802: Arrived at Gibraltar 25. May: Returned to Washington 1st June 1803 and was laid up in ordinary.

[Résumé, presumably prepared in Navy Department about 1806 or 1807, concerning the U. S. Frigate *Constellation*, Captain Alexander Murray, U. S. Navy, commanding, 14 March 1802 to 15 March 1803.]

The *Constellation* sailed from Phil^a for her Station in the Mediterranean 14: March 1802: Arrived at Gibraltar 28: April 1802: Returned to Washington 15: March 1803, and was laid up in ordinary.

[Résumé, presumably prepared in Navy Department about 1806 or 1807, concerning the U. S. Frigate *Adams*, Captain Hugh G. Campbell, U. S. Navy, commanding, 10 June 1802 to 21 November 1803.]

[Captain Campbell was relieved by Captain Morris who brought the *Adams* to Washington.]

The *Adams* sailed from New York for her station in the Mediterranean June 10: 1802. Arrived at Gibraltar 21: July 1802. —

Returned to Washington Nov^r 21. 1803, & was laid up in Ordinary.

[Résumé, presumably prepared in Navy Department about 1806 or 1807, concerning the U. S. Frigate *New York*, 13 August 1802 to 9 December 1803.]

[Commodores of Squadron were]

| Station | Names of Officers | Casualties and remarks |
|-------------|--|--|
| Commdr..... | James Barron esq ^r | To the <i>Chesapeake</i> . |
| Commdr..... | Richard V. Morris esq ^r | Relieved by To the <i>Adams</i> . |
| Commdr..... | John Rodgers esq ^r | Succeeded by From the <i>John Adams</i> |

The Frigate *New York*, 13: Aug^t 1802, was put in Commission to reinforce the Squadron of Com^r Morris.

Recruited 14 — Aug^t 1802.

Ordered to sail 31st August

Sailed from Washington Sept^r 1.

Sailed from Hampton Oct^r 8.

Arrived at Gibraltar Nov^r 14 [1802]. —

Returned to Washington Dec^r 9. 1803, and was laid up in Ordinary.

[Résumé, presumably prepared in Navy Department about 1806 or 1807, concerning the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, 19 September 1802 to 9 December 1803.]

| Station | Names of Officers | Casualties and Remarks |
|-------------|---|------------------------------------|
| Commdr..... | John Rodgers esq ^r | Relieved. To the <i>New York</i> . |
| Commdr..... | Hugh G. Campbell esq ^r | From the <i>Adams</i> . |

The Frigate *John Adams* 25th Aug^r 1802, was put in Commission to reinforce the Squadron of Com^{re} Morris.

Sailed from Washington 19: Sept^r 1802.

“ “ Hampton 22: Oct^r —

Arrived at Gibraltar 16: Nov^r —

Returned to Washington 9: Dec^r 1803: and was laid up in Ordinary.

[NDA. Ships' Service, 1801-1809.]

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

Letter 1 —

U S, Ship *Geo: Washington*
April 29th 1802 —

SIR — Enclosed is a Copy of dispatches forwarded P^r Ship Agent Capt^r Pierce Via: Baltimore, accompanied With the returns of Stores on hand and an Indent of Stores requisite for a 6 Months Cruize, the *Geo: Washington* is now in good order, and fully capable of performing a 6 Months Voyage with a very small expence her hull will want but a trifling Overhaul, and her Spars & Sails are tolerable good fore and aft the Boatswains Indent is by one Half more than he would want, and our Cables would serve for the Cruize for here to Algiers & back very well I have to mention to you the very heavy expence I have been at this Cruize being in Ports Where American Ships of War has never frequented and in Consequence induced a variety of Spectators to come on Board of us I hope you will take it into Consideration and Arrange my pay at what you please being in Want of money for my own use I have drawn in favour of United States on Mess^{rs} James M^r Kenzie & A Glennie Esq^{rs} of London for £450 Sterling the Ballance remaining with me can be paid on demand —

It is with pleasure I inform you Lieut^t Evans, Thomas & M^r Knight their conduct deserves my best wishes they have paid the strictest Attention to their Duty, and their behaviour in every other respect is highly becoming as Officers, my Midshipmen have gained considerable knowledge this Voyage being but few in N^o they had severe duty to perform they have been very ambitious and merit my warmest Esteem, I left the frigate *Essex* in Malaga on the 13th March the *Philadelphia* Frigate was coming down with Convoy and the *Boston* was on the coast of Tripoli accompanied with two Sweedish Frigates there was no Information in Gibraltar when I left it of any American Captures made by the Tripolitans Corsairs a letter from Cap^t Barron to M^r Gavino mentioned of Tripoli being in great want of Provitie and he was led to believe that a close Blockcade would undoubtedly bring them to our terms But I am of an Opinion that a few Shot and Shells would be the Most effectual Medicine to Administer to their Careless renegadoes —

Yours of 13th of April I have rec^d and shall be duly attended to I haul in to day and on Friday I begin to pay off[f] my Crew, their conduct and Behaviour Induces me to represent them to you —

[NDA. Officers LB, 1802-1805.]

Extract from journal of U. S. Frigate *Constellation*, Captain Alexander Murray, U. S. Navy, commanding, Thursday, 29 April 1802

Fresh Breezes and cloudy. Made and took in Sail occasionally. Carried away the main top gallant yard in the Slings. Sent up another yard.

At 7 A Brig in Sight to the westward. At 8 Apes Hill bore S. S. E. $\frac{1}{2}$ E distance 9 miles. Cabriate point N. E. B. E. 4 leagues.

At 4 AM. the rock of Gibraltar bore N B E dist 2 leagues. A strong current setting about East.

At 8 fresh breezes endeavouring to beat into Gibraltar. Several sail in Sight.

At meridian the rock bore N W B W 4 leagues.

[NA. ND original.]

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

Copy

U. S. FRIGATE *Constellation*
off Malaga 30th April 1802

SIR This is the first opportunity I have had to write since my departure from America, from whence we set out with favourable prospects, and accomplished more than two thirds of our passage in twelve days, when near the Western Islands, we met with head Easterly winds, which hung upon us for four weeks incessantly, and at times blew very heavy, at other times, very light, & baffling, so that our progress was slow indeed, notwithstanding our utmost exertions to get on in due time, but in the several gales of wind we had, I found our ship proved to be perfect in all things, & the alterations we have made in her, are vastly to her advantage, in stiffness, sailing, & for carrying her stores —

We have had six weeks passage, & intended to have called at Gibraltar but when off that place, the Wind blew so heavy from the Westward & consequently, a wild roadsted, that I was fearful to trust my ship there with a single Anchor, & was the more perswaded as to the inexpediency of stoping there, having fallen in with Sir James Soumarez, in *Ceaser* of 80 Guns, who informed me that he had just come off from Gibraltar, & that no part of our Squadron lay there, I therefore thought it best to run here, and to send information to our Consul there, M^r Gavino to inform him of our Arrival in these Seas, & that I should proceed to Carthagena, to endeavour to procure Anchors, & if not to be got there, I should proceed on to Toulon, & from thence off Tripoli where I expected to fall in with a part of our Squadron, Commodore Truxton hath not yet arrived, as I am informed —

Having nothing further at present to communicate as I have not as yet had communication with the shore

[NDA. Misc. LB, 1802-3-4.]

To William Kirkpatrick, U. S. Consul, Malaga, Spain, from Captain Alexander Murray, U. S. Navy

UNITED STATES FRIGATE *Constellation*
April 30th 1802

SIR My first Lieu^t M^r Stuart will have the honor of handing you this & will give you any information you may require respecting our call on you, the intent of which is to gain all the information you can give me respecting our squadron on this Station, as we are as yet, in ignorance about them having had a very long passage from America, & could not stop at Gibraltar in consequence of the heavy west wind that blew into the Harbour, not wishing to risque my ship with a single Anchor, having had the misfortune of looseing two in the Bay of Delaware on the Eve of my departure, M^r Stewart will advise with you to know if it is practicible to procure one or two Anchors

at Malaga, from 40. to 45 € W: also a Cable of 120 fathoms 19 Inches for which we will give a Bill or Cash for the cost, I assure you it would give me sincere pleasure to see you on board, as you have been particularly mentioned to me by my worthy friend John Leamy of Philadelphia but am sorry it will not be in my power to visit you now —

You will Oblige me by forwarding the inclosed packet without delay

[P. S.] If we do not succeed in getting Anchors with you, will you use your influence to aid us at Carthagena in the procurement of them to which place we will go —

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

To John Gavino, U. S. Consul, Gibraltar, from Captain Alexander Murray, U. S. Navy

UNITED STATES FRIGATE *Constellation*,
Off Malaga Ap^l 30th 1802

SIR I fondly hoped to see you yesterday when attempting to beat into the Bay, but the wind blew so fresh I was fearful of trusting my ship in so wild a roadstead with only one Anchor on board having lost two in the Delaware Bay as we came down, I should have been in the night previous, but the Wind fell light & drifted us to leaward of the Rock after which I fell in with Admiral Sir James Saumarez who informed me that there were no American Men of War in the Bay & that Commodore Truxton had not arrived I therefore thought it best to stand on for Malaga for information & from hence shall proceed on to Carthagena to try to procure Anchors & a Cable, If I do not succeed there I shall then go on to Toulon & from thence off Tripoli which information I request you to give Commodore Truxton on his Arrival or to any of our Commanders on the Station to inform them of my being on these seas, to most of whom I send you Letters to distribute among them —

I hope to have the pleasure of seeing you soon & am sorry that our Brother Officers should have been detained here so long owing to a tedious long passage of 45 Days the most which time we have had Easterly winds —

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

[30 April 1802]

Statement of Lieutenant John Shaw, U. S. Navy, commanding U. S. Ship *George Washington*, convoying ship *Peace and Plenty*

Captain John Shaw Commander of the Ship *George Washington* being duly sworn on his Solemn Oath deposes that he sailed in said Ship under his Command with the Ship *Peace and Plenty* under his Convoy (from Sandy hook) And proceeded from this port to Gibraltar from thence to Malaga and from thence to Algiers w[h]ere the Ship *George Washington* discharged her Cargo here loaden & proceeded with the ship *Peace & Plenty* to Tunis where said Ship arrived with her Cargo loaden at New York, without touching at any Other place in her said Outward Voyage —

JOHN SHAW

Sworn before me Notary at Philadelphia
this 30th April 1802 —

CLEMENT BIDDLE N^y Pub 1802.

[Schuykill Arsenal.]

Extract from journal of U. S. Frigate *Constellation*, Captain Alexander Murray, U. S. Navy, commanding, Friday, 30 April 1802

Fresh breezes and clear. Spoke his Majestys Brig *Port Mahone* in company with the *Cesar* 84. Bore away for Mallaga. At 9 AM. hove too off [f] Mallaga.

At 11 came to in Malaga roads, found the US. Ships *Philadelphia* & *Essex* there. Received a Bower Anchor from the *Phila.**

[NA. ND original.]

Extract from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy, commanding, Friday, 30 April 1802

Commences light easterly winds, with a heavy swell setting in the bay. At 6 AM Capt Barron [in *Philadelphia*] & myself intended to have put to sea but the *Constellation* at that moment hove in sight, boarded her. At 11 she came to an Anchor [in Malaga roads] Wind strong from SW. Captain Murray requested us to assist him in watering his ship. hove out the launch —

[NA. ND original.]

[1 May 1802]

Act pertaining to the Navy

United States Statutes at Large. Seventh Congress. Sess. I.

An act making an appropriation for the support of the Navy of the United States, for the year one thousand eight hundred and two.

[Note: This Act, approved 1 May 1802, may be found in the Statutes at Large, volume II, pp 178 to 179 inclusive.]

Extract from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy, commanding, 1, 2 and 3 May 1802

These three days employed in watering the *Constellation*. Monday at Meridian the *Philadelphia*, *Constellation* & *Essex* sailed from Malaga for Gibraltar —

[NA. ND original.]

To Lieutenant Isaac Hull, U. S. Navy, New York, N. Y., from Secretary of the Navy

NAV: DEP. — 3, May, 1802

I have rec^d your letter of the 28 ultimo. —

The period you have thought fit to select for tendering your resignation is unfortunate for the Government, and not very honorable to yourself. The reasons you alledge as governing your determination transpired years ago: if you thought them of such consequence as to oblige your resignation, you ought to have resigned at the time they occurred. I know what the feelings of military Men are, and that among them there always exists a jealousy on the subject of rank: this jealousy is by no means an improper one, but it sometimes leads men into hasty & intemperate decisions, incompatible with their own honor. —

I should not have ordered you to join the *Adams* but from absolute necessity. We had no other Officer in the country in whose capacity, as I could so confidently rely as in your's. The situation of Captain

Preble's health required that one of the ablest Lieutenants in the service, should be ordered to join him—& as the probability was that you would never again be sent out in a station inferior to the command of a frigate, I wished you to see as much service as possible, and not intending to send the *Constitution* out, there was no other Vessel to which you could have been ordered except the *Adams*. —

These, Sir, are the considerations which induced my order to you to join that Frigate; and yet at the very time when the ship is about to sail, you exhibit a statement of old grievances which you say compel you to tender your resignation. —

If upon receipt of this letter, you continue in the disposition expressed in your's of the 28 ultimo, you will communicate your determination to Capt. Campbell and consider this as an acceptance of your resignation; otherwise you will remain on board the *Adams*. —

[NDA. OSW, LB, Vol. 5, 1801-1802.]

To Captain Samuel Nicholson, U. S. Navy, Boston, Mass., from Secretary of the Navy

NAV: DEP: 3: May, 1802. —

We do not at present contemplate sending out the *Constitution*: She must however be completely repaired, & put in such a state as to be ready to receive her men, provisions &c in case it should be hereafter determined to send her out. —

You will govern yourself accordingly. —

[NDA. GLB, Vol. 5, 1801-1802.]

To William Lane, Philadelphia, Pa., from Secretary of the Navy

NAV: DEP: 4 May, 1802.

I have received your's of the 26 ultimo, and now return you the draft for a 32 pounder. —

You will enlarge the diameter of the 32 pounder *one tenth of an inch* and the caliber the same, observing not to make the least deviation in any other part of the draft. —

The Guns for one 74 must be sent to the nearest eligible landing place for New York. — Those for the other 74 are intended for Philadelphia. —

[NDA. GLB, Vol. 5, 1801-1802.]

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

TUNIS 4, May 1802.

SIR, Day before yesterday it was announced to the Bey that an American frigate had captured four Coasting Vessels belonging to his Subjects, bound to Tripoli, laden with wheat, barley, oil and other provisions — I was called to the Palace — Immediate restitution of Vessels and cargoes were demanded by the Bey — Yesterday and today have been consumed in discussion on the subject — detail of which would be too tedious — The Bey asserted a right to carry provisions in all cases to his brethren — I denied its application to U States, by saying, that if this principle were established between him and his brethren, it did not extend to those who were not included in that relation. He quoted the Venitians in the war with him — I

told him we did not admit them as authority, and quoted examples of the English and French — He asserted the principle of *free bottoms free goods* — I answered that this principle was never construed to extend to a blockaded port. He referred to the President's Letter to him of 9th Sep. last, and inferred from it an implied order to respect his flag, Vessels and Subjects in all Situations — I did not suppose this construction would bear, and that a fair construction could only imply that respect so long as he or his Subjects respected the laws of neutrality — I had given seasonable and formal advise of the blockade of Tripoli: if, after this, he permitted his subjects to carry provisions to that port it was taking the responsibility on himself — if they took these enterprizes without his consent, it was a voluntary risque on their part and they had no reason to complain in case of capture — But the captures being made agreeably to acknowledged maxims of war were of course good prize to the Captors, and were undoubtedly before this moment, disposed of as such, reclamations therefore on the Commandant would avail nothing — The Bey talked of reprisals. I told him, in such case I should know what steps to take. If he chose to embroil himself with U S it would become our duty, however reluctantly, to meet his hostility by retaliation — He said he would transfer his claims to the American Government. I assured him they would there meet a righteous discussion — He desired me to write to the Commodore to capture no more of his Vessels, but turn them away in case he found them bound to Tripoli — I told him our Commanding Officers were Subordinate to no orders but those of the President of the United States; my advise therefore would be disrespected except exactly conformable to those orders — Such are the cut lines of our discussion; and thus we stand here.

I am convinced this Regency dare not attempt a System of reprisals; but am of opinion that Indemnity will be hereafter reclaimed. The captures, I believe, have been made by Capⁿ M^oNeill. He is doing his duty — Whatever restitution may be in future conceded, this is not the moment to yield in the smallest matter that will go to deminish that opinion of our energy with which these pirates begin to be impressed — It will be Seasonable enough to be generous when they shall be taught to appreciate duly our generosity — I left the Bey in apparent good humor — Our *Ally* the Sweede; has also Captured one of the Bey's merchantmen; but he says he knows perfectly well how to manage the Sweedes. I have heard nothing from the Bashaw of Tripoli's brother since he sailed, as we suppose for Malta, on the 31. March —

[NA. SDA. CL, Tunis, Vol. 2, Part I, March 1801–Dec. 1802.]

To Lieutenant Colonel Commandant William W. Burrows, U. S. Marine Corps, from
Second Lieutenant John Johnson, U. S. Marine Corps

U. S. SHIP *Boston*

at *Masina* 4th May 1802

* * * * *

Since I Joined this Ship wee made a long Cruise off Tripoly and Derna — and in a Gale Sprung our Bowsplit and have been obliged to put in hear — to have it Repaired — wee sail in the Course of a few

days for Tripoly whare I presume wee shall remaine untill wee are releived, thier is 4 Sweedish Frigates Now off Tripoly — Thier is no Cruisers out at present nor do I believe the[y] will atemp^t to come out

Your Son is well and desires to be remembred to you — Commodore M^cNeill is the same man that he was when he was a Captain his Regulations and orders are diff^{nt} from any I have Ever heard of

Doo Remember me to all the officers at Headquarters — and believe me to be with the utmost Respect your Most obd^t Humble Servent

[MCA. LR, 1802.]

