

Naval Documents of The American Revolution

Volume 7

AMERICAN THEATRE: Nov. 1, 1776–Dec. 31, 1776

EUROPEAN THEATRE: Oct. 6, 1776–Dec. 31, 1776

AMERICAN THEATRE: Jan. 1, 1777–Feb. 28, 1777

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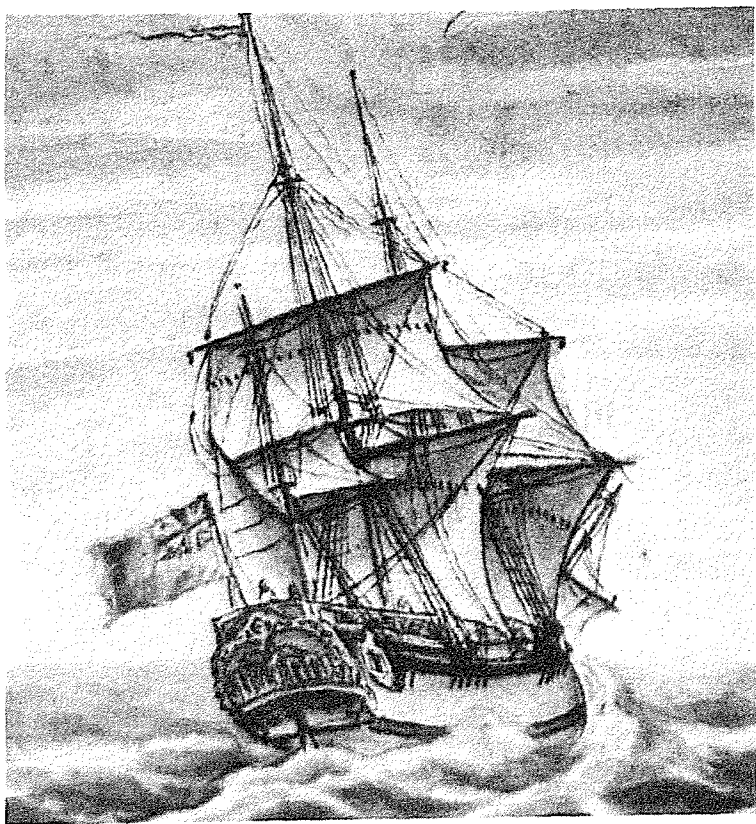
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AMERICAN THEATRE

From January 1, 1777 to February 28, 1777



AMERICAN THEATRE

From January 1, 1777, to February 28, 1777

SUMMARY

Weathering cold and gales during the severe winter months of the new year, Royal Navy cruisers kept blockading stations at the entrance to Delaware and Chesapeake Bays and off major harbors. Some inward and outward bound American ships escaped their vigilance, but many others were sent as prizes to New York or Halifax.

Robert Morris, encouraged by John Paul Jones' capture of the *Mellish* and his other successes, prepared detailed plans for a naval operation designed to draw British warships away from the Atlantic coast. This grandiose scheme, which never came to fruition, envisioned a Continental fleet under Jones striking at shipping and raiding enemy positions in the West Indies and at Pensacola and St. Augustine.

British marauders without authority or privateer commissions from the Crown were operating out of Antigua, capturing American ships and causing no end of grief for Vice Admiral James Young, commanding on the Leeward Islands station. The French vehemently complained to Young about the actions of these freebooters in the waters around Martinique.

To forge a tighter control over shipping and exports, Massachusetts declared a temporary general embargo prohibiting sailings from that state's ports without permission. Requests for permission and exceptions to the embargo flooded the General Court, and seem to have been almost universally granted.

Crew members left on board *Lexington* after her capture by H.M.S. *Pearl* rose, overpowered the British prize-crew and brought the Continental brig safely into Baltimore.

Philadelphia-built *Randolph*, Captain Nicholas Biddle, was the first of the new Continental frigates to get to sea. The other twelve frigates still needed cannon and men, or were otherwise not ready. Those at Rhode Island and in the Hudson River were securely bottled-up by a British fleet.

1 Jan. 1777

MASTER'S LOG OF H.M.S. *Milford*¹

Janry 1777

Moored in Halifax Harbour.

Wednesdy 1st

AM the Agent Came on board & paid 5 Dollars pr Man price [*sic* prize] Money, Shipwrights empld on board, Sailed hence his Majtys Ships *Richmond* and *Unicorn* on a Cruize, the *Rainbow* fired a Gun & made a Signal for our Captn
Fresh Breezes and clear later fresh Gales wth Rain

PM Captn Mowatt superceded Captn [John] Burr. The Boatswain & Carpenter empld as before. Shipwrights empld on board.

1. PRO, Admiralty 52/1865.

"MEMO OF SUNDRY STORES FOR SHIP *Raleigh*"¹

[Portsmouth, January 1, 1777]²

Gunners Stores

400 small Arms
 80 pr Pistols
 400 Cartridge Boxes
 400 Bayonet belts
 160 Bayonets
 12 Blunderbusses
 400 Cutlasses
 200 Pikes
 3 m Flints
 150 Pole Axes
 Tackle Blocks
 24 Tampions
 12 Reams Cartridge paper
 8 Rms Small Arms do
 100 Claw handspikes
 50 Crow Bars
 60 Wormers
 60 Sponges & Rammers
 18 Ladles & Spare Spunge heads
 2 of 2 Qt 4 of 1 Qt & 4 of 1 pint
 Copper powder Measures
 70 Priming Wires
 6 Powder Mullers
 8 Match tubs to be tinn'd
 70 Powder Horns
 4 Roles Sheet Lead
 4 doz Marline
 4 lb Match ropes
 30 doz Tubes
 200 Hand Grenades
 Raw Hides
 2 Tons of Wadd or Junk
 2 doz of formers different Sizes with
 a Fire, Spare Beds and Quines
 Tackles
 Breechings with Hooks, a Fire
 Carriage, Fricks & Pins, a large

Thimble on the pommell of each
 Gun with Do and some spare
 Firelocks
 Cannon Powder
 Shott of different Sizes
 Small Arm Powder
 Small Arm Bullets
 4 pr Bullet Moulds
 A Secure Lanthron
 for Magazine
 2 Drums
 2 Fifes
 4 pr Shears
 6 Cases sweet Oil
 2 doz Sheep Skins
 4 Bolts Canvas
 100 lb Lanyd Twine
 1 m Needles, 6 lb Glue
 2 Smiths Vises
 Small Hand do
 Emery or fine Sand
 A Sett of Gunsmiths tools

Boatswain's Stores

12 doz Marline
 48 lb whipping Twine
 1 m Sail Needles
 1 doz Palms
 2 deep Sea Leads - 14 lb ea
 3 hand Leads of 9 lb
 2 deep Sea Lines 3 doz log Lines
 3 Log Reals
 3 doz Marline Spikes
 1/2 doz Stick [for] Candle Sticks
 100 lb Tallow, 100 lb Hogs Lard
 3 doz Buckets
 1 doz serving Mallets
 Spare blocks & pins of every kind
 12 or 15 dozn

3 Ca[illegible] ditto
 3 Fish hooks
 3 Boats Graplings, 3 Chains do
 8 Ships do wt 20 feet Chain
 5 lb Junk
 3 Barrels Tarr
 1 Fidds for Spring Cables
 ½ doz Hand Spikes
 1 Broad Ax, 3 Hatchets 1 [illegible]
 1 doz Top Chains 6 to 16 feet
 5 Top Blocks
 3 top Mauls 2 Iron top fidds
 ½ doz Foot hook plates
 3 doz Foot hook Hooks
 1 Tumbler ½ doz Can hooks
 12 doz hooks & Thimbles all Sizes
 Bib[lin]es Fish Tackle
 Hooks Lines
 75 Fathom winding Tackle
 70 do 4 In[ch] wt tiller ropes
 10 lb twice laid rope
 3 Buoy
 20 Fathm 7 In[ch] r[o]pe for do
 Stream Cable }
 10 In 4½ to 5 Lincks }
 Jack, Ensign & Pendant
 3 ps red, blue, & white }
 Bunting 1 of each }
 200 yds Old Canvas
 300 Hammocks
 3 doz Hawser Bags
 3 doz Boats Oars
 Boats Sails
 3 Ships Sweets [sweeps]
 1 doz spare dead Eyes for loose
 1 doz for Fore Top Mast
 1 Matles Cable
 ½ doz Lanthrons (say 1 doz)
 6 doz Birch Brooms
 2 doz Scrubbg brushes
 ½ doz long Tarr ditto
 1½ doz short ditto
 3 doz Scrapers
 18 yds red Baize
 3 m W[illegible] Nails

20 m Scupper do
 2 large Speakg Trumpets
 4 small ditto
 3 Coils Lanyard for }
 the fore Shrowds }
 3 Coils 3 Inch
 6 do 2½ Inch
 6 do 2 In
 18 do Ratline diff Sizes
 12 do Spun yarn 2 & 3 do
 6 do Worming
 4 Sides thin Sole Leather
 12 Bbbs Lampblack
 4 Bls Spirits Turpentine
 1 Bls Lynseed Oyl & 2 do
 Train ditto
 3 doz Spear Sheaves &
 6 doz Pins different Sizes
 2 Poop Lanthrons

Masters Stores

Compasses
 Time Glasses f[ro]m ¼ [illegible] to ½ H
 Square Copper
 Fishing Geer
 20 Barrells Vinegar

Carpenters Stores

Jury Masts & Spare Yards
 Spare Topsmasts, Fish &
 Cheaks, Tacking Box
 Logger head pump Leather
 Spear Pump [&] Chain
 Spare Wheel & Sprokets
 Spare Ss for mendg Chains
 Spare Pump Winches
 Spare Hand pump
 Pump Boxes & Spears
 Pump banks & Belts
 Pump Hooks
 Pump Tacks, Spike & Nails
 Bolts, 6 Boat hooks
 Pitch pot
 Mop
 Hammers
 Sheet Lead

Scupper Leather
 Scupper Nails
 Oakam, Caulkg Mallet
 Caulking & H[oo]kg Irons
 Iron tiller, dead Lights
 Main [illegible] fitted to the
 Foremast, Main top Mast
 [illegible] fitted to the Fore top Mast
 Pine Joist for Shott plugs
 Pitch, Tar & Turpentine
 Caps[t]an Barrs
 Pins and Swifter David
 Grindstones
 Pitch Ladle
 Carlins & Stauncheons
 Pine plank & Boards
 Oak ditto, Tarpaulins
 Ventalalow, Spare rudder tiller
 Chizel & Gouges, Compasses
 & marking Irons—

Cooks Stores

Iron Cook kettles

1 Slop Tubb
 2 ditto for the Caboose
 2 Iron bound Buckets
 2 Ladles, 2 pr Tormentors
 2 Wood Axes, 1 Hatchett
 Bellows S[t]ew Kettles
 Tea Pots, Knives & Forks
 Pewter dishes, Plates
 Basin & Spoons, Fryg pans
 2 Iron Shovels

Pursers Stores

All kinds Water Casks & all Barre[ls]
 or Casks of any kind that Provision are
 brought on board in. He is to see that
 a complete sett of [illegible] with Beds,
 and all kinds of Clothing & Tobacco,
 Wood, Wooden Bowles, Cans, wooden
 Spoons, & all the Ships Provision of any
 Kind, small hand pumps & Funnells for
 fillg Water, Candles, Lamps & Oil
 Seales and Weights. —

1. John and Woodbury Langdon Papers, NHHS.

2. The date is approximated. As late as March 1777, *Raleigh* was without her guns. Note that remarks under purser's stores seem to be things to do rather than material on hand.

PETITION OF WILLIAM SMITH TO THE MASSACHUSETTS COUNCIL¹

To the Honorable the Council of the Masachusetts Bay the Petition of William Smith

Humbly Sheweth

That your Petitioner, was taken on the Tenth day of November Last, in the Ship *La Soye Planter*, by the Brigantine *Freedom* John Clouston Commander, Belonging to this State, And that as your Petitioner has not heard any thing of his Late Ship's arrival at any of the Ports in this State, thinks that She may have been Retaken,² And as he has no means of Subsistance here, Prays your Honours he may have leave to go in one of the Carteels intending for New York from this Place, in Exchange for Capt Bowers Prize Master of the above Ship in Case She Should be at New York, or any other of Equal rank.

And as in Duty Bound Shall Ever Pray

Boston 1st January }
 1777 }

W^m Smith

[Endorsed] In Council Jany 1st 1777 Read & Ordered, That the Prayer of the above Petition be granted, and that the Said Petitioner have and th[at] he hereby has Liberty to go in said Cartel Vessel for the Purpose of being Excha[nged]

Jn^o Avery Dpy Secy

1. Mass. Arch., vol. 166, 176.

2. "The *La Soy Planter*, Smith, from New York to Corke, was taken the 12th of November by the *Freedom Privateer*. The Captain, Officers and Crew were forced on board the Privateer, except the Carpenter, Boatswain and three Foremast-men, who on the 1st of December re-took and carried her into Saint Croix," *Public Advertiser*, London, January 29, 1777.

PETITION OF RICHARD DERBY, JR. TO THE MASSACHUSETTS GENERAL COURT ¹

Richard Derby Junr of Salem Takes Leave to Represent To This Honourable House That some Time in February Last he was appointed one of the Committee for Building armed vessells – That he has attended that service & has Compleatly Built, armed & fixed the Sloop *Tirannicide* & Brigantine *Massachusetts*, both which vessels were for some time Employed as Cruisers against the Enemies of the united States.

That some time in July last He Received an Order from the Court Directing him to alter the sloop *Tirannicide* into a Brigantine, which he has Effectuated, & the said Brigantine has now been out on a Cruise more than two months, and

He Further Represents that he has Received out of the Publick Treasury the sum of £ 3192 – in order to Enable him to Effect the Bussiness aforesaid, for which he prays to be Called to account, and he further Represents, that he has all his accounts Respecting the Bussiness aforesaid now in Town Ready for Examination, & Prays the Honble House to appoint a Committee for that purpose, in Order that he may be Enabled to settle his said accounts with the State, & that he may be Authorised to Receive the Ballance which may be found due to him, all which is Respectfully Submitted, by Your Hons [&c.]