Extract from journal of U. S. Frigate *Constellation*, Captain Alexander Murray, U. S. Navy, commanding, Tuesday, 4 May 1802

Light airs and clear. At $\frac{1}{2}$ past 12 P. M. got under way in Company with the *Phi^s* & *Essex*. Made & took in small sails occasionally. At meridian the rock of Gibraltar bore W. B. S. 12 leagues. Lat. Obs. 36° 24'.

[NA. ND original.]

To Secretary of State from John Gavino, U. S. Consul, Gibraltar

N^o 86

GIBRALTAR 5th May 1802

SIR Without the honor of any of your favours I beg refference to my last dispatch N^o 85. —

On the 25 Ult^o arrived from Tunis the American ship *Gloria* commanded by Jo: Bounds taken in the service by Consul Eaton, who brought me the Inclosed dispatches, to which & the Copy of said Gentlemans Letter to me anexd, beg leave to referr, as due attention will be paid to what Consul Eaton writes. —

The Commander of the Tripolen Ship laid up here came over three days ago from Tanger, but has caused no movement, there are about Ten Men on board —

Rear ad^l Sir Ja^s Saumarez went for Minorca is to attend to the Evacuation of the Island. —

This day anchornd in this Bay the frigate *Constelation* Capⁿ Murray from the U. S. — The *Essex* & *Philad^s* from the East and as the latter goes Home, Capⁿ Barron will be the bearer of this and to whom referr for the Occurrences on this side of the Globb. —

[SDA. CL, Gibraltar, Vol. II, April 1796–Nov. 1804.]

To Right Hon. Lord Keith, K. B., Vice Admiral of the Red, R. N., from Captain Alexander Murray, U. S. Navy

UNITED STATES FRIGATE *Constellation*

Gibraltar Bay May 5th 1802

MY LORD Having been so unfortunate as to loose two Anchors, & Cables, I am under the necessity of intruding upon your Lordship, requesting you to order me an Anchor of 42 C or thereabouts, & a Cable of [120 fathoms] 19 Inches, a favour that will be highly estimated by my government, should you find it convenient —

[NDA. A. Murray's LB, 1799–1805.]

Extract from journal of U. S. Frigate *Constellation*, Captain Alexander Murray, U. S. Navy, commanding, Wednesday, 5 May 1802

Light airs & clear. At 6 in Gibraltar Saluted the Admiral (Lord Keith.) with 15 guns — which he returned with 13. Came too.

[NA. ND original.]

Extract from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy, commanding, Wednesday, 5 May 1802

Commences light airs from the Eastw^d Throughout the night the *Essex* led At ½ past 5 AM was abreast of Gibraltar, hauled in the bay. At 7 came to Anchor amongst the British Squadron The *Constellation* coming in saluted Admiral Lord Keiths flag.

[NA. ND original.]

To William Eaton, U. S. Consul, Tunis, from Captain Alexander Murray, U. S. Navy

U S. FRIGATE *Constellation*
Gibraltar Bay May 6th 1802

SIR On my arrival on this station I have had put into my hands, your circular Letters respecting the Bashaw of Tripoli, I must be candid in declaring that I differ much with you with regard to your Ideas on that head & from the perusal of the Copy of my instructions which I have now the Honor to enclose you, I beleive you will find you were unauthorised in employing the Ship *Gloria* on Public account —

As Commanding Officer, until Commodore Truxtons arrival, to put an end to this needless expence, I have given orders to the Cap^t of the *Gloria* to employ his ship as he may otherwise judge proper & that she ought not to be considered as at the charge of the U. States —

However unpleasant a circumstance it is to disapprove of any measures which you have adopted & which I beleive you have deemed expedient, in your Zeal to serve our Country, yet as an Officer in the U. States service my Duty compels me to check all unwarrantable expences —

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

To Captain Joseph Bounds, of the American Ship *Gloria*, from Captain Alexander Murray, U. S. Navy

U. STATES FRIGATE *Constellation*
Gibraltar Bay May 6th 1802

SIR As it is unnecessary for your Ship to be detained any longer in the Government service (if so to be considered) I have thought proper to inform M^r Eaton of my opinion on the subject upon which you are employed —

I must inform you that you are no longer to be considered as on public expences & you are at liberty to proceed when, & where ever you please & as most conducive to the concerned —

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

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

U. S. FRIGATE *Constellation*

Gibraltar Bay May 7th 1802

SIR I had the Honor to address you on the 2^d Ins^t, a Copy of which you have enclosed, soon after sending off my Boat, we discred two American Frigates at Anchor in the Road, we then ran in near them, when Cap^{ts} Barron, & Bainbridge, came on board, & very much to my satisfaction, I got a spare Anchor from the *Philadelphia*, when we came too, so that I had only to look out for another, & a Cable, I then supplied the *Phila*^d with what Provisions I could spare, reserving on board four months stores, filled up our water Casks & then ran down here in Company with them in expectation of meeting with Commodore Truxton, to take his orders for my future proceedings, after which I presume it will be unnecessary for me to occupy your further attention, as all our occurrences will then transpire through him —

On my arrival here, I made application to Admiral Lord Kieth for an Anchor, & Cable, a Copy of my Letter & his Lordships answer I herewith enclose, to shew their civility, & great attention towards us, we all Dined with him the Day after & received a further personal assurance of his desire to assist us upon all occasions, all the Commanders in his squadron have visited us, & very much admire our ships

You have also enclosed, papers respecting M^r Eatons Consular arrang^{ments}, on which subject I have differd with him, as you will observe by my Letter to him herewith, as also to his Captain, how far this step may meet the approbation of the executive I know not, but my judgment leads me to think that he was unauthorised in entering into such deeds, & extravagances, which could have no good tendency —

I shall in a day, or two, sail from hence to Cruise off Tripoli, & there remain till the Commodore arrives, leaving the *Philadelphia* & *Essex* to take his Instructions; there are at this time a Squadron of Sweedish Frigates on that Coast, so that we have but little to fear from any of the Barbary, States, tho our Consuls make a great fuss about nothing —

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

Extract from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy, commanding, Saturday, 8 May 1802

[Gibraltar] Clear Weather, with light airs from S. E. Employed receiving provisions from Shore. The *Constellation* preparing to proceed off Tripoli & the *Philadelphia* to the United States.

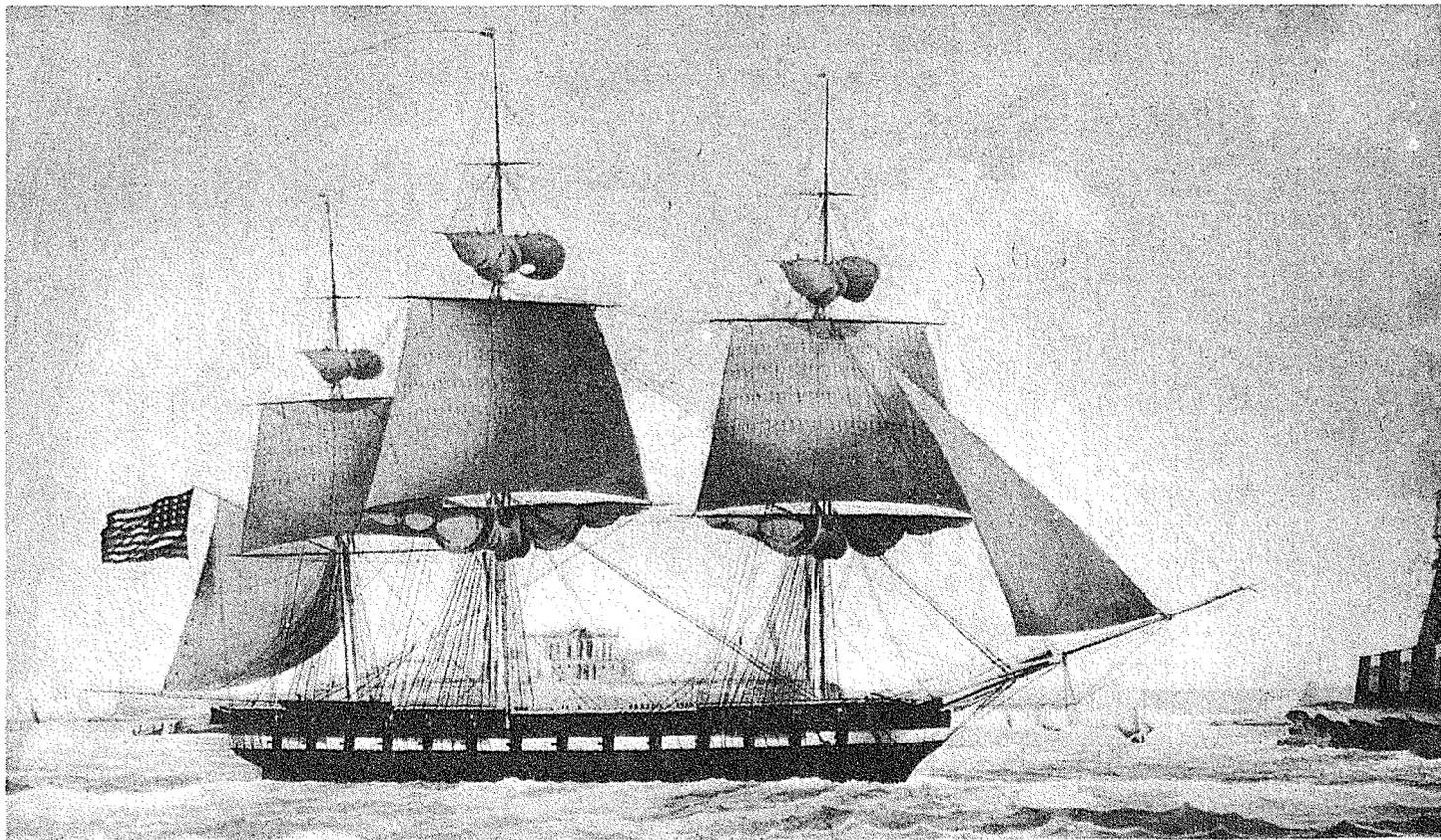
[NA. ND original.]

To Captain Samuel Nicholson, U. S. Navy, Boston, Mass., from Secretary of the Navy

NAV: DEP: 9 May, 1802. —

You will suspend heaving down the Frigate *Constitution* until further orders. —

[NDA. GLB, Vol. 5, 1801-1802.]



U. S. FRIGATE CONSTELLATION BEATING OUT OF PORT MAHON.

To Israel Whelen, U. S. Purveyor, from Richard O'Brien, U. S. Consul General, Algiers

ALGIERS *The 10th of May 1802*

D^r SIR I presume the Secretary of State long before this time has rec^d my dispatches by the *President* and [George] *Washington*. we anxiously expect here that the Spikes, timber Plank and Other Commissioned for Articles on the Annuities for Algiers will be forwarded without delay — allso The note of Sundry articles intended as presents to aid The Settleing on the Annuities —

On the 29th of March Sailed from this City 5 sail of Algerine Corsairs & on the 29th of April sailed 7 S^l they will make great havock on the Coast of Italia &^s to this date they have Sent in here 3 prizes 2 is Neopolitans Captured within 1 Mile of the port of Toulon the other is a spaniard loaded with Sugar — Condemned for a Genoa —

On the 31st of March was cruising off[f] Tripoli 2 Swedes and 1 American frigates — at that time all the corsairs of Tripoli was in port & had not taken any Vessel this year — Algiers & Tunis dreads a visit from The Cap^t Pascha — this would be a serious affair to those regencies the same time by The definitive treaty there seems to be a prospect of a reform takeing place in The Barbary System, it is Much wanted

Compliments to Cap^t Shaw &^s

[NA. SDA. CL, Algiers, Vol. 6, Jan. 1801–Dec. 1803.]

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

DEPARTMENT OF STATE *May 10th 1802.*

SIR The *Adams* frigate, by which you will receive my last, containing instructions on the subject of peace with Tripoli, and of your appointment as successor to M^r obrien at Algiers, meeting with unexpected delay; I make use of it to inform you that I have drawn on the Secretary of the Treasury for \$24,000, which he will place in Leghorn subject to your orders as soon as he can make the arrangement. This sum as you have been already apprized, is meant for your admission as consul to the Dey of Algiers. I need not repeat, that it will be an agreeable circumstance, if your admission can be effected without it; or with as small a portion of it as possible; or that if a present be unavoidable, it will be less disagreeable in the simple form of cash, than in the troublesome one of jewelry &^s

The accounts which we continue to receive strengthen our expectation, that you will find the Bashaw of Tripoli in a proper disposition to peace, and be able to conclude it on terms admissible by the United States. However able this country may be to carry on the war with effect, the expence and trouble of it, and the encreased risk whilst at war with one of the Barbary powers, of getting into war with the others, are with the President just motives of solicitude for the success of your negotiation.

[NA. SDA. Disp. to Con., Vol. 1, Oct. 1800–Feb. 1817.]

Extract from letter to James Leander Cathcart, U. S. ex-Consul, Tripoli, from
Nicholas C. Nissen, Danish Consul, Tripoli

TRIPOLI 10 May 1802

D^r SIR I had the honor on the 22^d & 30th ulto to inform you of the situation of affairs at Tripoli relative to the Swedish negotiation, the result however has not been propitious, for the Bashaw persisted in having Col. Tornquist's Agree^mt ratified, which was refused by the Adm^l and war was declared formally by the Bashaw against Swedⁿ on the 5th ins^t by his ordering the Swedish flag staff to be taken down. —

On the evening of the 1st ins^t the Consuls were summoned to the castle, where the Bashaw in the presence of the two Swedish officers stated the treatment he had received from Sweden *since* the conclusion of Tornquist's treaty & compared his treatment to them *since* that period, & ended his observations by asking if he had not sufficient reason to declare war against that nation, & then solemnly declared that he never intended to enter into another treaty with Sweden. War was to be declared the next day nevertheless it was postponed to the 5th in hopes that by continuing the negotiation, an accomodation would take place, but the Adm^l would not listen to any terms but those he proposed which were as follows "The Swedish prisoners to be liberatd without ransom; Peace to be established without paying any consideration whatever for it as presents or otherwise, upon the same terms as it was before the declaration of war in 1800." The Admiral alledged that the Bashaw having captured Swedish property to a considerable am^t could not possibly have any claim against Sweden. The Swedish Admiral who never trusted himself on shore here, is cruizing off this port in a schooner said to be American.

I think it my duty as your friend as well as in consequence of my having encharged myself with the affairs of the United States in your absence & even as Danish Consul to make the following confidential communications, which I beseech you for your own advantage to pay attention to; but to keep secret. —

This Regency is at war with the U. S. & Sweden and you know Sir that our frigates are to come here this Summer. I cannot inform you at this moment the particular intentions of Gov^t, any farther than to assure you that his Danish Majesty will by no means comply with the Bashaws extravagant demands, even if War should be the immediate consequence.

I hope Sir that you are sufficiently acquainted with me to believe that no personal consideration will ever deter me from doing my duty as Danish Consul or from fulfilling my promise to you when I took upon me the guidance of your affairs during your absence "The Swedes have declared here that they were closely allied with the U. S. of America & that said States could not enter into a Negotiation or conclude a peace with this Regency without consulting them! I do not beleive it, for similar agreements must of course be reciprocal & I have already informed you that the Swedish Admiral endeavoured to conclude a separate peace, which would have been the case had his terms been acceded to and the french republic is apparently the Mediator between Sweden & this Regency. I know the Bashaw of Tripoli has made an effort to conclude a treaty with the U. S. of America through the mediation of *Algiers*, & I am very much mistaken if there are not at this moment other plans under consideration,

as several of the Bashaw's adherents endeavour to gain his confidence by suggesting them; they endeavour most strenuously to keep them secret from me, they do me the justice to believe that I will never admit any thing that I believe to be contrary to the interests of the U. S. & for the same reasons, the Bashaw wishes some other person to be encharged with American affairs when a Negotiation takes place more congenial to his interest Dear Sir I have only one advice to give, that is, that the U. S. of America postpone any Negotiation with this Regency till you are off Tripoli yourself on board an American ship of war, I do not know how far I shall be able to act as I could wish, during your absence, as it amounts to a certainty that I shall be prevented from corresponding with the Comodore of the Squadron & every means to prevent my interposition will be acceptable to the Bashaw & his adher^{ts} but when you are present yourself they know you too well to suppose you would not act for the interest of your nation without being in necessity of my advice & then I shall be entirely at liberty to act as circumstances require. Your conduct & exertion in the execution of your duty is admired & it certainly merits all the applause that can be given, & only you Sir will be able to conclude a treaty of peace with this regency on terms that will insure to your nation the advantages which you have created. I wish very much to see you here again for my own sake to have a friend & a sensible interesting Society. at present my situation is in every respect disagreeable, M^r Antoine Zuchet the Batavian chargé d'affaires is my only companion he likewise expects ships of his Nation here to settle their affairs —

[NA. SDA. Cl, Tripoli, Vol. 2, June 1801—Sept. 1805.]

[10 May 1802]

To James Simpson, U. S. Consul, Tangier, and Peter Wyk, from Sidi Mohamet Ben Absalem Selawy, Secretary of State of the Emperor of Morocco

(Translation)

Praise is due to God alone — There is no Power, or Strength but in God. —

To the Consuls Peter Wyk & Simpson — Health. —

Your Letter reached the high presence of Our Master (whom God preserve) and I read it to him, also what you say on subject of a Passport for the Tripoline Ambassador. —

This Wheat to be sent belongs to my Master, if you allow it to pass when the Ambassador goes, as the property of His Majesty it will be very well. — If not, you will do what is regular, and as is established by the Treaties of Peace between us and you. —

The Governour Hadge Abdashaman Achach will conferr with you on this matter. — Let what is in the Treaties of Peace be done. —

Written to you on the 7th day of Muharram 1217. —
(corresponding to the 10th May 1802)

Signed MAHOMET BEN ABSALEM SELAWAY

Translated from the Arabic to Spanish, by a Professor of the former Language; and from Spanish by James Simpson

TANGIER 19th May 1802

[NA SDA. CL, Tangier, Vol. 1, 1797-1803.]