Boston 1 Jany 1777 –

Rich^d Derby Junr

1. Mass. Arch., vol. 182, 12.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Boston] Wednesday January 1st 1777

Brig *Rising Empire* Capt Richard Whellings Pay Roll from April 26th to September 12th 1776 Read & Allowed and Ordered that a Warrant be drawn on the Treasury for Four hundred & thirty pounds fourteen shillings and nine pence in full of said Roll which was given Signed by fifteen of the Council.

1. Mass. Arch., vol. 20, 144, 145.

CAPTAIN HECTOR McNEILL TO THE MASSACHUSETTS BOARD OF WAR ¹

Gentlemen

I am in want of good Swivle guns–² and as I understand there are fourteen Such as would Suit verely well now in Store at Rowes wharf; which have been taken out of the Brigtn *Charming Sally*, & the Ship *Julius Ceaser*

I humbly pray that you would Supply me with the above mentioned guns & their implements, the Agent or my Self will pay the price they may be apprizd at with Thanks, I am Gentlemen [&c.]

Boston Jany 1st 1777

Hector McNeill

1. Mass. Arch., vol. 152, 22, Board of War Letters, 1776–1777.
2. For the Continental frigate *Boston*.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN JOSEPH HUDSON ¹

War Office,

Boston Jany 1st 1777—

Sir,

The Board of War having charter'd the Brig *Freedom* of which you are Master, your orders are to proceed direct for St Eustatia where you are to dispose of your Cargo to the best Advantage, and of your Vessel also provided you can obtain not less than Twelve Hundred Pounds W India Currency, and invest the proceeds in the several Articles in the Schedule annex'd, or a proportion of each, which you will ship in such Vessel as the Board may send after you for that Purpose, for which you will receive proper direction. —

But should no such Vessel arrive within one Month after you, you will endeavour to charter a small French or Dutch Vessel to bring home your effects, giving them Assurance of being allow'd to purchase any of our produce, and being intitled to every indulgence —

The Vessel must be clear'd for Miquelon or St Peters, and will make the first Harbour in the Eastern Ports of this State, from whence the earliest Notice must be given to the Board by Express.—If you cannot charter a French or Dutch Vessel, you may purchase a small Vessel to bring home your Effects, or freight them in some good American Vessel, bound to this State or New-Hampshire, or you will tarry there, until we send a Vessel to bring you home of which we shall give you due notice — If you cannot sell your Vessel you will take on board the Effects of any Vessel that may have been sold by order of the Board, — together with their Crews, purchase as much Salt as will Serve to Ballast your Brig and proceed home as before directed.

The Board consent to allow you Five pr Cent, on the Sales and two and half pr Cent on the returns of your Cargo, Five pr Cent on the Sales and Return of your Brig, Six Pounds Wages pr Month, Ten Hogsheads Priviledge out and a customary Priviledge home, in Proportion to the Burthen of the Vessel you come in

By order of the Board		J Warren Prest
Seven hundred and fifty Fire Arms	a 40/.	1500 .. 0 .. 0
Fifty Barrels Gun Powder	a £10 .. 0/.	500 .. 0 .. 0
Three hundred peices Ravens Duck	a 50/.	75 .. 0 .. 0
Fifty Bolts Ticklenburg	a £ 5 .. 0/.	250 .. 0 .. 0
		<hr/>
		£500 .. 0 .. 0

Salt to Ballast if you cannot sell your Vessel

[Endorsed] Boston Jany 2d 1776 [1777]. I acknowledge the above to be a true Copy of the orders I have rec'd from the Honble Board of War, & promise to obey the same

Joseph Hudson

1. Mass. Arch., vol. 151, 396–97, Letters from the Board of War, 1776–1780.

MAJOR CHARLES STUART TO HIS FATHER, THE EARL OF BUTE¹

[Extract]

[Rhode Island, January 1, 1777]²

This is so critical a juncture that tho' I am no Politician, yet I can not help sending you my opinion of the present state of affairs in this Country; we have remitted home such extravagant accounts of very trifling advantages and have gloss'd over with such art our errors, that I hope our Leaders wrote more for the Eye of the Publick than for the information of the Minister. Unless these accounts have been corrected by their private Letters, you doubtless must have expected ere this that our Arms had brought America to obedience, I am sorry to inform you that as yet we have effected nothing; the greater part of our Army are encamp'd where they were cantoon'd in the Jersies, forming a Cordon along the Raritan River; our Piquets and outposts are sometimes attack'd by the Enemy, and tho' they seldom fail to suffer in these skirmishes, yet in the end they will learn to be enterprising and acquire bravery.

Some ships are cruizing in different Latitudes, and the remainder are station'd at N. York, Rhode Island, the Delaware, and one in Chespeak Bay; some censure these stations, and if we judge by the consequences there is certainly some error in the arrangement, for independent of the Cruizers, the number of Ships unemploy'd in the above mention'd Ports have furnish'd the Rebels with an opportunity of carrying on an extensive and almost uninterrupted trade with the West Indies and many parts of Europe by which they have imported every kind of military store, besides every necessary article to supply the wants of the people; and I am credibly informed that they have employed themselves with such success to the Southward that they have collected the means of prosecuting this diabolical war for three years.

General Howe confines himself to the Military Department, while His Lordship the Admiral presides over, or rather takes entirely to himself all civil arrangements.

Every proposal he has hitherto made to negotiate with the Rebels they have entirely disregarded; he therefore has published different Proclamations, in order, I suppose, to undeceive the minds of the people and to set clearly before them the advances Great Britain wou'd make towards a reconciliation. But this intention by no means succeeded, for whether from being unaccustomed to write, or from those about him being unacquainted with business, these performances were so clouded with mystery that they seemed more calculated to impress the minds of the People than to give them information.

It is strange that Commissioners invested with such amazing powers shou'd employ themselves in writing Papers which are only ridiculed and laughed at by those they are endeavouring to negotiate with; instead of plainly proclaiming to them that Great Britain wishes to prevent the miseries that are likely to overwhelm her Colonies, and in order to effect that laudable intention requests that Delegates shou'd be chosen from each Colony to lay before the Commissioners their several

causes of complaint. If the complaints are unreasonable, or the terms they request improper, offer them those that Great Britain can grant with honour!

If they receive them the point is gained, and a permanent accord settled between the two countries; if not, the minds of everybody will be opened, they will see the aspiring and ambitious views of the factious Leaders, and many wou'd, I am convinced, leave these scenes of Anarchy, and return to the protection of that free and wholesome Government under which they lived so happily. After such a conduct no-one can complain, and the sword must fall upon the guilty. . . .

I have not the honour of being acquainted with Lord Howe, but I have been studious to observe his public Character, and I am concerned to find that instead of searching into the minds of the people and consulting with those Europeans who have borne respectable offices under the Crown, and whose abilities have gained them weight and interest in this country, he disregards them, and seems rather to wish to remain uninformed than be obliged to request information. . . .

1. *Letters of Charles Stuart*, 13-15.