To Captain William Bainbridge, U. S. Navy, commanding U. S. Frigate *Essex*, from
Captain Alexander Murray, U. S. Navy

U. S. FRIGATE *Constellation*

Gibraltar Bay May 10th 1802

SIR Should the *Boston* Frigate arrive here, previous to either of the Frigates expected from America, I conceive it will be needless for you to be detained any longer on this station you therefore have my permission to proceed on to America — I shall leave a line for Cap^t M^oNeil to this tendency, requiring him to remain here till he receives further orders, 'tho you will be governed by any information you may receive of importance to revoke this order —

Wishing you a happy meeting with your family

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

To Captain Samuel Barron, U. S. Navy, commanding U. S. Frigate *Philadelphia*, from
Captain Alexander Murray, U. S. Navy

U. S. FRIGATE *Constellation*.

Gibraltar Bay May 10th 1802

SIR As I conceive it quite unnecessary for your Ship to be any longer detained, I think you had best avail yourself of the first fair Wind to proceed to America, and shall be much obliged to you to take charge of my Letters & have them forwarded on your arrival —

Wishing you a pleasant Passage & a happy meeting with your family & friends,

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

To Captain Daniel McNeill, U. S. Navy, commanding U. S. S. *Boston*, from Captain
Alexander Murray, U. S. Navy

U. S. FRIGATE *Constellation*

Gibraltar Bay May 10th 1802

SIR As it is very uncertain when any other superior Officer in the Navy of the U. States, will arrive here, & should you be here in any time previous to that event, I think it will be prudent for you to remain here to watch the Tripolitan Ship now at the Mole, until further orders; as the *Essex* will then proceed to America, unless any emergent circumstance should require his longer detention —

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

[10 May 1802]

To Captain Alexander Murray, U. S. Navy, commanding U. S. Frigate *Constellation*,
from Right Honorable Lord Keith, K.B., Vice Admiral of the Red, R. N.

Copy

SIR I have it in Command from his Royal Highness the Duke of Kent to signify to you that he entertains a just sense of the marks of attention which were this Day paid to his Royal Highness's Person, & to the British Nation by you, & by the U. S. Squadron under your Command —

Signed KEITH

The *Foudroyant* GIBRALTER BAY May 10th 1802

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

[10 May 1802]

To Right Honorable Lord Keith, K.B., Vice Admiral of the Red, R. N., from Captain Alexander Murray, U. S. Navy

Captain Murray presents his Compliments to Lord Keith, he cannot leave Gibraltar without expressing his, & his Brother Officers, great acknowledg'ments for the high marks of attention paid them by his Lordship, they highly estimate the Polite Courtesey of his Royal Highness the Duke of Kent, for the notice of the attention on our part, so justly his due, the remembrance of such a distinguished, Courtesey, signified to us by your Lordship, cannot fail to be ever highly estimated by us, individually, & as representatives of the American Nation under whom we have the Honor to Command

GIBRALTER 10th May 1802

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

Extracts from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy commanding

Monday, 10th May 1802

Commences Clear Weather, & wind variable, Got in Launch & stowed the booms. At 10 AM arrived His Royal Highness the Duke of Kent, Governor of Gibraltar, in the *Isis* of 50 guns with the royal standard flying at the Main, on his Entering the bay he was saluted by Lord Keith with 21 guns. About ½ past 10 before the *Isis* anchored, the three American frigates saluted, each with 21 guns. At 11 the ship anchored, the garrison then saluted. The Admiral with all the British Commanders waited on him on board the *Isis*

Tuesday, 11 May 1802

At 1 PM the Duke of Kent went on shore, The British Commanders in their respective boats with their flags, in two lines, Lord Keith in the Centre Then the Duke in the *Isis'* barge, with the Captain of the *Isis* his Sec^y & aid. As the[y] approached the landing place the boats laid on their oars, the Duke passed through them & was saluted by Lord Keith & the other Commanders standing up, which he returned & then landed, when he was saluted by the batteries & rec^d by Major General Barnet the Commanding officer on the rock. He then walked to the parade (where the troops were drawn up) followed by the Naval Commanders & a guard of 100 Grenadiers. He was saluted by three volleys from the troops who afterwards filed off & lined the streets to the Convent, his residence, on his entering another volley was fired — At 5 AM unmoored ship, at 6 sailed from Gibraltar, hove to in the gut for the *Philad^a* & *Constellation*. At 9 was joined by them. At 10 parted with the *Constellation* she steering to the Eastw^d & we to the Westw^d in company with the *Philad^a*

[NA. ND original.]

Extract from journal of U. S. Frigate *Constellation*, Captain Alexander Murray, U. S. Navy, commanding, Tuesday, 11 May 1802

Got under way [from Gibraltar] with the *Phil^a* & *Essex*. Cheer'd them & parted company.

[NA. ND original.]

To the Officer Commanding the U. S. Squadron in the Mediterranean from William Eaton, U. S. Consul, Tunis

Copy.

TUNIS 12th May 1802.

SIR, It is with extreme concern that I find myself compelled to present to you a remonstrance against the unmilitary conduct of some one of the Gentlemen Commanding under you in the Squadron of the United States in this Sea — The document herewith inclosed exhibits a Scene of debasement as dishonorable to our Arms as it is detrimental to our true interests — It cannot be supposed an object with our Government to carry on a predatory war here, even against our enemies, much less against our friends; or, if that were an object, that it should be degraded so far below any thing which has hitherto marked our national character as to descend to individual plunder and stripping. It is a singular instance in our history; and not less singular that a Gentleman in Commission should accede to a compromise for his reputation on such dangerous considerations. We ought, above all things, to endeavour to impress here a sense of our justice and magnanimity, as well as power: small spoliations, like this in view, go neither to establish the one nor the other — Though the evidence on which is founded my belief of the facts here complained of *be exparte*, yet it is accompanied with circumstances which will not admit a doubt of their veracity —

Had the Xebeck in question been Captured and sent in for adjudication, even in that case, no argument could justify plundering her until after condemnation, nor then in the Shameful manner here presented — But conduct so extremely reprehensible ought to receive at least a check; the manner in which this should be effected comes more properly within your Sphere — It would be desirable to spare the Sacrifice of individual character in this case if it can be done and the mischief remedied — The affair has occasioned me serious perplexity here; it went very nearly to have produced a rupture with this Regency — I have followed the maxims of justice and honor in my arrangements to accommodate it: but the amount of the payments should be reclaimed of those who committed the Violence. I rely on the Solicitude this event must excite in your breast, for the honor of our flag, to cause an investigation of the facts, for bringing the aggressor to a suitable observance of a more manly conduct, and for preventing a repetition of enterprizes so disgraceful — Although I could neither learn the name of the Schooner nor of her Commander from the party agreed, there can be no great difficulty in ascertaining facts, as I suppose there is but one Vessel of this Species under your immediate Command.

P. S. May 21. It is with infinite satisfaction that I find the violence complained of in the document herewith is confined to three *privates* of Lieu^t Sterret's schooner, without any officer being implicated. It is also satisfactory to have ascertained that the captures for which this Bey demands indemnity have all been made by the swedes — The arguments, however, which have naturally arisen on the subject of the reclamation will have a good effect, as they teach the Bey what he must expect in case of similar captures by the Americans —

Lieu^t Sterret arrived here day before yesterday, thirty six hours from before Tripoli — He informs that the Swedish flag staff has, at length been formally cut away — and that there had been some skirmishing between the enemy's gun boats and the *combined* Squad-

rons — The Bashaw is making great defensive preparations — But general discontent pervades all classes of his subjects — even the turkish soldiers, the only people who can be benefited by the war, are profiting of every opportunity to desert — Sidi Mahamed Bashaw is actually at Malta, waiting the arrival of Commodore Truxton — Prospects are promising — and if our squadron appear in season there can be hardly a doubt of an issue of the Tripoline war as favourable as we could wish. Capⁿ M^eNiell is before Tripoli —

[NA. SDA. CL, Tunis, Vol. 2, Part I, March 1801–Dec. 1802.]

Extract from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy, commanding, Wednesday, 12 May 1802

Commences clear Weather with strong easterly winds running thro' the straits with the frigate *Philadelphia* At 5 PM parted with her about 4 leagues to the Westw^d of Cape Spartel. Double reefed our topsails & hauled by the wind with the Larb^d tacks aboard, Throughout the night lying to; Latter part easterly winds plying to windward for the Gut —

[NA. ND original.]

To Secretary of State from James Simpson, U. S. Consul, Tangier, Morocco

N^o 39. —

TANGIER 13th May 1802. —

SIR * * * On the 2^d Ins^t the two Frigates were launched at Rhabat. I am assured they are pierced for 26 Guns each on the Main Deck; — if so they must be much crowded, for no Ship of a suitable length, and draft of Water for that force, can enter any of the Ports of this Empire. — Nothing that I yet know of has been done towards obtaining the small Cruisers, it was said His Majesty intended to station at this Port. — * * *

[NA. SDA. CL, Tangier, Vol. 1, 1797–1803.]

Extract from journal of U. S. Frigate *Constellation*, Captain Alexander Murray, U. S. Navy, commanding, Thursday, 13 May 1802

Calm and pleasant weather, All drawing Sail Set. Sent the Cutter on Board a Sweedish Ship from Cadiz to Alicant — informed us, that a ship & Porlacca pirates had taken a spanish Vessel and killed 25 of her men. Hoisted in the Cutter — Took the above Ship under Convoy. Took in all the small sails & settled Top gallant Sails on the Cap. At Meridian pleasant breezes. Several sail in sight. Latitude in. 36° 28' N.

[NA. ND original.]

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

NAV: DEP: 15, May, 1802.—

I am honored with your letter of the 11 instant. —

We have no papers at present in the department, giving a detailed description of the *George Washington*, the letters under which she was purchased mention that “she was built of live oak and red cedar and coppered in the best manner.” Her tonnage 624 tons. — She is represented to me by the Officers, as a strong excellent sea boat, very buoyant, & extremely well qualified for the Merchant service. She was nearly new when the United States purchased her in 1798. —

[NDA. GLB, Vol. 5, 1801–1802.]

Extract from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy, commanding, Saturday, 15 May 1802

[Anchored in Gibraltar, 13 & 14 May.]

This day arrived his royal highness the Duke of Sussex, saluted him with 21 guns. Clear Weather & Westerly wind. Impatiently expecting the arrival of the American Commodore.

[NA. ND original.]

Extract from journal of U. S. Frigate *Constellation*, Captain Alexander Murray, U. S. Navy, commanding, Sunday, 16 May 1802

* * * At midnight fresh Breezes & clear weather. At 5 set the royals. At 7 set the Main Sail, Middle & top gallant stay sails, flying Jibb, & Royals.

At 8 Cape Alberto bore S. B. E. distance 3 leagues. At $\frac{1}{2}$ past 9 light airs — A strong current setting to the Southward & Eastward which render'd our situation dangerous — Out all Boats & towed the Ship's Head round; continued towing her untill 11 when a Breeze Sprung up — Hoisted in Boats. Meridian Pleasant weather.

[NA. ND original.]

To William Eaton, U. S. Consul, Tunis, from Purser Charles Wadsworth, U. S. Navy

FRIGATE *Boston* OFF TRIPOLI 17th May 1802

DEAR SIR I wrote you the 12th & 13th Inst^s off Malta which I hope you have recy^d — we arrived off here 2 days since and yesterday chased a small Vessel on Shore to the Westward of the Town, but was obliged to haul off for want off water, 6 Gun boats however came out to her assistance, but seeing the Sweedish Admiral coming down from the windward they] stood back, the Sweed run off the forts and exchanged about 15 or 20 Shot, and had some of his rigging shot away and was obliged to stand off — at the same time a sail was discovered to windward, we gave chace, she proved to [be] a Sweedish Frigate in the mean time the Gun boats seeing the Coast clear, run down to the vessel we drove on Shore, we again stood in, cut them off from the Batteries, — we run in as near the Shore as was prudent, and gave them a whole broad side, — which was repeated 3 times, we shot away one of their masts and I presume killed some of their men as they were full of men — they gave us several shot which all went over us — at this moment we hear a Cannonading and as another Swede has joined this Morning suppose they are again Cannonading the Forts —

I send you this by Captⁿ Sterrett who is ordered to Tunis with dispatches — I will thank you to send by him my small Trunk for fear we should not call their previous to our going home — be good enough to make my best respects to Capt^{ns} Coffin & Bounds —

[Gen. Soc. of Penna. NDA photostat.]

Extract from journal of U. S. Frigate *Constellation*, Captain Alexander Murray, U. S. Navy, commanding, Monday, 17 May 1802

Moderate Breezes & pleasant weather. At 1 Tacked as per Log. At 4 tack'd as per Log — Took in Royals & top gallant Sails. At 7 Cape Albata bore S. W. $\frac{1}{2}$ S. distant 8 leagues — Cape Croxine S E $\frac{1}{4}$ E. 11 leagues. Midnight pleasant tack'd as per log.

At ½ past 5 the town of Algiers bore S B E. At 6 took in topgallant sails. At 7 tack'd as per log & took a reef in each top Sail. At ½ past 10 fired a gun for the Consul to come off.

At 11 the Consul (O'Brien) came on Board & informed us that the Algerines had 12 Vessels of War Cruizing — They took a Portugese frigate of 46 guns, after killing 72 & loosing 32 men.

The Tripolitans had no cruizers out on the 31st April.

At Meridian pleasant. The consul went on shore.

[NA. ND original.]

To Thomas Bulkeley from Captain Alexander Murray, U. S. Navy

N^o 1

U. S. FRIGATE *Constellation*
Majorca — May 18th 1802

DEAR SIR Having this moment arrived here from Algiers, which place I left yesterday, I think it of vast importance to give you the inclosed information, from M^r OBrian, who came off to me while I lay off the Town, you will of Course make the same known if the information hath not yet transpired. — Why will the narrow & selfish policy of European Nations suffer those Piratical powers thus to usurp the dominion of this Sea? Ought they not rather to be put under the *Ban* of all civilization? Was there a chance of making war with them, upon such terms as not to effect the liberty of those, who fall into their hands, & to exchange man for man, some excuse might be alledged, but on the present form of warfare, all nations ought to cry aloud against them, I have no doubt but before the Portugese at Gibraltar can gain this intelligence, but they will be out with this additional force, as neither frigate sustained any damage, & they will be inspired with principles of timerity; tho I have done all in my power to send them the notice & hope they will be on their guard.

I am bound up for Tunis & Tripoli as soon as the Winds will permit, which are at present strong from the Eastward & should you have an opportunity to America, will you be so good as to make it known to my friends that I am very hearty & have a healthy Crew in fine Condition. —

Make my respects to your worthy father & believe me

[NA. SDA. CL, Lisbon, Vol. 1, 1791-1802.]

To Don Joseph De Jaudenes, Intendant General of the Island of Majorca, from
Captain Alexander Murray, U. S. Navy

U. STATES FRIGATE *Constellation*
off Majorca May 18 1802

SIR Having promised our mutual friend (M^r John Leamy of Phil^a) to be the bearer of a small Trunk containing Books for you, & the Wind being unfavourable to my destination, I have now the Honor to inform you that it shall be delivered to your order —

I wish much to communicate with you on information I received while off Algiers, from whence I came yesterday, — from the American Consul M^r OBrien who came off in a Boat he informed me that the Day previous; an Algerine Frigate of 44 Guns, brought into that port, a Portugese Frigate of the same force, captured 5 Leagues East of Gibraltar, after a very feint resistance, by laying her on board under

American Colours, they Killed 72 of their men, including the Captain, & first Lieu^t, the Algerine sustained but an inconsiderable loss

As this event cannot be yet known in any port of Europe, not even at Gibraltar, I think it is of such vast importance, that the Intelligence should be made known at Lisbon, & else where, without delay, that I submit it to your consideration; both Frigates will again be out in a short period, as neither of them have sustained any material damage, and this capture, added to their former force, renders them very powerfull, & of course will inspire them to acts of timerity, if their opponents are not put on their guard in time — they have also taken two Spanish Vessels, and condemned them on suspicious grounds —

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

[19 May 1802]

Statement of Lieutenant John Shaw, U. S. Navy, commanding U. S. Ship *George Washington*, convoying ship *Peace and Plenty*

On this Nineteenth Day of May in the Year of our Lord One Thousand Eight Hundred and two Before me, CLEMENT BIDDLE, ESQUIRE, Notary Public for the Commonwealth of Pennsylvania, duly commissioned and authorised by Law, to administer Oaths and Affirmations, dwelling in the City of Philadelphia, Personally came John Shaw Esquire — Commander of the United States Ship *George Washington* — who being duly Sworn according to Law, on his solemn Oath deposes and says that on his late Voyage the Ship *Peace & Plenty* Captain Wood proceeded under her Convoy from Sandy Hook direct to Gibraltar where they arrived, but could not be furnished with water for his ship *George Washington* Therefore in order to procure a supply put into Malaga & from thence proceeded direct to Algiers & from thence direct to Tunis where he left the said ship *Peace & Plenty* in Charge of the Consul of the United States to discharge her Cargo loaden at New York, that his Orders were to proceed to Tunis but Off Algiers the American Consul came off in a boat & required both ships to go into Algiers & that he would be responsible for breach of Orders as necessary for the Service of these States that said ships should go in there —

Signed JOHN SHAW

Sworn before me

CLEMENT BIDDLE N^y Pub 1802

[Schuylkill Arsenal.]

Extract from journal of U. S. Frigate *Constellation*, Captain Alexander Murray, U. S. Navy, commanding, Wednesday, 19 May 1802

Fresh Breezes and pleasant weather. The Island of Majoca ahead. A large ship to leeward. At 6 Sent our Cutter on Shore with Lieu^t Stewart At 8 the Cutter returned hoisted her in. At 9 the Pilot came on Board — Employed in beating in the harbour of Palma — at 1 A M came to in 15 fathoms water with the Larboard Anchor. The Pilot left us —

All the 19th Not permission to go on Shore.

In the morning hoisted out the Cutter & washed the Ships Sides with the engine.

At meridian Squally with very hard showers of Rain.

[NA. ND original.]

To Archibald Bullock, Navy Agent, Savannah, Ga., from Secretary of the Navy

NAV: DEP: 20: May: 1802. —

Reposing especial trust and confidence in your integrity & zeal for the public interest, I hereby appoint you Navy Agent to act for and in behalf of this department. — [For duties and compensation, see letter to Daniel Bedinger, 26 April 1802.]

* * * * *

[NDA. GLB, Vol. 5, 1801-1802.]

Extract from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy, commanding, Thursday, 20 May 1802

[In Gibraltar Bay.] All these 24 hours easterly wind 7 AM unmoored ship weighed & sailed. At 10 set all st^d sails & royals & ran through the straits —

[NA. ND original.]

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

NAV: DEP: 21, May, 1802. —

Guards to consist of 1 Serjeant, 1 Corporal, & 15 privates each, must be stationed at the Navy Yards at Boston, New York, Philadelphia, Washington & Norfolk. In cases where guards are already established at any of these places, the number must be enlarged or diminished, as the case may require, so as to be neither superior nor less than the quota above prescribed. — We shall soon have vessels arriving at New York & Boston, from which, if necessary, a guard for the place at which they arrive may be supplied. — for Norfolk, if necessary, you may send a guard from this place or from whatever place they can be most conveniently spared. —

Reserving then the guards above enumerated, & a competent guard for each vessel in ordinary and each vessel arriving in the country, & the servants necessary for those Officers actually on command also such armourers & such other Mechanics as are absolutely necessary to the Corps and in proportion to the number ordered to be retained. also any private Marine qualified to act as Clerk for the use of the Staff: It is the special command of the President, that you dismiss with all practicable dispatch, the residue of all the Non-Commissioned Officers & Privates, belonging to the Marine Corps. — keeping in view that the persons to be retained for these services, must be those who have the greatest length of time to serve, and who are also the best qualified. —

[NDA. GLB, Vol. 5, 1801-1802.]

To James L. Cathcart, U. S. ex-Consul, Tripoli, from William Eaton, U. S. Consul, Tunis

TUNIS May 21. 1802

MY DEAR SIR, Day before yesterday the US schooner *Enterprize* arrived, thirty six hours from before Tripoli — Left there four swedish frigates and one American, the *Boston*. The swedish flag staff is at length down and an end put to temporizing — Some bickerings have been had between the Tripoline Gunboats and the *Allies*; a few moors have been killed, one swede wounded — M^rNiels grape and

language were found an unwelcome *regalia* to the boats; though he suffered nothing from their too elevated shot. Capⁿ Sterret left Cape Henry 10 Feb. — Four frigates, the *Constitution* & *Chesapeake* 44. the *Constellation* 36 and *Adams* 32 were then in a state of readiness to depart for this sea, Com^{rs} Truxton — Congress have vested the President with unlimited discretion in prosecuting the war with Tripoli — We have therefore a well grounded reason to hope that our operations this summer will be decisive —

It is with infinite satisfaction I inform you that the robbery committed on the T[u]nisian Xebec, mentioned in mine of 14. inst. is fixed on a marine soldier and two common sailers of the schooners crew — It is also favorable to us here that the captures of Tunisian merchant men complained of have all been done by the Swede — These circumstances relieve me from incalculable perplexities with this government. Why should we not feel satisfied at being relieved from great perplexities which tend to no great object?

Capⁿ Sterret assures me that, seven days ago, the Bashaw, Sidi Mahamed, was at Malta waiting the arrival of our squadron — Capⁿ M^rNiell signifies to me by letter of 17 inst. that this is by arrangement between them — Thus things seem to be in a good train notwithstanding former reports. I believe we may rely on the information last received —

An express ship of war has lately arrived from England to Malta with orders for the immediate evacuation of that Island — I am not uneasy at that I dread the jealousy and base intrigues of the English more than the address of our actual enemy —

It is intimated to me, but not officially, that Commodore Truxton is to be commissioned to negotiate a treaty with Tripoli, in case of propriety, and to revise that of Tunis — The embroil between Algiers and Tunis is arranged — But it seems there is a quarrel brewing between France and Algiers — Speed to it. Capⁿ Sterret brought no letters but to the Commodore — Every thing else remains as when I last wrote you —

[H. E. Huntington L&AG, Micro-film.]

Extracts from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy, commanding

Friday, 21 May 1802

Commences clear Weather & strong easterly gale

At $\frac{1}{2}$ past Meridian hove to off Tangier bay; sent the pinnace on Shore with L^t Dent with a letter from me to Consul Simpson. $\frac{1}{2}$ past 2 PM the pinnace returned. At 5 Cape Spartel bore ESE. stood to the South^d with an intention of shewing the ship off Larache. At $\frac{1}{2}$ past 7 the town of Arzille bore South 6 miles, part of the night lay to, the remainder stood to the South^d At 8 AM saw Larache bearing SbW 6 leagues. At 9 exercised great guns —

Monday, 24 May 1802

Commences pleasant Weather, light airs from the Eastward. At 1 PM hove the Barge out & sent the 2^d Lieut^l in her to Tangier. At 2 PM hove to abreast of Tangier town. At 6 PM the Barge returned Set steering sails, stood for Gibraltar. At 11 PM anchored in the Bay of Gibraltar —

[NA. ND original.]

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

Duplicate.

TUNIS May 25, 1802.

Sir, Yesterday I received a note from the Bey's prime minister demanding an interview with myself and Capⁿ of the Schooner this morning, but the Schooner had already departed — I rendered myself at the palace to encounter as I supposed, new perplexities; but on passing the usual ceremony with the Bey I discovered on his countenance an usual air of complaisance — He signified to me that after waiting a little I should be informed of the object of calling me to the palace — Accordingly in about an hour after, I accompanied the minister with the commercial Agent of the Regency into a private chamber; where, after a great deal of circumlocution, he came to the object in view; which was nothing more nor less than a *proposition of peace on the part of the Bashaw of Tripoli through the mediation and under the guarantee of the Bey of Tunis.*

* * * * *

At evening the Commercial Agent was at my house — went over the same ground. Was sure that we should never have a peace without paying *something* — it would disgrace the Regency: but he seemed extremely solicitous to have permission to write something promising to Tripoli on the Subject of a negotiation — He said, what the minister had asserted in the morning, that the only pretext the Bashaw of Tripoli had for breaking faith with U. S. was, that the peace was not voluntary on his part; but forced on him by Algiers.

These overtures go to prove the embarrassed situation of our enemy; and promise, if suitable advantage is taken of it, a peace on our own terms. We hold the high grounds of him at all points — I am partial to my original plan of restoring the rightful Bashaw, though nothing was said on the subject at the palace to day. I think it highly probable that the reigning Bashaw has offered more *powerful arguments* to engage this minister in his interest than either his brother had the means or myself the discretion of offering. Besides, the Bey of Tunis is ignorant of that project. It will be Seasonable enough to inform him of it after having insured its success — In the mean time let us amuse the usurper with his own propositions

June 4th On the 28 ult. entered the U S frig^t *Constellation* Capⁿ Murray: took in fresh provisions and sailed for Tripoli yesterday — He brought the arms for this bey, which were delivered the 31. They were well accepted; and have produced permission to ship provisions — I have saved the sword — There are two small Tripolitan galliotts at sea — But by letters of 22^d ult. from our Charge of affairs at Trip^l we learn that the Bashaw is solicitous for peace. I fear the delay of our squadron will injure our affairs —

[NA. SDA. CL, Tunis, Vol. 2, Part I, March 1801–Dec. 1802.]

Extracts from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy, commanding

Tuesday, 25 May 1802

[Gibraltar] At 6 AM weighed anchor & sailed. At 10 passed Cabretta point, discovered a frigate off Tangier under full sail standing to the eastward. She made a signal, but could not distinguish her flags, Made the private signal of the day, she hoisted hers distinguish-

ing flag, answered by hoisting ours at 11 she came along side of us, cheered & spoke her proved to be the *Chesapeake*, Commodore Morris who requested that I would go on board. Ends pleasant weather —
Wednesday, 26 May 1802

Commences pleasant & breezes from NW. At $\frac{1}{2}$ past 1 PM anchored under the Rock [Gibraltar] in 25 fath. water. No particular occurrences, except the frigate *Chesapeakes* having sprung her mast on the passage, they find it quite decayed, necessary for the Ship to go into the Mole to out her mast —

[NA. ND original.]

To William Eaton, U. S. Consul, Tunis, from Captain Alexander Murray, U. S. Navy

U. S. FRIGATE *Constellation*
off Tunis May 28th 1802

SIR Having this moment arrived here from America I have to request the particular favour of your Company on board, as I have letters &^r &^c only to be delivered to you, & shall wait your presence or advice —

If it can be effected without inconvenience will thank you to send us off [f] two Days fresh Provisions for 325 Men, my Officers also stand in need of some fresh stock Vegetables &^r —

Pt. I left the Ship *Gloria* at Gibraltar presume she hath arrived ere this

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

Extract from journal of U. S. Frigate *Constellation*, Captain Alexander Murray, U. S. Navy, commanding, Friday, 28 May 1802

Moderate Breezes and pleasant weather. At $\frac{1}{2}$ past 1 made the Island of Galita Bearing S. E. $\frac{1}{2}$ E. At 3 saw a ship and Brig standing to the southward the ship hoisted Algerine Colours. Exercised the great guns.

Midnight moderate weather.

At 4 saw cape Blanc bearing south distant 6 leagues. Shortened sail & hove too. Continued our Course and made sail.

At 6 P M. Came too in 8 fathoms water in the Bay of Tunis. Tunis Bearing W $\frac{1}{2}$ S. Carthage ruins N $\frac{1}{2}$ W hoisted out the Pinnace & sent her on shore.

These remarks for 36 hours. —

[NA. ND original.]

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

NAV: DEP: 29 May, 1802. —

M^r Lane will have by the 10 of June, the following quantity of Cannon ready for proving. —

10 Cannon of 32^{lb} caliber. —
 20 " — — of 18 " "
 16 " — — of 9 " "

I have to request that you will attend to the proving this quantity of cannon, as soon as M^r Lane informs you of his being ready. You will make your requisition for powder & every thing else necessary for this business, upon George Harrison Esq. —

[NDA. OSW, LB, Vol. 5, 1801-1802.]

To William Eaton, U. S. Consul, Tunis, from Purser Charles Wadsworth, U. S. Navy

FRIGATE *Boston* OFF TRIPOLI 29th May 1802

DEAR SIR I recv^d your letter of 23rd inst^l last Evening am very happy to learn that Turner has joined the *Philadelphia* — I think your sending the *Gloria* to Gibraltar with dispatches to the Commodore respecting the Turk — will have a good effect — indeed I think it not improbable that it is, that business, that detains the Squadron in America, for the purpose of taking Troops on board to reduce Tripoli in consequence of your communications to government last Fall — Since stealing the musical band, Captⁿ M^rN. has been very unwell as he yet remains — Captⁿ Sterrett I understand has orders to return immediately to Tunis, to Convoy your Ship to Barcelona & return to this Station —

Be good enough to make my respects to the Bashaws Sister — and our friend Captⁿ Coffin — & am with much respect

P. S. — My two letters via Malta I presume you have not received — as you acknowledge only the one of the 17th inst^l — I sent you by Captⁿ Sterret last Trip — your old friend Palmers — *Principals of Nature* —

The lads that stole the Turks watch and money, are now in Irons on board of us — I wish they may receive their merits, and should it by a Court Martial be thought that they deserve *death* — I wish they may meet with it in Tunis Bay — to satisfy the Bashaw that the American Officers were not knowing to the transaction —

[Gen. Soc. of Penna. NDA photostat.]

Extract from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy, commanding, Saturday, 29 May 1802

[Gibraltar] Clear Weather & Westerly wind. Commodore Morris hoisted his flag on board the *Essex* his ship being under repairs. 2 arrivals from America these 24 hours

[NA. ND original.]

Extracts from journal of U. S. Frigate *Constellation*, Captain Alexander Murray, U. S. Navy, commanding

Saturday, 29 May 1802

[In Tunis Bay] Fresh Breezes and clear weather. The Consul (Eaton) came on Board.

Sunday, 30 May 1802

Pleasant weather. Consul Eaton went on shore. At 9 A M. hove up & stood further up the Bay [of Tunis].

At 10 came too, in 6 fathoms water. The city of Tunis Bearing W B N. Carthage point N B E. Mustered the crew & read prayers as usual.

[NA. ND original.]

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

U: S: FRIGATE *Chesapeake*
Gibraltar May 31st 1802

SIR, On the 25th instant we arrived at this Port, I found cruising off the Bay of Gibraltar the U: S: Frigate *Essex* Captain Bainbridge, who stood in and came to anchor with me, The Tripolian Admiral is

still here, M^r John Gavino has had intimation of their intention to fit out, which induced me to retain the *Essex* until the Arrival of the *Adams* or till the *Chesapeake* should be put in condition to block her up, At present we are in the Mole with our Main Mast out, we sprung it 4 days after leaving Hampton Roads, which obliged us to make use of the Jury Main Top Mast, and I make no doubt considerably lengthened our passage The Mast is rotten about 3 inches in, all round, from the hounds as low as the Birth Deck, the heart is sound but the cheeks are rotten, and I am compelled to have new ones, The Mast is in the Navy Yard — From Lord Keith the Commanding Officer in that Department, I requested the necessary assistance to secure it, which his Lordship granted, and has behaved remarkably friendly to me since my arrival, It certainly was a Shameful neglect in the Carpenter employed at Norfolk, not to have discovered the defect in that Mast, There are also a number of the Smaller spars defective. The Ballast of the Ship is most Injudiciously stowed also, my motives for supposing that to be the Case is from her laboring, I never was at Sea in so uneasy a Ship, in fact it was with the greatest difficulty we saved our masts from rolling over the side, This evil I hope to remedy before I leave this; We are now employed breaking out the hold for that purpose,

Captain Murray has passed up the Straits, and I am informed by M^r Gavino has written to you by the Frigate *Philadelphia*, he has not left me any information of his intentions, but I am told by Captⁿ Bainbridge he intends cruising off Tripoli, as I am in daily Expectation of the Arrival of the *Adams* which will enable me to dispatch the *Essex*, when you shall have every information, I can collect relative to the Barbary Powers and whatever else may occur in the interval —

[NDA. Misc. LB, 1802-3-4.]

To Secretary of State from John Gavino, U. S. Consul, Gibraltar

N^o 88

GIBRALTAR 31st May 1802

SIR Deprived the honor of any of yours permit me to confirm my last dispatches N^o 86 & 87 p^r Capⁿ Barron accompanying one from Consul Eaton & the Translation of another received from Consul Pulis of Malta —

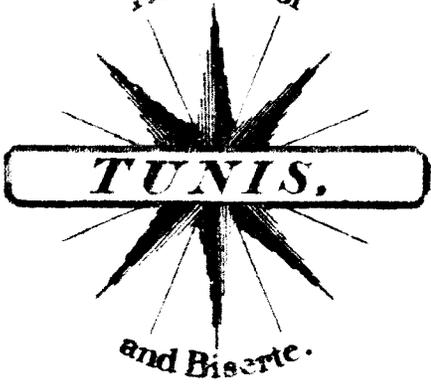
On the 24th Ins^t proceeded Capⁿ Anthony Lambertus from this Port in the now English Brig (w^{ch} was formerly the Tripolin Cruiser) for Lisbon, as they sayd, in Ballast —

They now taulk of fitting out the Tripolin ship, the Commander is gone to Tetuan, they say for Provisions. —

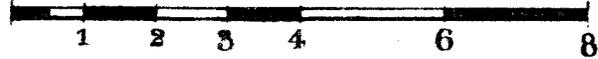
I have a Letter from Consul O'Brien dated Alger 25th Ult^o telling me the Algereens had Captured two Neopolitans & a Genoese Vessel, and that Six other large Corsairs were ready for Sea. there are Accounts in Town that on the 10th Ins^t an Algereen frigate off Malaga fell in with the Portuguese one calld *Cisne* of 40 Guns which they Captured, it is said that on the Algereens boarding the Portuguese Crew (Excepting 60 Men & the Officers) fled from their Quarters & run down, when said Officers with those that stood by them were cutt to Pieces to a Man if this account is verified the Algereens will be very haughty; as to the frigate being taken there is no doubt.

On the 25th Ins^t arrived the U. S. Ship *Chesapeake* in 28 days, she

The Gulf of



Scale of Leagues.

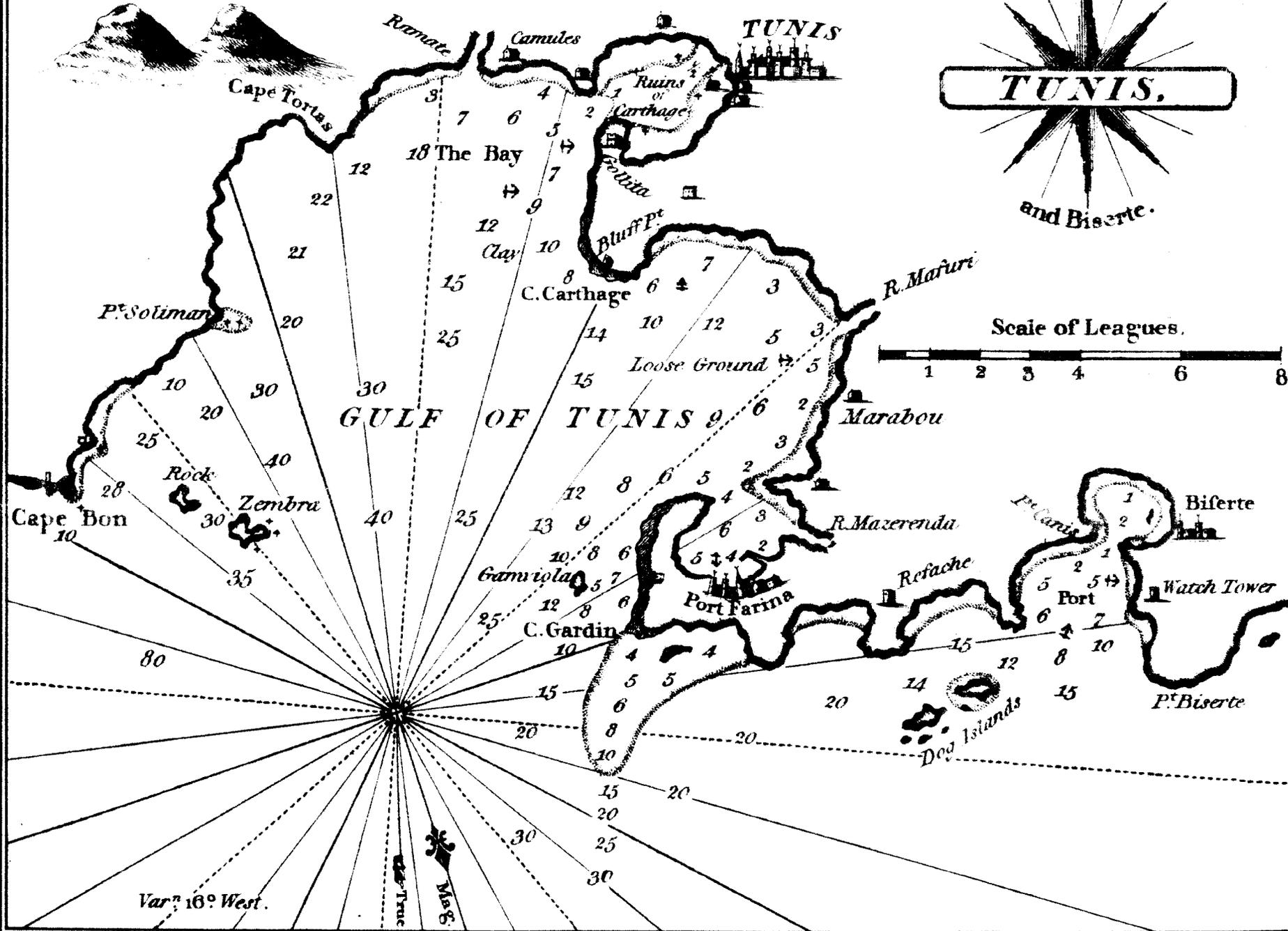


Plomb Mountains

TUNIS

GULF OF TUNIS

Varⁿ 16° West.