2. The date is approximated from content.

MASTER'S LOG OF H.M.S. *Diamond*¹

January 1777	Remarks on Board the <i>Diamond</i> [1777]
Wednesday 1st	at 10 Sent our Boats Mand & armd a Shore to patience Island thinking The Rebels had landed there But they returnd and found non upon the Island The First part Modt & cloudy Weather with Rain the Residue Modt and fair at ½ past 7 P.M Veer'd To a Whole Cable at ½ past 9 discovered that the Longboat had been Cut from our Steren By two of our American Seamen which wer took in a Privateer Sloop

1. PRO, Admiralty 52/1699.

Connecticut Journal, WEDNESDAY, JANUARY 1, 1777

New-Haven, January 1, 1777.

The same day [December 25] arrived here a flag of truce vessel from New-York, sent by Lord Howe, with 58 marine prisoners, discharged on their parole, nine of whom being sick, were taken care of by the Select Men of the town.

Yesterday died here, Capt. Nathan Thomas, of Barnstable, in Massachusetts-Bay, one of the above prisoners.



Newport Area

"A LIST OF HIS MAJESTY'S ARMED VESSELS WITH THE DIMENTIONS OF THEIR

No of Vessels	No of Guns	Vessels Names	Commanders Names	How Rigg'd	Length of the Range Deck		Length of Keel for Tonnage		Breadth of the Beam	
					Feet	Inches	Feet	Inches	Feet	Inches
1.	26	New Ship		Ship	96	6	77	9½	30	6
2.	22	<i>Inflexible</i>	Capt Schank	Ship	80	1½	65	7½	23	10
3.	14	<i>Maria</i>	J. Starke	Schooner	66	"	52	2	21	6
4.	14	<i>Thunderer</i>	J. R. Falconer	Ketch	91	9	71	9	23	4
5.	12	<i>Carleton</i>	Capt Longcroft	Schooner	59	2	46	4	20	"
6.	20	<i>Washington</i>	Park. Harrison	Brigg	72	4	59	3	19	7
7.	8	<i>Lee</i>	A. D. Broughton	Sloop	43	9	33	—	16	3½
8.	7	<i>Royal Convert</i>	Ponsy Cox	Hoy	62	10	50	8	20	3
9.	5	<i>Jersey</i>	David Stowe	do	52	6½	43	9	14	9
6	14	Long Boats		Sloop	—	—	—	—	—	—

1. Record Group 8, Series C, 722 A (Provincial Marine 1764-84), 20-21, DAC. This undated list has been arbitrarily placed at January 1, 1777.

HULLS &C TO SERVE ON LAKE CHAMPLAIN DURING THE CAMPAIGN 1777.”¹

Depth of the hold		Height of the Waste		Draught of Water		Tonnage Tons		Quantity and Quality of Metal on Board each Vessel.								Howitzers or Swivels
F.	I.	F.	I.	F.	I.			P 24	P 18	P 12	P 9	P 6	P 4	P 3	P 2	
10	“	4	9	F 8 A 9	6 “	383	84/94	-	-	20	-	6	-	-	-	10 S
9	“	5	6	F 8 A 9	4 6	203	52/94	-	-	-	16	-	-	6	-	10 “
8	2½	4	2	F 7 A 7	4 4	128	62/94	-	-	-	-	14	-	-	-	6 “
6	8	3	6	F 4 A 4	6 6	422	59/94	-	14	-	-	-	-	-	-	4 8 inch Shr
6	6½	4	2	F 6 A 7	2 4	95	55/94	-	-	-	-	12	-	-	-	6 S
6	2	4	5	F 6 A 7	4 4	127	47/94	-	-	-	-	16	-	4	-	12 S
4	8	3	2	F 5 A 5	4 4	47	70/94	-	-	-	-	8	-	-	-	4 “
3	7½	1	6	F 3 A 3	“ 6	108	54/94	-	-	-	7	-	-	-	-	6 “
4	8½	3	6	F 2 A 2	6 6	52	46/94	-	-	-	5	-	-	-	-	6 “
-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	4	24 “

AMBROSE SERLE TO THE EARL OF DARTMOUTH¹

My Lord,

New York Janry 1st 1777

Though my Time is exceedingly taken up in making out Pardons for Rebels, who are coming in for them by Hundreds; I cannot omit the Opportunity of Lord Shuldham's sailing without congratulating Your Lordship on the repeated Successes of our short Campaign. Every Particular of Importance Your Lordship will read in the public Dispatches; and therefore I will only say, what is the general Sentiment here, that the Power of the Rebellion is nearly broken, and beyond any apparent Probability of Resource or Recovery. The most intelligent of the Rebels themselves are of this Opinion, as we learn both by intercepted Letters and by other Channels of Communication.

We hope, early in the Spring, to be in Possession of Philadelphia. The Ships, &c in that Harbor, will be an Acquisition to us, if we can save them; but their Destruction will be an irreparable Loss to the Rebels. Their other armed Ships, under Hopkins, are blocked up at Rhode Island: And we have two or three Ships of War at the Mouth of the Delaware. There is Reason to believe, that the Business, at least the hostile Business, will be settled in the next Campaign.

The Remains of the Congress are gone to Baltimore in Maryland. They have sent off their Records, &c into the interior Country.

The Difference in the Appearance of the King's Affairs, and especially the Revolution in the Professions of many Persons in this Country, are both very great. The People of Connecticut, among others, have lowered their Tone; and though their late Advantage in surprizing a Post of Hessians will undoubtedly flush them with a Sort of Triumph (for of all vain Men I believe the People of this Country are the vainest); yet their Satisfaction, as I understand, is likely to be very short-lived, and we may soon expect to hear of their being rewarded with a proper Chastisement.

I have the Honor to be, with the greatest Respect and Truth, My Lord [&c.]

Ambrose Serle

P.S. [Charles] Lee, since his Captivity, behaves with the Meanness of Spirit expected of him.

1. Dartmouth Papers, D(W) 1778/II/1727, Staffordshire County Record Office, England.

ROBERT MORRIS TO LIEUTENANT JOHN BALDWIN, CONTINENTAL SCHOONER
*Wasp*¹

Sir [Philadelphia] January 1st 1777 –

Mr [William] Patterson is now going down to Egg Harbour to take the care and management of your Prizes in that place,² and as its probable you may return there from your present Cruize, you are hereby directed on receipt of this Letter to send up immediately a return of the Provisions and Stores that will be wanted to compleat the *Wasp* for a three months Voyage. Send also a List of your men and an account of what Slops and clothing may be necessary if you should be ordered to proceed to Europe. You may heave down the schooner & get her in good order against the return of the Express by whom you make these returns and if you are ordered on the Service mentioned All things necessary shall be Sent you – keep this to yourself until further orders. – Mr Patterson will supply you with money for such expences as arise on the Vessel at Egg Harbour and if more is wanted write us for it. I am on behalf of the Marine Comee [&c.]

R Morris V:P:

1. Marine Committee Letter Book, 48, NA.

2. The prizes were the schooners *Success*, William Compton, master, and *Two Brothers*, Robert Burton, commander, *Pennsylvania Evening Post*, February 1, 1777.