Riv. Mate

Camules

Ruins of Carthage

Bluff Pt

C. Carthage

R. Mafuri

Loose Ground

Marabou

R. Mazerenda

Refache

Port Farina

P. Caris

Biferte

Watch Tower

P. Biserte

Dog Islands

Gamviola

C. Gardin

P. Soliman

Rock

Zembra

Cape Bon

Cape Tortas

The Bay

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had the Misfortune of springing the Main mast, & is in the New Mole to repair the damage —

By the ship *Protector* of New York I received a Dispatch for our Minister at Madrid from your Department which forward by this days Post, and Inclosed you have one from Consul Simpson of Tanger. —

A Danish frigate just came in she looked into Algiers but did not anchor saw the *Cisne* there, his Consul came along side, who told him the Commander and 20 Men of the Portuguese frigate were Killd, she was carried at the fourth attempt of Boarding. That the Moors on shore were so much Exulted, that no Christian could speak —

[SDA. CL, Gibraltar, Vol. II, April 1796–Nov. 1804.]

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

U. S. FRIGATE *Constellation*

Tunis Bay June 1st 1802

SIR My last respects to you were from Gibraltar of the 7th Ult^o, after which, Cap^t Barrons anxiety to get home, & the necessity that appeared for the dispatch of the *Phil^a*, I took upon myself the privilege of a Senior Officer, to grant his request, especially, as it appeared to me needless, his longer detention on the station, presuming that it was your desire that the Ships should be releived as others arrived, & that we should soon have a reinforcement sufficient for all purposes —

Two of the Barbary States are upon the most friendly terms with us, & Tripoli, ready, & willing to come into any conditions; with those Ideas, which I have since found so well founded, I flatter myself I shall not be accused of usurping an undue authority, as that Ship, especially, was at a very heavy expence to the Government —

I took on board at Gibraltar, the valuable present of Arms for the Bey of Tunis, sent there by M^r King from London, on my way up, I called in at Algiers & had a short interview with M^r O'Brien, & learnt from him, that our affairs were all in order, there, —

Owing to head winds I was ten Days on my passage to this place, when I landed the present, which was highly pleasing to the Bey & as he expressed himself, truly worthy the reception of a Prince, (& indeed nothing could be more Magnificent or costly of the kind,) one of the muskets alone cost near £900 sterling —

These presents have an excellent effect, as M^r Eaton will inform you, for the Bey seems well disposed to shew us the utmost civility, but it is not amiss to shew those Folks our Ships, now, & then, they are powerful advocates in our favor —

The *Enterprize* is now here, & shall instruct Lieu^t Sterret, to take a valuable American Merchantman from hence, under his Convoy, bound to Barcelona & should he find other American Vessels there, bound out the Streights, he will be instructed to take them under Convoy to Gibraltar, as it is reported that one small Tripoline Gally is out, & two Pirates on the Coast of Spain, which hath created great alarm on that Coast —

I am just taking my departure for the Coast of Tripoli & hope soon to be joined by the long expected Frigates from America —

The three Swedish Frigates keep a good lookout there & keep up the Blockade —

[NDA. A. Murray's LB, 1799–1805.]

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

NAVY DEPT 1st June 1802

I am honored with yours of the 29th ult^o —

It will be proper that the Notes received in payment for the *George Washington*, should be transferred to the Account of the Treasurer of the United States, in the Bank of the United States; but the notes or money you may have received for the stores, you will be pleased to retain, returning to this Department, on account thereof, that we may take the proper order with respect to the objects upon which it is to be expended.

Considering all circumstances I think you have made an excellent sale of the *George Washington*. You have procured as much for her as we had a right to expect.

[NDA. GLB, Vol. 5, 1801-1802.]

Extract from journal of U. S. Frigate *Constellation*, Captain Alexander Murray, U. S. Navy, commanding, Tuesday, 1 June 1802

[In Tunis Bay] Pleasant weather. Arrived U S Schooner *Enterprise*, from a Cruize off Tripoly. Cheer'd us which was returned. Cap^t Sterrett [Lieutenant Andrew Sterrett] came on Board.

[NA. ND original.]

To Lieutenant Andrew Sterrett, U. S. Navy, from Captain Alexander Murray, U. S. Navy

U S. FRIGATE *Constellation*
Bay of Tunis June 2^d 1802

SIR As the Ship *Morning Star* is now ready to sail, I wish you to take her under your Convoy as far as Barcelona, & when you arrive there, if you find other American Vessels ready to sail, & the reports respecting the Pirates on the Coast of Spain, yet bears any authenticity you must proceed on with them as far as Gibraltar — you will avail yourself of every information on that head & from the American Consul at Barcelona, & should it be deem^d necessary for proceeding further on, you will act accordingly & return to your station off Tripoli without delay, by which time we shall certainly have our Frigate out from America, when it may be necessary to make new arrangements, & I think it will be best to defer doing any thing to your Copper till then,

If you go no farther than Barcelona, it will not be amiss for you to call in at Naples, through the Streights of Bonifacio, to put any Americans that may be there on their guard, & recommend them to take that route in preference to going round Sardinia, where the Tripolines Cruize, that is, off, & about the South end thereof, — you will endeavour to spread the information we have received respecting those Cruizers being out, & hope no misfortunes may attend it —

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

Extract from journal of U. S. Frigate *Constellation*, Captain Alexander Murray, U. S. Navy, commanding, Friday, 4 June 1802

At 5 A M got under way [from Tunis]. Set all sail.

At 6 passed a Danish frigate.

Meridian light airs — abreast of the Island of Cimaro

These remarks for 12 hours.

[NA. ND original.]

Extract from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy, commanding, Friday, 4 June 1802

Pleasant Weather, Southerly wind. This being the King of Englands birth day, was celebrated in the rock of Gibraltar, by all the troops turning out on the parade, at the head of which was a handsome tent pitched, at the foot of which the Duke of Sussex stood when the troops marched & saluted him with the officers Swords & colors of the Regiment, after all the Regiments had passed him they were formed in a four square The orders were then given by the Duke of Kent When they fired three vollies of *feu de joie*, The batteries fired 21 guns, so did all the public ships of war, English, Portuguese, Danish & Americans, The *Chesapeake* being in the Mole she did not fire —

[NA. ND original.]

Extract from letter to Secretary of State from James Simpson, U. S. Consul, Tangier, Morocco

June 5, 1802.

"I have the honour to transmit herewith the copy of No. 39, also a translation of the minister's answer to the letter written him on the 25th April by the Swedish consul and myself, on the subject of his majesty's desire of sending wheat to Tripoli, by which you will see he submits the propriety of that measure to the letter of the treaties of Sweden and the United States, with this country. Unfortunately neither make any provision for such a case, nor are blockaded ports mentioned in them. Hitherto none of the shipments have taken place.

"Sunday last the governour sent for Mr. Wyk and me to shew us a letter from his majesty, desiring to know if we were yet authorized to grant passports for that wheat and the Tripoline ship laying at Gibraltar, which of course was answered in the negative.

"It did appear he had been instructed to treat with us upon the subject, in the precise terms of the minister's letter, we however did not fail to repeat to him that all sort of intercourse by sea with blockaded ports was pointedly opposite to the law of nations and common usage at this day. This conference was held in the presence of the commodore of the Tripoline ship, and one of their ambassador's secretaries, who brought the letter from his majesty."

[NR&L. "State Papers & Publick Documents," Vol. IV.]

To Israel Whelen, U. S. Purveyor, from John Steele, Comptroller of the Treasury

TREASURY DEPARTMENT, COMPTROLLER'S OFFICE,

June 5: 1802.

SIR, The policies of Insurance on the Cargo of the Ship *Peace and Plenty*, with copies of the instructions to Captains Shaw and Wood and of the depositions of the former; which accompanied your letter of the 1: instant, are herewith returned. The policies relating to the Cargo of the *George Washington*, will be placed on their proper file. —

I think it doubtful whether in strictness the Underwriters on the Cargo of the *Peace and Plenty*, are answerable for the return Premium stipulated in the Policies. It will therefore be advisable to agree to the proposition of submitting the question to arbitration, in doing which you will be careful to obtain from all the Underwriters their

written consent to the submission. On the part of the Government you are hereby authorized to do whatever may be necessary. A copy of the Award you will be pleased to favor me with at the time of transmitting the other papers. By the instructions of Captain Wood [15 July 1801] communicated to the Underwriters at the time of insurance, the *Peace and Plenty* was placed under convoy of the Frigate *George Washington*, and he was obliged to obey the orders of Captain Shaw in every thing whilst they were together. The Frigate was under the necessity of putting into Malaga for water. If the *Peace and Plenty* could not separate from her convoy without a breach of orders which would have vacated the Policy, it would be but reasonable I think to consider *the necessity* as applying equally to both vessels. Be so good as to see that this consideration is allowed to have its due weight.

[Schuykill Arsenal.]

To Rufus King, U. S. Minister to London, England, from William Eaton, U. S. Consul, Tunis

TUNIS, June 6th, 1802.

ON the 28th ult. arrived the United States frigate *Constellation*, Capt. Alexander Murray, last from Gibraltar. He delivered me the arms prepared in London for this Bey, which I have presented, saving the sword, and which were highly acceptable; but, in the uniform spirit of insolence which Christians tolerate in these Regencies, the Bey, through his Minister, after receiving these valuable articles, revived a former demand for a corvette or brig of war, such as we had given Algiers. I referred him to treaty stipulations; and thus silenced this claim, at least for the present: it will be revived the instant that we consent to pay Tripoli for a peace; which must be the result of that war unless more energy be thrown into our operations.

[NR&L. Rare book, Life of Eaton, 1813.]

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

Duplicate.

TUNIS 8, June 1802

SIR, My measures with Mahamet Bashaw the rightful sovereign of Tripoli, which I have had the honor to detail to government by different routs and various occasions, have undergone very severe criticism by Captains S. Barron and Bainbridge; by them reprobated in a stile of most illiberal censure; and under their influence; rejected by Capⁿ Murray in an air of authority and reprimand which I should not expect from the highest departments of government.

I am aware that the expression found in my communication on the subject, *We are abandoned by our ships of war*, may have touched the feelings of Gentlemen commanding them — I am not in fault for that. It is my duty, at least I consider it so, to report facts as they present themselves to me: no consideration will divert me from that duty.

The *Philadelphia* sailed from this port the 23^d September last for Tripoli; and returned 2^d Oct. following, she has not been seen here since; and one of her midshipmen now acting in the *Constellation*, whose name I forget, affirms that she has but once since shewn herself before Tripoli, and then remained on the station only six hours — this is the only U States ship of war (Except the *Geo. Washington*, a trans-

port.) which has appeared at all on this coast since October until the arrival of the *Boston*, Capⁿ M^cNiell, who has kept his post. The extremity of winter compelled the Commander of the *Philadelphia* to take home and lodgings at Saragosa, except thirty or forty days he has been on shore at Leghorn — The *Essex* has been stationed off Gibraltar to watch the hull of a dismantled ship: but that post she has left occasionally ten, twelve or fifteen days at different periods: she may have had special calls at Malaga and Cadiz. This is a singularly economical mode of carrying on the war; and it is not extraordinary, if Gentlemen *feelingly* attached to it should take offence at a vigilance which should go to put an end to it.

There may be another source of grievance between one of those gentlemen and myself, which takes its rise at Algiers: I have used the liberty, in terms as pointed as every citizen of the United States should feel the abasement, to express my concern that a *United States ship of war* [*George Washington*] should have been exposed to the ridicule of nations navigating the sea under *Algerine Colors*; And, though I never aimed to reflect any censure on the commander, who acted under perhaps inevitable compulsion yet it is nevertheless possible, nay probable that the turn M^r O'Brien may have given to my expressions should have wounded his sensibility: * * *

Last summer, when I used the discretion to declare Tripoli in a state of Blockade; to which measure Comm^{rs} Dale gives his concurrence and assurance of support by his letter of 28. August; had circumstances favored a close blockade a few weeks only, we might have had peace on our own terms. The project which forms matter for this communication presented another position still more favourable, because it promised a *permanent* peace. Every thing relating to the project, so far as depended on my exertions, has had its full effect. The Bashaw faithful to his engagements went to Malta; and was there 17th May — had an interview with Captain M^cNiell — and promised to wait there the arrival of Commodore Truxton's squadron: I believe he is still there. If Comm^{rs} Dale's squadron had continued on its post till relieved, as appears to have been intended, and had seized the occasion which my project with the Bashaw offered; the U States ere this, perhaps, might have had a peace on terms equally honorable and advantageous — I hope the opportunity is not lost. But I am extremely hurt at the precipitate manner in which Cap. Murray thinks himself authorized to discard the project; and equally so at the public censure he has allowed himself the freedom to pass on my conduct in the affair, at Gibraltar. Had he possessed the delicacy due from one officer of the government to another, and sent my ship back to me with his opinion modestly expressed, I should have been reconciled to the manner, though not to the measure of his conduct; but to proclaim in the Consulate of the U States, at that place, my reprehensibility — to forbid the Consul furnishing the ship any Supplies — and to endeavor to take the seamen out of her as he really did two of them in his own barge (as if prepensely bent to distress me) are transactions at which a man of less sensibility than myself could not but be moved — It is an *exparte* way of examining — and a summary way of blasting men and measures, which would better become an eastern Bashaw than a citizen of the United States in command but all this out of pure regard to the Treasury! He

might have had the discernment to perceive that hitherto no expense had accrued to the U States, that this is an account which remains to be audited at the proper office; and, under these reflections, with an equal zeal to the interest of our common country, he might have spared the sensibility of a public servant, who, if not as old in service as himself, thinks it no arrogance to assert as ardent a concern for the public welfare. It is remarkable, and savors somewhat of duplicity, that while here six days, and conversing with the utmost seeming frankness and friendship, Captain Murray never once signified to me the steps he had taken with the *Gloria* — He only said he had given Capⁿ Bounds a letter and copies of his instructions from government to bring me. He certainly did not concur, at first, in opinion with me on the project in view — and advanced for reason, that no construction of his orders would justify him in taking the said Bashaw out of a neutral vessel, though in character of an enemy with forty armed soldiers of Tripoli for his guard; nor even to fire a shot on a Tripoline town or castle in support of any measures whatsoever — his operations being directed solely against the cruisers at Sea. I disputed this construction with him on the principles of the laws of nations and maxims of war; and, I believe, convinced him of an error — But if his construction were correct, according to the object and intent of government, how could it prohibit his co-operations with a rightful Bashaw to seduce a rebel and a common enemy, and bring about an event which promises a vast saving and perpetual peace to the U States? I do believe, however premature, chimerical, or insane the project may appear on a superficial view, or seen through a partial medium, if supported, it would have saved the United States more than a million of dollars and many lives — And, I do believe, it might have taken effect if the coast of Barbarbary had presented as powerful attraction as that of Europe. It is a project which has long been in concert between the rightful Bashaw and myself: it was suggested to me by M^r Cathcart; I have acted with the advice and concurrence of M^r Cathcart; Cap. M^rNiell; Doc^t W^m Turner of the navy; M^r Cha^r Wadsworth of the navy; Cap^m Geo. G: Coffin and Jos. Bounds, american masters of merchantmen; (the last named four gentlemen in this house when I dispatched the *Gloria* on this service) the Swedish charge of affairs; and M^r Lewis Hargreaves, an English gentlemen in my confidence, appointed to take charge of this office in case of my decease or necessary absence — If then the commanders of the *Philadelphia* and *Essex* are correct in charging me with insanity, those gentlemen must have labored under the same delirium. But, knowing the relative situation of the two Bashaws; the universal discontent of the subjects of Tripoli with the usurper and their predilection for their rightful sovereign, we thought this project an economical and a prudent one; and we believe from the tenor of the President's address to both houses, not having then seen the act of Co[n]gress of Feb. 6th that the measure would obtain the support of our squadron, and the approbation of our Government and Country. I shall adhere to the position I have taken until the arrival of Commodore Truxton; to whom I find Cap. Murray referred for orders. And for my single self, on whom the weight of censure seems to have fallen, if I have surpassed the limits of that discretion which I suppose attached to my duty, I hold myself responsible alone to

my government for my conduct; not amenable to an inferior Captain of a squadron. * * *

* * * During the whole time of the Squadrons being in this sea Tripoli has not been blockaded forty days until since the arrival of the Swedes and the *Boston*. What is the consequence? The world, and particularly these regencies, begin to whisper that *The Americans are playing the same farce here as the Danes!* I do not undertake to say that the commanders have not acted in conformity to orders — But I cannot forbear repeating, what I have so often insisted on, and what I fear we shall find true too late; Except more energy be thrown into our operations against Tripoli, we shall fail in our object; and, by a temporizing mode of warfare, encourage the other Barbary powers to become insolent This will not be found the prediction of a *disordered fancy!* All the frigates of the U States employed in cruising, or even in a blockade, are inadequate to prevent the small galleys of the enemy from stealing out and doing us mischief. While the *Constellation* was at anchor in this bay, two of that species of cruisers passed along the coast, and entered Bizerte, about 40 miles from this — and, the next day departed in search of Americans. If they pass over to capes De Gatt and Pallas, they will be very likely to catch some of our merchantmen; except they fall in with Captain Sterret, who is on that coast and who, no doubt, will give a good account of them.

I labored to enforce my ideas of pushing the war on Cap. Murray's consent. He says the system is neither in the view nor the abilities of the U States: but that we must rely on the magnanimity of Europe to regulate these states altogether — Men and nations must undergo more than a Christian regeneration before we shall see Europe volunteering in the protection of the commerce of the U States — To me this appears the moment to fix our reputation in the view of these piratical States — We should not be indifferent to it in the view of the world. If the occasion be suffered to be lost the disadvantages will be incalculable —

I have delivered the last regalia from England, saving the sword; they were highly acceptable — and produced from the Bey permission to ship provisions — But after delivering the arms to the Bey, he revived through his Minister, his former demand for a corvette or brig of war — I got over this claim — at least for the present.

I fear I shall not so easily do away that which arises out of my measures with Mahamed Bashaw; if however it should be insisted on, by the Minister, I shall contend that it is annulled on his part by having proposed a new mode of treaty He then complained of a violation of the neutrality of his coast by Cap. Sterrets having chased a Tripolitan galley on his shore, and firing on her in that situation (one of those above mentioned) I satisfied him on this complaint *without a sacrifice.*

Three days ago entered a large swedish ship laden with military stores and deals, a present for this Bey —

As late as 22^d ult. Tripoli had made no captures of our vessels nor Citizens —

* * * * *

P. S. June 15. I have this morning received certain intelligence four days from Malta, that Mahomed Bashaw is still there — That he has had an interview with the Swedish Admiral, who has adopted

the measure projected here and that he has renewed his oath to wait the junction of the American and Swedish squadrons at Malta to proceed with him before Tripoli. In fact, so confident is Mahamet of the success of this enterprize that he has written this Bey on the subject, stating to him his want of confidence in his brother, and his resolution to seek other means, through the help of God, than those recommended by this Bey, for the safety of his person and the restoration of his rights. His letter was read yesterday at the palace in presence of the Batavian Consul — The Bey expressed astonishment — and immediately observed that *This is a project of the American!* He did not express any uneasiness on the subject.

How is it that every Commander, as well as every body else who has acted on this coast comes into this measure; and that those only who have scarcely or never been here take on themselves to reject it! I flatter myself that the sink of Jewish perfidy in Algiers will not always have the address to blast the measures and disgrace the flag of my Country!

[NA. SDA. CL, Tunis, Vol. 2, Part I, March 1801–Dec. 1802.]

Extracts from journal of U. S. Frigate *Constellation*, Captain Alexander Murray, U. S. Navy, commanding

Tuesday, 8 June 1802

Moderate Breezes and pleasant weather. At 7 took in top gallant sails, & stay sails. At $\frac{1}{2}$ past 7 took a reef in each top sail At $\frac{1}{2}$ past 10 set top gallant sails.

Midnight light breezes and pleasant.

At 5 set stay sails and royals. At 7 saw the land bearing S B W distant 8 leagues. At 8 saw 3 ships standing for us.

At $\frac{1}{2}$ past 11 spoke the swedish Admiral, in Company with another swedish frigate, and the United States Ship *Boston*.

filled away & stood in for Tripoli.

Wednesday, 9 June 1802

Light Breezes and pleasant weather. A swedish frigate and the U S Ship *Boston* in company.

At 4 the town of Tripoli bore South 8 leagues. Boats going to & returning from the *Boston*.

Latitude Observed $33^{\circ} 15' N$.

Thursday, 10 June 1802

Fresh Breezes and pleasant weather. At 7 the town of Tripoli bore S S W distant 9 leagues.

In Company as above [9 June 1802] mentioned.

Latitude Observed $33^{\circ} 14' N$.

[NA. ND original.]

To William Eaton, U. S. Consul, Tunis, from James Leander Cathcart, U. S. ex-Consul, Tripoli

Duplicate

LEGHORN — *June 11th 1802.* —

MY DEAR SIR. Your favors from the 26th April to 21st May with their enclosures I had the honor to receive on 1st June, those addressed to Gov^t were put on board the *Liberty* on the 3^d ins^t who sailed direct for Philadelphia. —

As it is next to an impossibility to determine when a vessel will depart which is freighted by the tribes, I at this moment will only

give you my opinion candidly upon what seems by far the most important of your communications, reserving any strictures I may think necessary to make on the rest of their contents for the subject of another letter. —

Hamouda Bashaw acknowledges his inferiority but betrays his intention to watch for a favorable Opportunity to commit depredations on our Commerce if we do not voluntarily establish ourselves on the list of *small Nations*, that are become tributary as Sweden & Denmark are; the value of said degradations to be dictated by an ignorant Georgian Renegade his prime minister, & even then to hold our peace as a boon, the period of which to be subject to his caprice, thereby exposing our fellow Citizens & their property, to continual capture & Slavery, whenever the Posture of affairs in Europe would prevent them from pursuing other game, & tho he does not intend to provoke a war by sending the Agent of the United States away from his Dominions, yet he very modestly desires that the U. S. should send him a consul more favorable to his Interests (ie) one who for the consideration of a tischera to load wheat or oil, would neglect to give the proper Intelligence to his Gov^t & their Agents in order to counteract his vast projects of plunder & Captivity, but on the contrary would by his Silence at least facilitate his depredations, if not by means more unjustifiable. —

I am really of opinion My dear Sir that no pains ought to be spared to cultivate peace & a good Understanding with the Barbary States provided it can be effected upon terms of equality & that the present Executive will not have their administration stained by so flagrant a mark of Pusillanimity as an acquiescence to any of the Bashaws insolent demands that will in the least commit the honor or interest of the United States or reflect dishonor on themselves or their agents, especially at this moment when we have it in our power to impose terms more congenial to our feelings and National rights, which if not as favorable as those granted to other Nations must certainly be dishonorable & derogatory to our dignity as a Nation.

Can gov^t reflect without emotion that France and other Nations pay only 3 p^t C^t *ad valorem*, on goods imported into the Regency of Tunis in ships of their Nation while the same Merchandize imported in an American bottom must pay ten at least; can it be congenial to their feelings to hear that our ships of war steal as it were into the Bay of Tunis, without receiving the customary compliment of a Salute while the Ships of the most inconsiderable people on earth receive that mark of respect & we are the only Nation who are denied the satisfaction of seeing that trifling homage paid to our flag; Our treaty with Tunis most certainly will be revised & a more favorable moment than the present probably will not present itself for many years, I therefore cherish the Idea that Gov^t will issue orders to their officers to endeavour to brush off the wings of any impertinent insect that dare essay a passage repugnant to their feelings & our Comodore is blessed with so strong a Digestion that all the flies in the Regency of Tunis would be hardly sufficient to excite any other feeling but that of contempt.

For some time I have believed a war with Tunis inevitable unless we consent to give them all they demand from us; but I do not believe it will take place while our Squadron remains in the Mediterranean and this is one of the principal reasons which induces me to desire to succeed to your Consulate. I wish to be employed in active service,

the greater the Danger the more honorable, but I never intend my family shall again be exposed to the Caprice of a Barbarian. The Bashaw's declaration is of much Importance and I make no doubt you have communicated it to Gov^t as it informs us what we have to expect. You may depend Sir that any agent appointed by Gov^t Will be supported by them. The French & British are the only Nations that are respected in Barbary. They have invariably continued their Consuls in opposition to the threats & demands of those Regencies, insomuch that I verily believe that the easiest way to procure the removal of a French or British Consul would be to strongly recommend him to his court & to solicit his being continued in office. —

The Policy of acting with firmness at this moment is dictated by imperious necessity, as the changing our Consuls at the Option of those Bashaws would be changing our position & establishing ourselves in the first instance on the footing of a *small christian Nation* in direct contradiction to one of the favorite Maxims of the only nations who are respected & if gov^t makes a sacrifice of their faithful officers; who in God's name would volunteer their services to be paid by degradation? none but *scoundrels* who will enrich themselves at the expence of their fellow citizens; but we have little to fear on that head It is full as probable that the President & Senate of the U. S. will send a Consul to Tunis without a beard with instructions to administer to the Bashaws pleasure in a sensual beastly manner as to suppose for one moment that they will replace a faithful officer in order to appoint one who would be more friendly to the interests of Barbary than he would be to those of his own nation. Comodore Truxton has resigned & Cap^t Morris it is said will have the command of our Squadron, it is devoutly to be desired that they may arrive time enough to conclude something at Tripoli before the equinoctial gales come on, as after that period the coast of Tripoli is by no means safe. —

I am in anxious expectations of instructions which I presume will be definitive — Interim

[NA. SDA. CL, Tripoli, Vol. 2, June 1801-Sept. 1805.]

To Captain Daniel McNeill, U. S. Navy, from Captain Alexander Murray, U. S. Navy

U. S. FRIGATE *Constellation*
Off Tripoli June 11th 1802

SIR As I have but a few Days Water on board, I am under the necessity of leaveing the Station, for the purpose of obtaining a supply, if in the interval of my absence, any of our Frigates shoud arrive from the U. States, you will be so obliging as to inform the Commanders that my destination is for Malta, or Syracuse, & that I shall loose no time in returning, at all events, shoud they not arrive, previous to my return, I think it will be prudent for you to remain here till further orders, tho I have no doubt but one or the other will be here the first Westerly Wind —

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

To John Gavino, U. S. Consul, Gibraltar, from Richard O'Brien, U. S. Consul General,
Algiers

(Copy)

ALGIERS 13 June 1802

DEAR SIR, On the evening of the 10 inst arrived in this Port two Tripoline Corsairs twenty days from that Port, they say they sailed with three others, these two are Galliotas 3 lattine sails each, mounts

each four guns, one a crew of 40 the other 35 Men, they have coasted down from Tripoli to Algiers and will sail from here in a few days, destined for the Coast of Spain, where I doubt not but they will capture Americans and Swedes and if they do will send them into the ports of Algiers and Tunis as Tripoli is Blockaded. This information give to the Captains of any of our frigates at Gibraltar and to all American Masters &c.

The Algerine capturing the Portuguese 44 Gun frigate will raise the pride and avarice of those people. They in a manner caught said frigate asleep on the sea, nothing in order and only the watch on deck until that the Algerines were right alongside, cut away the boarding netting, and covered the Portuguese frigates' deck with 250 turks and Moors well armed with cutlasses and Pistols. The armed Chests of the Portuguese was lockd and they had to defend themselves with handspikes; this circumstance will be a warning to all Nations at War with the Barbary States, and will shew them the necessity of regular order and discipline to be at all times ready on all tacks. The second division of Corsairs is most all returned and in a few days the Grand fleet will prepare for sea to make some one miserable, of course. They are here dashing away at a great rate, bastinating the french at Tunis, condemning Spaniards at Algiers taking Neopolitans and Genoese within one mile of the Coast of france and Spain. Sent in two National Vessels and with difficulty cleared, those circumstances will be the means of rousing some one Nation, and we should use every prudent precaution on our part, that we should not be duped, force and punctuality will only prevent it.

Copy of this letter forwarded to Department of State

The Tripolines sailed this evening.

[SDA. CL, Gibraltar, Vol. II, April 1796–Nov. 1804.]

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

[GIBRALTAR, 14 June 1802]

"SIR, The main-mast of the *Cheaspeak* being completed, and the ship in a situation to cruise, I have thought proper to dispatch the United States frigate *Essex*. I have enclosed such letters as I have received from James Simpson, Esq. Consul from the United States to the Court of Morocco, with my answer.

"You will perceive the Emperor still continues to request permission to send wheat to Tripoli, and to release the Tripoline ship which is blockaded in this port. If in consequence of all his demands being rejected, he should declare war, which at present seems to wear that aspect, it will be necessary to increase our squadron in these seas. The situation of the coast, I take it for granted, will sufficiently point out the necessity for a reinforcement. Mr. Simpson's letter of the 10th inst. I have just received, and have not had an opportunity to answer it. I shall certainly not leave this place unprotected. On the arrival of the *Adams* I shall proceed up the Mediterranean, unless the Emperor should declare war. In that case, it will be prudent to keep the greater force to oppose him. I have not any information of our squadron since my arrival at Gibraltar."

[LC. "Defence of Commodore Morris", by Morris, E 335, M 87.]

To Samuel Brown, Navy Agent, Boston, Mass., from Secretary of the Navy

NAV: DEP: 14 June 1802. —

Isaac Stephens formerly Master of the Schooner *Maria*, who it appears was enslaved in Barbary for eleven years, and is now in a state of extreme poverty and distress, has petitioned for some employment in which he may be enabled to procure a support. —

Be pleased to enquire into his qualifications and ascertain whether there is any station at the Navy Yard, or on board ship, to which he may with propriety be appointed. I commiserate his misfortunes and feel disposed to do any thing in my power to relieve him. —

[NDA. GLB, Vol. 5, 1801-1802.]

Extract from letter to the Swedish Consul at Genoa from the Swedish Agent at Algiers

Translation Extract from a letter written by the Swedish Agent at Algiers dated 14th June 1802.—to the Swedish Consul at Genoa, or any other port where the vessel bearer thereof might arrive at. —

SIR — I avail myself of the first opportunity to announce to you, the disagreeable Intelligence that three days since, two Tripoline Galliot's arrived at this port, having escaped from Tripoli about 23 days ago, notwithstanding the Blockade of that port by the Swedish & American frigates; they say also that three others came out with them, which however I with difficulty believe. —

Their stay here will probably be but short, & they publicly say that they intend to cruize for Swedish & American vessels, that may be without Convoy.

The two Galliot's beforementioned have each, two Masts, three latine Sails, four guns and about forty Men.

(Signed) NORDERLING.

[NA. SDA. CL, Leghorn, Vol. 1, Oct. 1793-Dec. 1806.]

Extract from journal of U. S. Frigate *Constellation*, Captain Alexander Murray, U. S. Navy, commanding, Monday, 14 June 1802

* * * At 5 bore away for the Bay of Saragosa & made Sail. At 9 came to in the Bay, about ½ mile from shore. Pleasant Weather.

[NA. ND original.]

[15 June 1802]

To Charles Pettit and Joseph Ball, of the Insurance Company of North America, from Israel Whelen, U. S. Purveyor

GENTLEMEN It has been agreed by the Insurance Company of Pennsylvania, and myself on behalf of the United States, by virtue of Authority from the Comptroller of the Treasury; to submit to your Opinion the propriety of a claim, for return of part of the premium on the cargo of the *Peace & Plenty*, from New York bound to Tunis, on which \$20,000 were insured in their Office. With this you will receive a Copy of the letter from me requesting Insurance to be effected; the *George Washington's* Voyage being connected with that of the *Peace & Plenty*, the Orders for insurance on both cargoes were given in the same letter, and as they are so blended that they cannot

be seperated, the letter is given to you entire. You will also receive Copies of the instructions to Captains Shaw, & Wood, referr'd to in the orders for insurance, & shewn to the insurers. — By the Instructions it will be seen, that in every event both Vessels were to stop at Gibraltar, and their future destination was to depend on different contingencies: it was intended to insure against the risks which would attend any, or all of them; if we were at War with Tunis and at peace with Algiers, the *Peace & Plenty* was to deliver her Cargo at Algiers; if we were at War with Algiers & Tunis the Vessels were to proceed to such Neutral ports as agreeably to their instructions, they could sell their Cargoes at; in effecting this purpose it might have been necessary to stop at many; on this Account a high premium was stipulated for, but if it were necessary to stop only at one port, then a part of the premium was to be returned. On arriving at Gibraltar, it was found that we were at peace with Algiers & Tunis; the object of going to other Ports to dispose of the Cargo was therefore at an end; all that was necessary was to go to Tunis in safety. Tripoli had broken her peace with the United States (the Notoriety of this is such that it has not been deemed necessary to offer any proof of it) it was therefore requisite that the *Peace & Plenty* should sail under convoy of the *George Washington* or some other Ship of War; (see the instructions) she continued under Captain Shaw.

At Gibraltar he could not obtain Water; although this article can generally be obtained there, yet at this time it could not be spared; Capt^s Shaw was therefore necessitated to put into Malaga for a Supply, and in doing this was bound to take the *Peace & Plenty* with him to prevent her falling into the hands of the Tripolitans, and the same line of conduct was necessary when he went into Algiers to deliver his own Cargo. It is conceived that as the going into the Ports of Malaga, & Algiers, was necessary for the furtherence of the Voyage, & safety of Vessel & Cargo, and was unavoidable as it respected the *Peace & Plenty* whose Captain was bound by Captain Shaw's Orders; that such cases are provided for in the body of the Policy, & therefore do not apply to risks which were contemplated if the Vessel from a State of Warfare could not proceed to either Algiers or Tunis — That as no such state existed, no additional risk was or could be run by the Underwriters, the Vessels did not at any time on their Voyage intend to go to any other Ports to unload, than those they were originally destined for; it was unnecessary; for neither Algiers nor Tunis had broken their peace with the United States.

It is therefore respectfully submitted whether the Claim by the United States for a return of One and an half per cent of the premium on the *Peace & Plenty* is not well founded —

PHILAD^a PURVEYORS OFFICE June 15th 1802

[Schuylkill Arsenal.]

Extract from journal of Midshipman Henry Wadsworth, U. S. Navy, on board the U. S. S. *Chesapeake*, Captain Richard V. Morris, U. S. Navy, commanding, 15 June 1802

* * * We now are moor'd in the Bay of Gibraltar about 12 miles from Gibraltar and four from Algesiras on the opposite side of the Bay. Three British 74's & a Portuguese 64 & three 44's are moor'd near us: * * *

[H. W. L. Dana Col.]