PENNSYLVANIA

A Return of the Navel Department belonging to the State of Pennsylvania,

Vessells Names	Capts or Masters	Commissioned										Staff	
		Commdore	Captains	First Lieutenants	Second Do	Third Do	Master	Pilot	Chaplin	Surgeon	Surgeons Mate		
Ship <i>Montgomery</i>	Henry Dougherty Esq	1	1	1						1	1		
<i>Putnam</i> Battery	William Brown Esq												
<i>Arnold</i> Battery	Jer: Simmons Esq		1	1	1	1	1						
<i>Congress</i> Galley	Isaac Roach Esq		1	1	1								
<i>Franklin</i> Do	Nathan Boyce Esq		1	1	1								
<i>Effingham</i> Do	H. Montgomery Esq		1	1	1								
<i>Dickeson</i> Do	A. Henderson Esq		1	1	1								
<i>Chatham</i> Do	Geo: Garland Esq		1	1	1								
<i>Hancock</i> Do	Thos Moore Esq		1	1	1								
<i>Warren</i> Do	Thos Houston Esq		1	1	1								
<i>Burke</i> Do	Jams Blair Esq		1	1	1								
<i>Cambden</i> Do	Edwd Yorke Esq		1	1	1								
<i>Bulldog</i> Do	Wm Potts Esq		1	1	1								
<i>Washington</i> Do	Jno McFetrich Esq		1	1	1								
<i>Experiment</i> Do	John Webb Esq		1	1	1								
<i>Ranger</i> Do	John Mitchell Esq		1	1	1								
<i>Convention</i> Do	John Rice Esq		1	1	1								
Schoonr													
<i>Delaware</i> Do	Richd Eyres Esq		1	1	1								
<i>Vesuvius</i>	Jno Christie Esq		1	1									
<i>Aetna</i>	Jno Brice Esq		1	1									
<i>Brimstone</i>	W. Watkins Esq		1										
<i>Terror</i>	Rt Hardie Esq		1										
<i>Porcupine</i>	Rt Tatnell Esq		1										
<i>Sallamander</i>	C. Lawrence Esq		1										
<i>Fame</i>	Jonathan Cowpland Esq		1										
<i>Vulture</i>	Jacob Hance Esq		1										

N.B. This return does not point out the Officers that are Sick on Duty or Absent, Reference must be had to the Respective roles - - - -

Lod^k Sprogell M.M.G. of P.

NAVY LIST ¹

Under the Command of Commadore Seemore to 1st January 1777.

Officers

Non-Commissioned

Mrs Mate	Clerk	Steward	Stedwds Mate	Gunner	Gunners Mate	Mr at Arms	Armorer	BoatSwain	BtSwains Mates	ditto's Yeomen	Carpenter	ditto's Mates	Quarter Gunners	Quarter Masters	Yeoman of the Sheets	Cook —	Sergeants	Corporals	Drum & fife	Privates fit for Duty	Sick at Quarters	Sick at Hospital	on Command	Absent with leave	Absent without leave	Total
1	1	1	1	1	1	1		1	1	1	1	2	1	1		2			1	20	3	1	1	1	1	27
1	1	1	1	1	1			1	1	1	1		2		1					14	3		15	6		24
	1			1				1			1								1	18	7	1	1	4		31
	1	1	1	1	1			1	1	1						1			1	21	5		1	2		29
	1	1		1							1								1	14	4		1		3	22
	1	1		1				1			1								2	27	1		1	3		32
	1	1		1				1			1								2	14	4		5	2		25
		1		1							1								1	12	6		1	8		27
	1	1		1				1											1	13		2	4	9		28
	1	1		1																10	1	2	1	1		15
	1	1		1				1			1								1	13	2		1			16
1	1		1					1							1					8	1			3		12
1	1		1					1		1										11	2	1		5		19
1	1		1					1		1									2	21	2	1	1			25
	1		1					1		1										17		1	2	2		22
1	1		1	1					1	1									1	5	3		1	3	1	13
1	1		1					1		1									1	10			1			11
																				5						5
																				6			1			7
			1																	5	2		1			8
			1																	7			1			8
			1																	5	1		3			9
			1																	7	2		2			11
			1																	4	1					5
																				5	2		1			8

HENRY FISHER TO THE PENNSYLVANIA COUNCIL OF SAFETY ¹

Gentlemen,

Lewistown, Jan. 1st, 1777.

This will be handed to you by Captn Daniel Murphy, who I gave the command of the armed Barge to, upon her first coming down here, and has behav'd very well in that Station, as it now appears to me that she is in some danger of being either taken from us or burnt, is the Reason of my sending her up to you, and as Mr. Murphy has only my word for his Wages, I must beg that you will amply satisfy him, as he has devoted himself to the Service, & been of real advantage to your Trade.

He brings up with him a number of Prisoners out of different Vessels taken by his Majesty's Pyrates who were put on Shore here last Night in great Distress. If you think proper to send the Barge back, please to give Captn Murphy a Commission ² with orders to man her properly, and any service that I can render, shall not be wanting on my side.

Capt. Hallock ³ can inform you something of a very extraordinary Nature respecting our Torys here. I am in haste, Gentlemen [&c.]

Henry Fisher

1. *Pennsylvania Archives*, 1st series, V, 152-53.

2. Murphy was commissioned to command armed boat *Eagle*, which was the "armed Barge" referred to by Fisher, but the commission was not received until March 1, 1777, *Pennsylvania Archives*, 2nd series, I, 302.

3. Hallock, of the Continental brig *Lexington*, was one of the prisoners landed at Cape Henlopen and sent to Philadelphia in Murphy's boat.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO VICE ADMIRAL RICHARD LORD HOWE ¹

Roebuck off Cape Henlopen the

My Lord

1 January 1777.

I should have had great pleasure in informing your Lordship, that the *Lexington* Brigantine of War commanded by Captain Hallock of 16 Guns and 86 men fitted out by the Congress, had fallen into our hands, was it not that her being secure is extremely doubtful: Captain [Thomas] Wilkinson in the *Pearl* fell in with her a few leags to the Southward of the Capes, and altho' she is an exceeding fast Sailer, Yet from a very strong wind that then blew and being to windward, The *Pearl* overpowered her with sail and came up with her on a Short chace; Soon after it came on to blow so very hard, added to the accident of Staving a Boat, that Captain Wilkinson had it not in his power to take out of her any more of the Prisoners than the Captain and Nine officers, which were replaced by about as many of the *Pearls* Men. They continued together all the remainder of the day, but Lost company in the night in very bad weather, and she has never since been heard of. The *Lexington* had been sent to Cape Francois in October last in Order to Convey Letters to the French Government from the Congress, and also to bring back some Goods the Rebels were in want of as appears by the Captains account and his Orders which together with His commission, by desire of Captain Wilkinson I have the honor to forward to your Lordship.

Captain Hallock informs me that on account of the recommendation he carried with him from the Congress he was exceedingly well received by the Governor

at the Cape, that he Saluted the Fort with 15 Guns and received 7 in return; but that although the Harbour abounded with American trading Vessels he did not perceive they enjoyed any other Priviledges than formerly: He adds that the Governor told him that he daily expected the arrival of a Squadron of Men of War from France, and that he himself saw several Transports arrive with Troops, but could not tell whether it was more than the common relief of the Garrison, or not. Upon being asked if from what he saw and heard, that it was his opinion that the French were about to assist the Americans, he answered, no, that he had not the least Idea of it, but that he was informed that a War between France and Russia was much expected, and that Insurance at the Capes was at 25: P Cent:

I have allowed the Captain to be set ashore on his parole in Order to be exchanged for any officer of the Rank he claims, that either is or may be taken Prisoner from us by the Americans; as well as the other officers.