To Samuel Brown, Navy Agent, Boston, Mass., and Captain Thomas Tingey, Superintendent of Navy Yard, Washington, D. C., from Secretary of the Navy

NAVY DEP^t 16th June 1802.

We are so limited in our appropriations for repairs of Vessels, that I find, upon a review of our funds; we shall not be justified in going to the expence of completing the repairs of the *Constitution*. We must not therefore expend upon them, a single dollar beyond what may be absolutely and indispensably necessary to save the ship from injury. Be pleased to govern yourself accordingly —

~~Be~~ In the letter to Captain Tingey "*Congress*" instead of "*Constitution*"

[NDA. GLB, Vol. 5, 1801-1802.]

Extract from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy, commanding, Wednesday, 16 June 1802

Commences clear Weather, with light easterly winds.

At $\frac{1}{2}$ past 1 PM returned on board with my orders to sail immediately for America, in 11 Minutes from the time we commenced to heave, the Anchor was catted & fished & top gall^t sails on the ship from a length of 90 fath. cable & 22 fath. Water. At 5 PM got round Cabretta point, made all sail. Throughout the night carrying steering sails with light winds, running thro' the straits to the Westw^d At 8 AM Cape Spartel bore SEbE & Cape Trafalgar EbN. Several sail of British Men of War in sight & a number of Merch^t Vessels all standing to the Westw^d Hauled up all cables & Hawsers to have them completely dried —

[NA. ND original.]

[17 June 1802]

To James Leander Cathcart, U. S. ex-Consul, Tripoli, from Captain Andrew Morris, of the American Brig *Franklin*

TRIPOLI July 22^d 1802

SIR I take this early opportunity to inform you of my capture — I sailed with the Brig *Franklin* belonging to Mess^{rs} Summer and Brown of Philadelphia from *Marseilles* with an assorted Cargo for the *West Indies* on the 8th ultimo, and on the night of the 17th following, then off Cape Pallos, was boarded by one of three Tripoline Corsairs, mounting four carriage and four swivel guns — that Sailed from this place on or about the 20th May — I shall pass over the occurrences of that night, as you are well acquainted with the conduct of these Barbarians towards the unfortunate that falls into their hands — They proceeded with the prize to Algiers, where we arrived the 26th and as I conjecture by the representations of M^r O'Briens they were obliged to make a hasty retreat on the 27th following, but not without giving me an additional Load of chains, what with calms and contrary winds we did not reach Biserta in the neighbourhood of Tunis until the 7th instant where after a tarry of five days we departed leaving the Brig there in charge of their Agent, and arrived here on the 19th instant — through the interference of M^r Nissen his Danish Majesty's Consul here I have the Liberty of the Town, and by a lucky event, a M^r B^r M^r Donough has claimed my two officers and one Sea-

man, and has obtained their release as British Subjects; two more that were foreigners which I reported as passengers has likewise been liberated, so that they have only myself and three Seamen captives you will readily agree with me that this will lessen the value of the capture to the Bey — But I cannot pass over the disappointment I experienced in not falling in with some of our Vessels of war during one months Captivity on board the Corsair, especially off Cape Bon a place that the necessity of strictly guarding, must appear to every naval Commander at War with Tripoli — But more on this Subject if time will permit — the most provoking circumstance was off this place, when we had arrived within about five Leagues of the Port, the Corsair with our flag reversed began according their custom to Salute, and so continued at intervals for more than five hours until we anchored in the Arbour; and strange to relate all this was done in view of a Swedish and American Frigate, who never made the least effort to obstruct our progress when it was certainly in thire power to Capture or run the Pirate on Shore before it was possible for them to be protected from their batteries — I do not wish to attack blame to any man, but this transaction was in open day in Sight of thousands amongst which the Consuls of different nations can testify — I have not the honor of being known by you, but be assured that it is not from a ill heart, nor the thoughts of my Situation deprived of the converse of a wife, family and friends, and what is dear to every American, Liberty, that induces me to State the foregoing facts, It is the exultation of these Barbarians at Such conduct that gives me pain —

The three Galliot's are now all in Port, they are to Sail immediately, it is said Morad Raiz, alias Lisle is to go in one of them or in a small Italian Polacre of 12 guns M^r N. writes fully on this subject. Sir this conveyance which will enable you to take the proper steps to inform our Ships of war, and Merchantmen in the different Port of these Seas — It was the assurances I had from all quarters of the impossibility of their Cruizer to evade the vigilance of the Blockade that led me to sea without convoy or Arms — fatal experience has convinced me to the contrary, for their small Vessels can go out any night in the week that they please and penetrate as far to the westward as Malaga, *which is manifest on a late occasion* except a different plan is adopted by our fleet; this leads me to make a few observations in the station off Cape Bon — The vessels that the Tripolines employ against our merchantmen are light Gally's drawing from 5, to 6, feet water; they depart from this in the night, the next morning they are as far to the westward as Tripoli Vecchio, or the flat grounds of the Salines, they proceed along the Shore to Zerbis, they then strike off about north and over the Shoals untill they get into the neighbourhood of Susa, when they sometimes stop for provisions or information, and then proceed on close in Shore to the Cape and soon to the westward untill they reach Algiers and then over to the Coast of Spain they return in the same manner, with this difference that they leave their prizes in the neighbourhood of Tunis, and come into this place with the prisoners, a view of the Chart of these Coasts and Seas, and the few remarks on their manner of proceeding will certainly convince every naval officer, that one or two fast sailing vessels and a Frigate Stationed off Cape Bon would effectually intercept every thing belong-

ing to the enemy going through between the Barbary shore, and the Island of Sicily, and even should Supiness [sic] or any other unforeseen event escape our Vessels of War and get to the Westward, there would be the chance of intercepting them on their return with the prisoners, which would frustrate the views of the Bashaw and fulfill the object of the War; one other Vessel if possible should Cruise off Susa the land there forms a gulf or Bay (pretty large) which these Pirates generally cross from point to point *when they do not intend going into Port*; it is unnecessary for me to add that all round Cape Bon is a very bold Shore with many anchoring places, and on one Side or the other it will generally afford a Smooth Lee for cruising Ships to watch and way lay the Vessels of the Enemy and I am very much Surprized, that it has escaped the notice of our Commanders so long; in fact Tunis, Pallermo, and all the neighbourhood contributes for the convenience and refreshment for Cruizing Ships, and but a short distance from their Stations. — It is hardly to be Supposed that any of them would attempt the passage of the straits of Messina for fear of the Neapolitans, but it would not be amiss to watch them even there — Two Ships employed in the blockade here to keep up appearances, *for it is no more*, understand me — I mean a close Blockade without any indulgences, not at 6, & 8 leagues distance and oftentimes out of sight for days; all the rest of our force should be employed in cruising between Susa, Cape Bon, and Sicily; one Summer spent with vigilance in this manner I am certain would convince the Bashaw that America was in earnest procure me my liberty and an honorable peace for my country — time will not permit me to be as correct in my remarks as I wish, but I hope they will be Sufficient for abler heads to exercise their judgements. Comodore Dale landed some troops belonging to the Bashaw, which he had captured with a promise of some Americans in Exchange, he now makes some difficulties in performing his promise —

I have not had time as yet to enter into the merits of this affair, but hope that Should any Tripolines fall into the hands of our Commanders that they will hold them, perhaps the Bashaw will consent to an Exchange for me.

I have desired my friends in Philadelphia to place as soon as possible funds in your hands for my use, but it will be some time before that can be done — I wish you to inform me if it would be convenient for you to make me Such advances as is absolutely necessary for my immediate use — M^r Caleb Byrnes my intimate Friend I expect is at your place from Marseilles, should it be the case would thank you to hand him the enclosed, and refer you to him for any further information respecting

[NA. SDA. CL, Tripoli, Vol. 2, June 1801–Sept. 1805.]

To John Gavino, U. S. Consul, Gibraltar, from James Simpson, U. S. Consul, Tangier, Morocco

(Copy)

TANGER 17th June 1802

D^r Sir Whilst I was writing the Inclosed for Comodor Morris I received your fav^r of 14th advising he was likely to be some days with you, which is fortunate, for this Morning Passports has again been

demanding of us for the two Vessels with wheat for Tripoly, and if not granted the Emperour has orderd I shall quit the Country. I beg you will hand inclosed to the Comodor with all possible speed and transmit me his answer either direct or by way of Tetuan by very first opportunity. — In order to save the good Conveyance of the Portuguese Brig I cannot say more to you, than that I most sincerely hope Comodor Morris will grant the Pasports — if he does not then pray send off by very first Post Circulars East & West to *Caution our Merchant Vessels not to pass the Straits without Convoy untill they hear whither I have left Barbary or not* —

[SDA. CL, Gibraltar, Vol. II, April 1796–Nov. 1804.]

To Secretary of State from James Simpson, U. S. Consul, Tangier, Morocco

N^o 42. —

TANGIER 17th June 1802 —

SIR Its with great concern I am under the necessity of acquainting you, that either the information given the Swedish Consul and myself on Sunday last, respecting His Imperial Majesty having consented to allow his Wheat Vessels to go to Tunis, was extremely fallacious on the part of the Governour of Tangier, or the Emperour must have very speedily repented of having taken that resolution. — This morning at Nine OClock the Governour sent for me again, to say he had received fresh Instructions from His Majesty, with Orders to demand from me Passports for these Vessels to go direct to Tripoly, and in case of refusal that I was to quit the Country, adding that the Letter was written in such strong terms, as must prevent his consenting to any mitigation. — After a very long conference, he at last however allowed me time to write to Commodore Morris at Gibraltar, which I am now about to do fully, — on his answer will depend my remaining in this Country, or being compelled to retire from it. — As a Portuguese Brig of War is on immediate departure for Gibraltar, I must beg your excuse for not enlargeing farther, than to assure you nothing possible for me to accomplish, for good of the Public Service on this occasion, shall be neglected. —

[NA. SDA. CL, Tangier, Vol. 1, 1797–1803.]

To Sailing Master Nathaniel Haraden, U. S. Navy, Boston, Mass., from Secretary of the Navy

NAV: DEP: 18 June 1802. —

I am honored with your Letter of the 13 instant. —

It was some time since contemplated to give the *Constitution* a thorough repair preparatory to sending her to sea, but as we shall have no immediate occasion for her, this for the present, is dispensed with. She must therefore, be immediately put in ordinary, and all the Officers attached to her, except those authorized to be retained on board under the Peace Establishment Law, (copy of which is enclosed) must be immediately furloughed, which Captain Nicholson will do accordingly. — You will consider yourself as hereby appointed to the Command of her, and you will be pleased to carry this order into effect as soon as practicable. —

[NDA. OSW, LB, Vol. 5, 1801–1802.]

Extract from letter to Nancy Doane, from Midshipman Henry Wadsworth, U. S. Navy

GIBRALTAR, June 18th, 1802 Friday.

[Written to NANCY DOANE]

Fortunately & very unexpectedly I met on shore with Harry May Capt who on his way to America put in here to procure water. I wrote to my sister a few days ago pr Brig bound to Boston & as this Opportunity is so direct I cannot refuse myself the pleasure of writing to you . . .

* * * * *
The Commodoreess M^{rs} Morris resides on shore at Col. Friers second in command here, whose lady she was formerly acquainted with: I have been introduced them by the Com^d . . .

We shall have nothing to oppose us here if our government do not declare war against the whole of Barbary, which I pray God they may do, for the Squadron we have here will suffice for the whole of them & the tribute, we pay them will help to support our ships. The Algerines have lately taken a Portuguese Frigate (They are at war with the Portuguese) & some English merchant men; & an English squadron under Sir Robert Barlow have gone up to demand them: The former became taken when in sight of the rock of Gibraltar & the English claim all vessels captur'd in sight of the rock, not for themselves but for those captur'd from: in case of a refusal Algiers is to be bombarded

[Copied by S. Picking from H. W. L. Dana Col.]

Extract from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy, commanding, Friday, 18 June 1802

All these 24 hours pleasant Weather, light Westerly Winds, several British ships of [war?] in sight. Carrying all sail by the wind. At 10 P M tacked ship to the S^d & W^d scrubbed & coiled the cables, stowed the anchor for the passage. Put the Midshipmen for the first time into 3 watches, saw the land to the N^d & E^d suppose it to be Mount Vigo Cape S^t Vincents NW $\frac{1}{2}$ W 70' — Lat ob^d 36° 18' N. Long. 7° 34' W.

[NA. ND original.]

To Captain Samuel Nicholson, U. S. Navy, Boston, Mass., from Secretary of the Navy

NAV: DEP: 19 June 1802. —

I am honored with your letter of the 12 instant. —

I have this day directed the *Constitution* to be put in ordinary, & have written to M^r Haraden, the Sailing Master to take the command of her, and carry such order into effect. —

You will please furlough all the Officers on board, that are not allowed to a Vessel in ordinary. —

[NDA. OSW, LB, Vol. 5, 1801-1802.]

Extract from journal of U. S. S. *Essex*, Captain William Bainbridge, U. S. Navy, commanding, Saturday, 19 June 1802

Commences Clear Weather, with steady breezes from the N^d & W^d. At $\frac{1}{2}$ past 2 PM tacked ship to the N^d At 4 took in staysails & royals. At 7 Cape S^t Marys bore NE $\frac{1}{2}$ E distant 6 or 7 leagues. Throughout

the night light winds, clear Weather & calm, unbent top gallant sails & Royals & bent others. At 11 AM boarded the [merchant] ship *Philad^s* of & from *Philad^s* Capt. Barnard Razor out 27 days bound to Leghorn —

Lat. ob^d 36° 26' N. Long. 8° 17' W.

[NA. ND original.]

Circular letter to various United States Consuls from John Gavino, U. S. Consul, Gibraltar

(Copy) Circular to our Consuls —

GIBRALTAR 20th June 1802

SIR By Letters received from James Simpson Esq^r our Consul at Tanger, it is with the utmost Concern I have to Communicate to you for the Guidance of our Trade that our affairs with the Emp^r of Morrocco are in a very Critical situation and it would be highly imprudent that our Merchant Vessels should attempt to pass the Straits, without Convoy, untill you hear further from me, which will be in a few days advising the final issue of the business.

[SDA. CL, Gibraltar, Vol. II, April 1796–Nov. 1804.]

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

[TANGIER, 20 June 1802]

“SIR, Accident has afforded me an opportunity of informing you that I have just arrived off Tangier. I have not been on shore, nor had any communications with Mr. Simpson as yet, but as soon as I have, I will inform you the result by the first conveyance. I have herewith enclosed Mr. Simpson’s letter of the 17th with my answer [of 19 June]. The *Adams* has not yet arrived, and until I am honored with your instructions, I certainly shall not consent to granting the passports required by the Emperor of Morocco.”

[CL. “Defence of Commodore Morris,” by Morris, E 335, M 87.]

[Enclosure 1]

To Captain Richard V. Morris, U. S. Navy, from James Simpson, U. S. Consul, Tangier, Morocco

[TANGIER, 17 June 1802]

“DEAR SIR, After having written you so lately as the 14th, that the affair of his majesty’s demands of passports for the wheat vessels for Tripoli was accommodated, it is with concern I have now to write you in a very different strain. This morning, the Governor of this place desired my attendance, when he told me he had received fresh instructions from the Emperor, on the subject of these passports, and again to demand them of me, at the same time to desire me to quit his dominions, if I had not been authorized to grant passports for the two vessels to go from Darel Beyda to Tripoli with wheat; he added that his majesty would send a Captain and crew with his passport for the ship that lies at Gibraltar, which would be navigated under his flag. At so trying crisis, it is a great consolation to me, to have you so near to consult with. The only indulgence I have been able to obtain from the Governor, is a suspension of the execution of his majesty’s order,

for my quitting the country, until I should write you and have your answer, for of course I could not take upon myself to grant passports for a voyage, on which I well knew they could have no avail. I must now, my good Sir, entreat of you to consider, whether, your sanctioning these two cargoes of wheat being sent to Tripoli, would not be a far less national injury, than would, even only an alarm, of danger to the commerce of the United States in this part of the world; for although the Emperor had not a single cruiser to send to sea, on the news of the American Consul being sent from hence, the premiums of insurance would start very considerably; besides which, there are just at this time several American vessels actually at Mogadore, and others were expected by the last advices from thence.

I have said every thing I could think of to the Governor, on what may be the probable consequences of such a harsh measure on the part of the Emperor, particularly that my expulsion would totally defeat the end, the threat of it was meant to attain, for after that, it would be entirely out of your power to gratify his majesty, until you should receive fresh instructions from America. Finding this made no impression, I even solicited time to write to the Emperor, or to wait the return of the express sent him on Monday morning, to say the Swedish consul and myself would grant the required passports for Tunis, but all to no effect; he declared the Emperor's orders were so positive that they admitted of no mitigation, and that it was only a strong mark of his particular friendship that he gave me time to write to you. Thus situated, I cannot otherwise than give you my opinion, that it is better to grant the passports than to come to a rupture with this country. However, you are the best judge what you can take upon yourself to do. It is my duty to tell you, that I see not the least shadow of hope of my being permitted to remain in this country, if the Emperor's request be not complied with. I beg you will favour me with your answer by the very earliest opportunity, either direct, or if the wind continues westerly, by the way of Tetuan."

[LC. "Defence of Commodore Morris," by Morris, E 335, M 87.]

[Enclosure 2]

To James Simpson, U. S. Consul, Tangier, Morocco, from Captain Richard V. Morris, U. S. Navy

[GIBRALTAR, 19 June 1802]

"DEAR SIR, Your letters of the 10th and 14th instant, I have received with their enclosures to the Secretary of State, and have forwarded them by the United States frigate, *Essex*, Captain Bainbridge. The pacific measures contained in your favor of the 14th, induced me to hope the Emperor had entirely given up the idea of requesting passports to Tripoli for the vessels loaded with wheat; however, by your letter of the 17th, received last evening, I find that is not the case. I regret the unpleasant situation you are placed in, and the consequences that will result to our commerce, should the Emperor force you from his dominions; but, Sir, when we consider the unreasonableness of his demands, it instantly points out the conduct we are to pursue. Surely, the United States would not blockade a port, at a considerable expence, if the government contemplated their officers would permit supplies to be furnished the ports in that situation by neighboring powers, and thus defeat the intent of the blockade: however, the Secretary of the

navy has promised to instruct me by the arrival of the *Adams* on this particular point, which ship is momentarily expected.

I beg you to urge the necessity of the Emperor's suspending his determination until her arrival. As soon as the wind will permit, I will run over to Tangier, and shall be happy to have a conference with you."

[LC. "Defence of Commodore Morris," by Morris, E 335, M 87.]

To Samuel Brown, Navy Agent, Boston, Mass., from Secretary of the Navy
NAVY DEPT — 21st June 1802

The Collector of the port of Boston agreeably to directions given him by the Secretary of the Treasury, has made enquiry concerning the most proper scite for a Marine Hospital at Boston — and he has recommended part of the ground purchased by the United States for the use of the Navy Yard.

Five acres are stated to be necessary, and having no doubt of there being ground enough belonging to the Department, to spare that quantity for that object, I have acquiesced in the proposition of the Collector, with this proviso, that you shall have the selection of the ground so to be appropriated.

[NDA. GLB, Vol. 5, 1801-1802.]

Extract from journal of Midshipman Henry Wadsworth, U. S. Navy, on board the U. S. S. *Chesapeake*, Captain Richard V. Morris, U. S. Navy, commanding, Monday, 21 June 1802

In consequence of some letters from our Consul at Tangier we yesterday weigh'd anchor and ran over to the Bay of Tangier: this morn. Lieut^{nt} Galloway and myself went on shore in the Barge, to bring off the Consul, M^r Simpson.

[H. W. L. Dana Col.]

Extract from journal of U. S. Frigate *Constellation*, Captain Alexander Murray, U. S. Navy, commanding, Wednesday, 23 June 1802

Light airs and pleasant weather. Wind N W. At 5 AM. got under way, Made sail & put to sea.

At meridian light airs and pleasant.

The town of Syragosa bore N W B W Distant 3 leagues.

These Remarks for 12 hours.

[NA. ND original.]

Circular letter to U. S. Consuls and Commercial Agents from James Simpson, U. S. Consul, Tangier, Morocco

Copy — Circular.

GIBRALTAR 25th June 1802 —

SIR I have to acquaint you that the Governour of Tangier, in consequence of orders from His Imperial Majesty Muley Soliman, has compelled me to retire from that Country, His Majesty having declared War against the United States of America. — You will be pleased by every means in your power, to make this event known to all Citizens of the United States may be within your district; and to caution all Masters of our Merchant Vessels to be very carefull to avoid the Moors Cruizers, especially in and near the Straits of Gi-

braltar, where it is highly probable, they will have many small armed Boats. —

Copies sent to Consuls or Commercial Agents at

| | | |
|-----------|------------|-----------------------------|
| Cadiz | Marsellies | Amsterdam |
| Malaga | Bourdeaux | Rotterdam |
| Alicante | Genoa | Elsineur |
| Barcelona | Leghorn | Copenhagen |
| Bilbao | Naples | Stockholm |
| Mahon | Algiers | S ^t Petersburg — |
| Madrid | Tunis | |

Lisbon — with a request to advise all others in Portugal —

London — with similar request for England & Scotland

Dublin — with similar request for Ireland —

S^t Michaels

Madeira —

Hamburgh —

[NA. SDA. CL, Tangier, Vol. 1, 1797-1803.]

To Rufus King, U. S. Minister to London, England, from Captain Richard V. Morris,
U. S. Navy

UNITED STATES FRIGATE *Chesapeake*
Gibraltar Bay, June 25th 1802

SIR, This day M^r Simpson Consul from the United States of America to the Court of Morocco, has arrived at Gibraltar from Tangier, The Emperor of Morocco has forced him from his Dominions, and declared War, against the United States, This Information I am induced to Communicate to your Excellency that you may acquaint the Americans bound to the Mediterranean, At present there is but One American Frigate at Gibraltar, the Frigate *Adams* is daily expected, this force is insufficient to give them much protection, should they run immediately for the Straits Mouth I would therefore recommend their rendezvousing at Cadiz, where they shall receive as Frequent Convoy as our small Squadron can afford

RICHARD V MORRIS
*Commodore and Commander in Chief of
the United States Ships of War in the
Mediterranean*

[NA. SDA. CL, Tangier, Vol. 1, 1797-1803.]

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

PHILA^d June 25th 1802

SIR Permit me to lay before your consideration a statement of Expences incurred on me while Commanding U. S. Ship *Geo. Washington* in her last Crewes to the Mediterranean. I have very accurately Kept an exact account of my Contingent expences which I presume you would say on examination was moderate. I have been run to a very considerable expence in the Various Ports of the Mediterranean which I touched at and I can assure you my expenes was unafoidable to a Commander of an American Ship of War — If requisite will forward documents Am^t two \$1578.40 (Absent 9 M^o) which is considerably more that the pay and Rations of a Port Cap^t for that

time — I hope you will seriously consider my Family which is large and Contemplate there support during my absence which I persum ought to be respectable from the office I hold under Government as you may be asured it is, and ever shall be as long as I have the honor of being an Officer serving under the flag of the U. S. to trate it with that respect which it deserves and no sacrafise on my part would induce me to do otherways. I am now under your immediate orders and if Sir my services could be dispenced with for a Voyage in the Merchant Service I should conseave your favor with gratitude As industry I must [ms illegible] to enable me to get threwh life respectably
Contemplating your serious consideration * * *

[NDA. Officers LB, 1802-1805.]

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

(Duplicate)

UNITED STATES FRIGATE *Chesapeake*
Gibraltar Bay, June 26th 1802

SIR, Yesterday M^r Simpson Consul from the United States of America to the Court of Morocco, arrived at Gibraltar from Tangier The Emperor of Morocco has in consequence of not having the passports required by him granted, forced him from his Dominions, and declared War against the United States; This Circumstance I have made known to the American Ministers at London, Paris and Madrid, in order that they might acquaint the Americans bound to the Mediterranean therewith, recommending that they should Rendezvous at Cadiz, where they should receive as frequent Convoy as our Squadron could afford; I must again Solicit a reinforcement, as the Ships at present under my Command are insufficient to afford that protection to our Commerce which is requisite, from the Cruizers of the Emperor, Should you make the above Known to the Merchants in America, directing them to repair to Cadiz before they Enter the Straits Mouth, I will call frequently and take them under Convoy — I have had no intelligence of Captains Murray or M^rNeil or Lieutenant Sterrett, nor have I had an opportunity to inform them of my arrival — The *Adams* has not yet arrived

[NDA. Misc. LB, 1802-3-4.]

To Secretary of State from James Simpson, U. S. Consul, Tangier, Morocco

N^o 43. — Triplicate.

GIBRALTAR 26th June 1802 —

SIR With this I beg leave to enclose copy of 42, and am extremely sorry to add the intelligence of my having been compelled by the Governour of Tangier to retire from thence on Thursday Evening, in consequence of positive orders from His Imperial Majesty to that effect, received on the evening of the 22^d, accompanied with advice of his having declared War against the United States.

Agreeably to what I had the honour of advising you the 17th, I acquainted Commodore Morris the state of the Public Affairs under my care, and he came off Tangier Bay in the *Chesapeake* on the 20th — The day following I was with him on board, when he acquainted me the reasons prevented his gratifying His Imperial Majestys wishes in regard to sending Wheat to Tripoly which was extremely distressing, as I saw great cause to dread the consequences. — At landing I had another interview with the Governour of Tangier, when I succeeded

in obtaining his promise to suspend again the execution of His Majesty's Orders received on the 16th for my expulsion, untill he could represent to His Majesty, the impossibility he was then satisfied had always existed to my granting the required Passports, since the Commodore could not sanction them. — My chief aim in this was to have gained time, for the arrival of the *Adams*, as I entertained great hopes she would bring such dispositions from Government, as would have enabled me to quiet the Emperours Irritation at least for some time. —

The Messenger arrived on the Evening of the 16th had still been detained by Alcayde Ashash, and on Tuesday morning he was sent back, with a representation to His Majesty on the part of the Governour, to the above effect; and acquainting him of the encouragement I had given him to expect very favourable news by the *Adams*. But same Evening a Soldier arrived with the Emperours second Order for my quitting the Country immediately, *in a state of War*, that is the best translation can be given of the Arabic Word used on the occasion. —

It appears the Emperour declared at his Mushoar or Public Audience on the 19th that he was at War with the United States, and directed that the utmost expedition should be used, in fitting out his Cruizers. — When we consider how very trivial the object of sending some Cargoes of Wheat, to be distributed in Charity to the poor at Tripoly is, put in comparison with going to War with a Nation, it is scarce to be believed that the Emperour of Morocco would have adopted so serious a measure for that only object. — Yet I must certainly say, no demand has at any time since I have had the honour of being encharged with the Morocco Consulate been made of me, besides the mentioned Passports; nor has any thing of an unfriendly nature at any time been communicated to me, unless what passed with Bashaw Hackmawy on the 14th & 16th December last year, particulars of which I had the honor of laying before you at large in N^o 35. — I would now write Muley Soliman, but as Commodore Morris has acquainted me, how much he has reason daily to expect to see the *Adams*, I conceive it better to excuse it, untill that Ship arrives, that I may not fall into the error of giving His Majesty room to hope for more, than I may be authorised by you to do. —

I conceive it my duty to remain here now, untill arrival of the *Adams*, & I shall be extremely attentive to strive at obtaining the best information of what may happen in Barbary, respecting their sending out armed Boats, which is my chief fear; for it will be some time before either the Frigates at Rhabat, or half Gallies at Tetuan, can be ready for Sea. — I have written Circulars to all the Chief Sea Port Towns in Europe, advising the Consuls of this new danger to Vessels of the United States, a copy I enclose for your perusal.

I was not without my fears that the Spirit of the Emperours last order, would have induced the Governour of Tangier to seize my property there, but he has not done it; the short space at last allowed me, did not however enable me to bring away the whole, but I trust what remains will be safe: the very Friendly footing on which I was with the Governour, I have reason to believe favoured me much in this particular, for he might have acted very different to what he has done, and pleaded His Majestys Letter last received, in justification. — My House & Garden at Mount Washington I have left in charge of the Spanish Consul. —

No agreement has been fixed for the House in Tangier, I was in Treaty for, which in the actual situation of Public affairs is fortunate. —

[NA. SDA. CL, Tangier, Vol. 1, 1797-1803.]

To U. S. Consul, Leghorn, from Richard O'Brien, U. S. Consul General, Algiers
Circular Copy

ALGIERS 26th June 1802. —

This morning arrived a Tripoline Corsair and with her as a Prize, the Philadelphia brig *Franklin* Cap^t Morris, who sailed from Marseilles the 8th ins^t & was captured the 15th [See under date of 17 June] adjacent to Carthage; another American brig which was in company got off. —

On the morning of the 21st ins^t I saw 3 leagues east of Algiers another Tripoline Corsair with a brig in her possession, standing to the eastw^d — which I take to be another American vessel. —

I am trying on what terms I can obtain the ransom of Cap^t Morris & crew, in all nine & if possible afterwards shall see on what conditions I can get the brig & Cargo. It is asserted that there are at Sea at present 6 Sail of Tripoline corsairs & it is asserted that the frigates of the U. S. & those of Sweden are blockading Tripoli.

[NA. SDA. CL, Leghorn, Vol. 1, Oct. 1793-Dec. 1806.]

To Captain Daniel McNeill, U. S. Navy, commanding U. S. S. *Boston*, from Captain Alexander Murray, U. S. Navy

U. S. FRIGATE *Constellation*
off Tripoli 27th June 1802

SIR I duly rec^d your favor of this date & from your statement, respecting your stores, I think it high time for you to get a supply, somewhere, if it can be had at Malta, it will be best, if only in a temporary way, as I think it highly necessary that you should be in the neighbourhood till we hear from America, & certainly we shall now in a few days hear of the Arrival of one of our Ships, —

If I may be allowed to give my opinion with regard to heaveing down your Ship, I woud advise you not to do it, if she had sustained any injury by laying on shore at New York, she would have shewn it on your passage to France, this Ship hath been runing nearly two years longer upon her Copper than the *Boston*, & hath been twice on the ground in a perilous situation, but as the Copper on our Bottoms, is of a superior kind, it ought to run at least five years —

If the worm should have made any impression, the Ship woud shew it by her leaking, of that you know better than I do, admit the expence woud not be so great here, as in America; what is expended abroad is a dead loss to the U. States, what is expended there, is among ourselves, & not felt, but servicable to the community —

I regret that I cannot have the pleasure of seeing you, to talk over the occurrences of Syracuse where I was most hospitably received & passed a very agreeable eight days there —

I hope soon to have the pleasure of seeing you here after you have taken in your supplies at Malta & that you will be restored to your usual health

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

To President Thomas Jefferson, from Captain Thomas Tingey, Superintendent,
Navy Yard, Washington, D. C.

NAVY YARD WASHINGTON 28th June 1802

SIR I have the honor to enclose You a memorandum of the particular dimensions, of the Frigate *United States* agreeably to Your request of this morning

Having it in contemplation to cover the Dock with a roof over the Ships it would be adviseable to take out all the lower masts, before entering it — and for this purpose Sheers should be erected at the Dockhead — by which means the three Masts of each Ship may be taken out, in three hours or less, and with the most perfect safety — An excellent model of such a machine is now in the Navy Office, brought from Toulon by Commodore Dale — This particular appendage to the *Navy Yard here*, is now much wanted: as there is always great risque in Sheers erected on Deck, for the purpose of taking in, and out Masts, of such dimensions as those of our Frigates —

The waste of time is also great, as is the danger of moving the Sheers *on deck*, and the labour too operose to be effected with a few people. — I dare affirm that the expence of taking out the Masts, which must necessarily be shifted, of the Ships now here, *ere they can proceed to Sea*; will by the last mentioned method, far exceed the cost of erecting the Machine I would advise: and which would last many, very many Years.

It is presumeable the Ships by being thus — and otherwise judiciously lightened, to come into Dock — may be brought to 17 feet draft of water, or under. The *tight* work therefore of the entering bason, need not at the extreme, exceed in height 40 feet. Stopping at this height for the GROUND or SOLID WORK, the Eaves of the Roof need not exceed 15 feet more perpendicular height, to admit LINE-OF BATTLE-SHIPS, of two-decks.

The depth of water, at the Bar in the Patowmac, near the the mouth of Matawoming Creek (the shoales I believe in the river) is at high water, *common tides* 23 ft 6 in to 23 ft 9 in and I should feel no apprehension of danger, or doubt of success, in the attempt at a favorable time, of conducting any one of our largest Ships up — on a future occasion, without lightening in the smallest degree, in point of expence.

Ever happy, with energy to execute your commands

I have the Honor to be with unfeigned respect

Sir

Your Obed^t Serv^t

THO^t TINGEY

THO^t JEFFERSON Esq^t
President of the United States.

[H. E. Huntington L&AG. NDA photostat.]

[Enclosure]

| | | |
|--|----------|----|
| Extreme length of the Frigate <i>United States</i> from the 'aft'r-side of the Taffrel-rail, to the extent of the Figure-head..... | Feet | in |
| Extension of the Bows for it beyond the Figure..... | 197 | 4 |
| | 35 | 8 |
| | ft 233 — | |
| | ft | in |
| Perpendicular height of the Taffrel, above the waters edge..... | 28 | 6 |
| Present draft of water abaft..... | 20 | — |
| Perpendicular height of the Taffrel, from the tread of the Keel..... | 48 | 6 |

| | <i>ft</i> | <i>in</i> |
|--|-----------|-----------|
| Perpendicular height of the Main-masthead, above the waters edge_ _ _ | 92 | — |
| Ship's present mean draft of water_ | 18 | 6 |
| <hr/> | | |
| Extreme height of the surface of the Main-cap above the tread of the Keel a mid-ships_ | 110 | 6 |
| <hr/> | | |
| Extreme breadth of the Ship outside_ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ | 45 | — |

[H. E. Huntington L&AG. NDA photostat.]

To Secretary of State from John Gavino, U. S. Consul, Gibraltar

Nº 92

GIBRALTAR 28th June 1802

SIR I am now sorry to inform you that the faltering hopes given us the 22^d Ins^t by Consul Simpson & Communicated to you in mine of 24th Nº 91 respecting our affairs with Morrocco are vanishd — said Gentleman arrived here the 25th Ins^t fresh orders having reachd Tanger the 24th Curr^t for his quitting the Country immediately. He tells me the Emp^t had mentioned in publick that his Cruisers were to be fitted out against the Americans, for particulars referr to Comodor Morris and said Gentleman, who no doubt will inform you how he has disposed of the \$1000 he calld for account publick Service, which I sent him the 23^d Ins^t and drew on you for same the 24th agreeable to his desire. —

Sir James Saumeraze in the *Ceser* arrived on the 25th with part of the Troops from Mahon, which was entirely evacuated the 17th Ult^o. — Our Gov^t the Duke of Kent is Encamping some of the Troops belonging to this Garrison and Lord Kieth is gone home. —

I have Circulars wrote for all our Consuls advising the Emp^t of Morrocco final Determination regarding us

[SDA. CL, Gibraltar, Vol. II, April 1796–Nov. 1804.]

Extract from journal of Midshipman Henry Wadsworth, U. S. Navy, on board U. S. S. *Chesapeake*, Captain Richard V. Morris, U. S. Navy, commanding, Sunday, 29 June 1802

Mr. Simpson was order'd to quit Tangier and this morning arriv'd at Gibraltar; he was allow'd but 24 hours, consequently could bring off but little of his personal property, his landed Estate there is very valuable.

[H. W. L. Dana Col.]

Extract from letter to Secretary of State from James L. Cathcart, U. S. ex-Consul, Tripoli

LEGHORN, July 2, 1802.

The king of Sweden has protested the bills drawn by Mr. Tornquist to the amount of two hundred and forty thousand dollars, the sum promised by him to the bashaw of Tripoli as the price of peace, and that he has resolved to repel the demand for an annuity of twenty thousand dollars by force of arms, and will send a squadron against Tripoli as soon as he has settled his affairs with Great Britain.

Many of our merchants and captains dispute the consul's authority to detain their vessels in port, notwithstanding the national consequences of their capture being fully explained to them. I therefore presume that this point merits the immediate determination of government, and that positive instructions ought to be given to all