All the Prisoners that were on board the Ships under my Orders here, that were taken in trading Vessels and were natives of the Country, who did not chuse to enter into His Majesty's Service, I have also Set on Shore upon the promise of the Council of Safety at Philadelphia, to return me the same number when they shall have it in their power; which resolve is also enclosed.

Captain Linzee of the *Falcon* has just informed me that an Armed Brigantine, which he has reason to believe is come from Cape Francois, in attempting, a few nights ago to push into the Delaware thro' the Cape May Channel ran ashore upon one of the Shoals and to all appearance will be entirely lost. I have the honor to be &ca &ca &ca

A S Hamond

P.S. The *Pearl* did not join me early enough for me to comply with your Lordships commands Signified in your Letter of the 14th of last Month, Respecting the Capes of Virginia, and as I conclude Captain [Hyde] Parker [Jr.] is long ago upon that Station; It is now, I apprehend, become unnecessary.

I learn from all the Prisoners I have taken that they had the fullest confidence that the Men of War would not be able to guard the Delaware at this late Season, on which account most of the Vessels in the West Indies had Orders to attempt getting in there, for which reason I intend staying at least a week or Ten days longer than I otherwise should have done, and wish it possible that it might not be left without one Ship at Least all the Winter.

A.S.H.

The Right Honble the Lord Visct Howe

Vice Admiral of the White &ca &ca &ca New York

1. Hamond Letter Book, March 1776–December 1777, UVL.

MASTER'S LOG OF H.M.S. *Roebuck* ¹

January 1777

Wednesday 1st

Cape May SBE $\frac{3}{4}$ E 1 Mile

A M at 7 The *falcon* Sail'd, at 8 Made her Signl to Return
First part Fresh gales & fair Latter Squally & Rain P. M.
at 1 saw a sail in the Offing at 3 Made the Signl to pre-
pare to sail & soon after Weigh'd & made sail at 7 Fired

Several Guns at a Schooner & Brot too She prov'd to be
from Cape Nichola Mole with Molasses & Sugar ²

1. PRO, Admiralty 52/1965.

2. Schooner *Friendship*, Daniel Rhodes, master, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

JOURNAL OF H.M. SLOOP *Falcon*, CAPTAIN JOHN LINZEE ¹

January 1777

At single Anchor under C. Henlopen

Wednesy 1st

At ½ past 7 AM Weigh'd & came to sail pr Order under single reef TS Jib, staysails & Courses. At 9 the *Roebuck* made the Signal to call in all Cruizers. Tkd Ship & bore away for Cape Henlopen Shorten'd Sail. At ½ past 10 Came too in 6½ fm under C: Henlopen with the small Br veer'd a whole Cable SEBS¾ Et 4 Miles.

Fresh breezes & hazey Wr At 2 PM Weigh'd & came to sail pr Signal. Gave Chace to a Sail in the SE Qr The sail got under C: May in too shoal Water for us to follow. Tkd Ship & stood for C: henlopen. At 4 The *Roebuck*, 2 brigs & Schooner (Prizes) got under way. The *Roebuck* put them under our Convoy for N: York. At 5 fired a 6 Pounder & made the signal for the Convoy to Anchor. One of the Brigs parted Company. At ½ past 9 Anchor'd with the Bt Br in 7 fm veer'd ½ a Cable Lt house SWt Anchor'd also the Brig & Schooner. Sent the Acting Lieutenant on board the *Kitty* Brig the Lieutenant returned Found the Ship drive, gave her more Cable. Lost a Deepsea Lead & part of the Line by the Ships Driving.²

1. PRO, Admiralty 51/336.

2. *Falcon* delivered the *Kitty* and the schooner prizes at Sandy Hook on January 9, and returned to Delaware Bay, where, on January 19, she "Sent the Master with the Long-boat to Land the Prisoners of the *Kitty* Brig," PRO, Admiralty 51/336. *Kitty* had been taken by Linzee on December 31, 1776. She was from Cape François, Samuel Nicholls, master, with a cargo of molasses, rum and dry goods, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

WILLIAM HOOPER TO JOSEPH HEWES ¹

[Extract]

My dear Hewes

Baltimore Jany 1. 1777

I was favoured with two letters from you by Capt Alton. I lament your hard fortune, and unless some measures are immediately taken to prevent the infamous practices of the Privateers, America will soon be in a state of general confusion – One Part warring against another, and the defenceless Southern colonies become a devoted prey to their more formidable Eastern neighbours. I laid your letter relative [to] the Capture of the Brig *Joseph* before the congress without any embellishment or reserve.² The New England Gentlemen, felt the force of the Imputation but considered it as too general. I have an order that our President should write the President and Council of Masstts requesting to make an immediate enquiry after the Vessell and the Pirates who have taken her, secure her

and them, & report immediately to congress – I have also procured a reference of your letter to the marine Committee, who I hope will take some spirited resolves to avenge the Injury done you and to prevent the repetition of such unjustifiable depredations. [Robert] Morris is not here, but I have requested him in a letter which I wrote him yesterday inclosing yours to correspond with me upon the subject and exert his utmost endeavours to interest Congress in favour of your Application – by a publick epistle to our Honours – This is all which can be done at present, when I hear more particularly from you I shall prosecute every expedient to improve such information to your benefit.

The Congress upon Part of G Howes' Army advancing within 9 Miles of Cooper's ferry, by the advice of [Thomas] Mifflin and [Israel] Putnam removed to this dirty infamous extravagant hole, where with all possible Oeconomy we live at the rate of 50/ per day, Every necessary of life being double what they cost us in Philadelphia – & before we left that everything was enormous –

1. Bamberger Autograph Collection, NJHS.

2. The *Joseph*, Emperor Moseley, master, returning from a voyage to Spain, had been illegally seized by the Massachusetts privateer schooner *Eagle*.

ADVERTISEMENT OF SALE OF BRITISH PRIZE SHIP *Lydia* AND CARGO ¹

Baltimore, Jan. 1, 1777.

By Virtue of a Decree of the Honourable Court of Admiralty of the State of Maryland, will be Sold at Public Vendue, for Ready Money, at the House of Capt. Thomas Elliot, at Fell's Point, on Thursday the 9th Day of January instant, at Ten o'Clock in the Forenoon.

The Ship *Lydia*, lately made Prize of by the *Harlequin* Privateer of Baltimore, commanded by James Handy, Esq; Burthen about Two Hundred Tons, Philadelphia built, of Live Oak and Cedar, five Years old, a remarkable fast Sailer, a handsome Ship, well found in every Particular, and may be sent to Sea at a very small Expençe. An Inventory of her Materials may be seen at the Subscriber's Same Day will commence the Sale of the Cargo of said Ship, consisting of One Hundred and Sixty eight Hogsheads and Thirty Tierces of Sugar, Dry Hides, Cotton, Indigo, Tortoise Shell, Pimento, &c.

David Stewart, Marshal.

N.B. The Marshal will prefer Continental or Convention Currency to any other Money.

1. *Maryland Journal*, Baltimore, January 1, 1777. See illustration page 840.

MARYLAND COUNCIL OF SAFETY TO GEORGE WELLS ¹

No 80

Sir Herewith you will receive the Balance of your Accot for Row Galley No 1. – Likewise an advance of four hundred Pounds to go with No 2. – both which vessels, you must recollect, ought by your Agreement to have been finished by the 30th of October Last. – therefore double diligence is certainly now necessary to forward the other, with all expedition, which we hope, and trust you will do. –

NUMB. 160.

THE
MARYLAND JOURNAL,
 AND
BALTIMORE ADVERTISER.

WEDNESDAY, JANUARY 1, 1777.

(Vol. IV.)

Baltimore, Jan. 1, 1777.

By Virtue of a Decree of the Honourable Court of Admiralty of the State of Maryland, will be SOLD at PUBLIC VENDUE. for Ready Money, at the House of Capt. Thomas Elliot, at Fell's Point, on Thursday the 9th Day of January instant, at Ten o'Clock in the Forenoon,



THE Ship LYDIA, lately made Prize of by the Harlequin Privateer of Baltimore, commanded by James Handy, Esq; Burthen about 200 Tons, Philadelphia built, of Live Oak and Cedar, five Years old, a remarkable fast Sailer, a handsome Ship, well found in every Particular, and may be sent to Sea at a very small Expence. An Inventory of her Materials may be seen at the Subscriber's. Same Day will commence the Sale of the Cargo of said Ship, consisting of One Hundred and Sixty eight Hogheads and Thirty Tierces of Sugar, Dry Hides, Cotton, Indigo, Tortoise Shell, Pimento, &c.

DAVID STEWART, Marshal.

N.B. The Marshal will prefer Continental or Convention Currency to any other Money.

We observe a Quantity of Rum charged for the Workmen, but think it would be better to ascertain how Much is required, or given to each particular. – A Captain is appointed to the Galley,² who will order, and direct her Mast-ing and are &c.

[Annapolis] January 1st 1777.

1. Council of Safety Letter Book, No. 2, Md. Arch.

2. Thomas Walker to the galley *Baltimore*, Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

THOMAS SHORE TO CAPTAIN CHARLES THOMAS¹

Sir,

Petersburg 1st Jany 1777.

In conformity to The Hble Board of Commissioners, I have purchased the Sloop *Agatha* & am requested to have her fitted out for a Trading Voyage wh all expedition, must therefore intreat of you to furnish Capt Rob Elam who has her in charge, with such necessary Cordage & Riging as he may think proper to direct with the greatest despatch & much Oblige Sir [&c.]

Thos Shore Agent

1. Public Rope Walk Papers, 1777, VSL. Thomas was superintendent of the ropewalk at Warwick, Virginia.

2 Jan.

JOURNAL OF THE NEW HAMPSHIRE COUNCIL¹

[Exeter] Thursday, January 2d 1777 –

Vote for a Ship now lying at Portsmouth to have leave to sail on a Voyage to the West Indias on condition of a Bond being given by the owners to bring back a Cargo of such Articles as the Court shall direct and give the State the refusal thereof bro't up read and Concurred –

1. Council Records, Council Book VII, 1776–1778, 128, 129, N. H. Arch.

PETITION OF JACKSON, TRACY & TRACY TO THE MASSACHUSETTS
GENERAL COURT¹

To the honble the Council & the honble House of Representatives for the State of Massachusetts Bay –

Humbly shew the Subscribers of Newburyport Merchants, that they were preparing a Vessell for the Sea, when the late Prohibition took place – a Brign named the *Lady Gates* Maddatt Engs Master – designed for Charlestown So Carolina there to load with Rice, for foreign Europe – from the produce of which Vessell & Cargo they purpose to bring back here, in another Bottom, in military Stores, coarse Woollens & Linnens, & other Articles yet much wanted for the Army & by the Country in general – Should your Honours judge, as your Petitioners conceive, the abovementioned purposes, well worth pursuing for the Good of the Community, & that our Navigation upon this Coast, is at the present season freest from British Captures, your Petitioners beg your honours Permit for their Brign to proceed as abovementioned the present Embargo notwithstanding, & your Petitioners as in duty bound shall ever pray

Newburyport 2d Jany 1777.

Jackson Tracy & Tracy

[Endorsed] In the house of Represents Janry 7 – 1777 Read and Committed to the Comtee on Similar petitions Sent up for Concurrence J Warren Spkr In Council Jay 7, 1777 Read & Concurr'd Jn^o Avery Dpy Secy [Second endorsement] The Committee of both Houses on Similar Petitions, Report that the prayer of the within Petition be granted provided they Carry none of the enumerated articles nor Rum

John Taylor Pr order

1. Mass. Arch., vol. 182, 21.

PETITION OF ISAAC FOX TO THE MASSACHUSETTS GENERAL COURT ¹

To the Honourable the House of Representatives for the State of Massachusetts Bay and the Honble The Council for said State

The Petition of Isaac Fox late Commander of the Brigantine *Active*, taken and brought in by the Ship *Alfred* in the Service of these States in behalf of himself and Crew consisting of Nine persons –

Humbly sheweth

That he was taken by the sd Ship and sent into Bedford, that it has been proposd for him and Crew to be ascertained in a Cartel for the exchange of Prisoners, that they are not yet desirous of leaving this State but would choose rather to be at Bedford under the Care of the Committee of that Town if it is agreeable to this Honourable Court. Your petitioner went into Bedford in his own Vessell and has a permit to come to this Town after his Crew which are brought in here in the *Alfred*, They mean to travel to Bedford at their own Expençe without any manner of Charge to this State

Your Petitioner therefore intreats this Honble Court would be pleased to take this petition into Consideration and grant a permit for him self & Crew two of which are Apprentices to him to pass to Bedford and there rest under the Care of the Committee for sd Town, and he as in duty bound will pray –

Boston January 2d 1777 –

Isaac Fox

[Endorsed] In Council Jany 2d 1777 Read and Sent down

Jn^o Avery Dpy Secy

1. Mass. Arch., vol. 182, 22, 23.

ARTICLES OF AGREEMENT BETWEEN THE MASSACHUSETTS BOARD OF WAR AND EMANUEL MICHAEL PLIARNE ¹

Articles of Agreement made and enter'd into this second day of January One thousand seven hundred & seventy Seven between the Board of War of the State of Massachusetts Bay, in Behalf of said State on the one part, & Emanuel Michael Pliarne now resident in America, for himself, his Heirs, Executors, & Assigns on the other Part –

Witness –

That the said Emanuel Michael Pliarne for Considerations hereafter mentioned, promises to & agrees with the said Board of War & their Successors in said Office, in Behalf of said State, that upon the Arrival of the first Vessells belonging to the said Board at Nantes in France, the said Emanuel Michael Pliarne shall advance and ship, agreeable to the Orders of said Board any warlike Stores or other Articles to the Amount of Eighty Thousand Pounds Sterling; that the said Emanuel shall give all possible Assistance and Dispatch by his Friends & Correspondents in the different Ports & Harbours, that any of said Vessells may arrive at, & if possible will obtain such Insurance as the said Board of War shall direct

It is understood that upon the Arrival of the first Vessell which shall be employed by the said Board of War, in Behalf of said State, at Nantes, the said Michael Pliarne shall begin to execute his Part of this Contract, & shall load back as fast as possible her, & every succeeding Vessell, which the said Board of War shall order to return, & with such Articles as the said Board shall direct, untill they have advanced to the Amount of the said Eighty Thousand Pounds –

In Consideration whereof, the said Board of War for themselves & their Successors in said Office, & in Behalf of said State, do hereby promise & agree to and with the said Emanuel Michael Pliarne his Executors, Administrators or Assigns

1st That they will with all possible Dispatch, purchase Vessells & Cargoes, which they judge will best suit the European Markets, or will send Vessells to the Southern States of this Continent, & there purchase fit Cargoes for said Vessells, & them carry to a European Market –

2dly That the proceeds of said Cargoes shall be lodged in the Hands of Jacques Gruel & Company Merchants at Nantz in France, till they have received the full Amount of the said Eighty thousand Pounds, unless the said Emanuel Michael Pliarne should chuse to receive here any part thereof in the Currency of this State, at the Rate of One hundred thirty three pounds six Shillings & Eight pence, for One hundred pounds Sterling, except so far as the said Board may not have invested of the above Eighty thousand Pounds for the purposes aforesaid –

3dly That the said Emanuel Michael Pliarne shall have Liberty to purchase any Vessells or Cargoes, & have all the priviledges of sending them to Sea as the said Board of War, so far as they shall be purchased in part of the Eighty Thousand pounds aforesaid –

4thly That the Vessells & Cargoes sent to Europe shall be directed & consigned to the Houses appointed by the said Emanuel Michael Pliarne, which Houses shall have full Leave to send the Vessells & Cargoes to any Markets in Europe, which they shall judge most advantageous for the said Board in Behalf of said State –

5thly That all the Vessells sent to the Southern States of this Continent by the Board of War, for the purposes aforesaid, shall be under the Direction of the said Emanuel M Pliarne, (so far as relates to assisting, forwarding & dispatching), or his Correspondents, & in Case the said Vessells & Cargoes shall not be consigned to him or them, he or they in his Behalf shall have Right to ship in any such

Vessells, a proportion of the Cargo not exceeding six Tons upon One hundred, freight free

6thly The Board of War for Said State agree, that the said Emanuel Michael Pliarne for transacting the Business aforesaid shall be intituled to such Commission upon said Business, as is customary in the several ports where transacted –

7thly That the Accounts between the Board of War & the said Emanuel M Pliarne shall be examined at the Expiration of every six Months, & then, or as soon after as possible adjusted – In Witness whereof Emanuel Michael Pliarne in Behalf of himself his Heirs Executors Administrators or Assigns; and the President of said Board of War, in Behalf of this State, have interchangeably set their Hands & Seals the day & Year first above written –

Signed sealed & delivered

E Pliarne

in présence of NB It is understood by the 3d Article that the Board of War
John Pitts will purchase any Vessels Mr Pliarne shall want & provide
Caleb Davis Cargo's for them, as well as furnish him with Money for such
Vessells & Cargo's as he shall chuse to purchase himself –

1. Mass. Arch., vol. 292, 1–40.

Independent Chronicle, THURSDAY, JANUARY 2, 1777

Boston, January 2, 1777.

Captain William Dennis, in the Privateer *America*, belonging to Connecticut, has taken a Brig, called the *Countess of Eglinton*, of 160 Tons, from Scotland, bound to the Ministerial Army at New-York, and sent her into a safe Port. Her general Cargo is as follows, viz. 57 Bales, 110 Boxes, 34 Casks, 2 Chests, and 5 Trunks of Haberdashery, containing the following Articles, viz. 368 Yards printed Linnen, 1223 Pounds Wrought Leather Shoes; 4513 Pounds green Glass Bottles; 39 Barrels and 2 Tierces Strong Ale; 6797 Pounds Tallow Candles, 2400 Weight of refined Sugar; 67,028 Yards British Bounty Linnen; 7421 Yards Irish Linnen; 4488 Yards British stripped and checked Linnen; 207 Firkins Butter; 126 Gallons Portugal Wine; 210 Bundles Iron Hoops, &c. &c.

We hear that the 13 Sail of Transports, which lately sailed from Newport, are bound to the East End of Long-Island, for Wood, and that no Troops have yet embarked from that Place, as has been reported.

Some Time last Week, a large Ship, supposed to be one which the *Alfred* Frigate has lately captured, ran into Newport (she not knowing that the Enemy was in Possession of that Place) and was made a Prize of ¹

On Friday last, arrived in this Harbour, a large Snow, taken by Captain Jones, in the *Alfred*, in the Service of the United States: she was retaken by a British pirate Frigate, and afterwards by a Privateer belonging to this Town.

Captain Henry Friend, who was lately captured in a Sloop, coming from Newbury to this Port, by the *Milford* Man of War, and carried into Halifax, was set at Liberty soon after he arrived there, with Leave to proceed Home, which he embraced. But before he left Halifax, he had the good Fortune to meet with a Brig, laden with Flour, &c. and the Crew going on Shore, and leaving him in said Vessel, with a Number of Men he then engaged for that Purpose, took this Op-

portunity to make Retaliation for the Injury done him, by bringing off the Brig, and her Contents, with which he is safe arrived in Newbury-Port.

Two Prizes are taken by a Privateer from this State, and carried into Cape-Ann. – One of them has on board upwards 1500 Firkins of Butter, &c. and was from England bound to Gibraltar, for the Supply of the Garrison there.²

1. Ship *Betty*.

2. Prizes were ship *George*, Thomas Brockway, and schooner *Hawk*, Thomas Sheeby, taken by the privateer *Union*, Captain Isaac Somes, *Continental Journal*, January 9, 1777.

Continental Journal, THURSDAY, JANUARY 2, 1777

Boston, January 2.

The Honorable Nathan Cushing, Esq; is appointed judge of the Maritime Court, for the Middle District, in the Absence of the Honorable Timothy Pickering, Esq; who set out from this Town Yesterday Morning, to join the Forces of the United States of America.

Arrived in York River, in Virginia, the Sloop *Jane*, Booker, Schooner *Success*, Hill, and Schooner *Rambler*, Buffington, all from St. Eustatia, with 600 Casks of Gunpowder, considerable Cargoes of Salt, Cordage, and dry Goods.

Massachusetts Spy, THURSDAY, JANUARY 2, 1777

Worcester Jan. 2.

By a Gentleman from Portsmouth, we are informed, That last Thursday a tender belonging to the *Milford*, formerly an American privateer, and commanded by Capt. Burk [William Burke], took a sloop belonging to Portsmouth, having on board, wood, potatoes, &c. After they had taken out as many of the articles on board as they saw fit, they burnt the sloop. The next day a violent storm arising they were in danger of being driven on the North ledge off Portsmouth harbour. The storm increasing, the Capt. of the tender desired the Master of the wood sloop to take the direction of the vessel, which he at first refused, but the danger increasing, the Capt. persisted in his demand that the said Master should take the helm, and gave him leave to conduct the vessel into what harbour he pleased, which was complied with, and the said tender piloted into Portsmouth harbour. She was laden with, provisions, from Halifax, had on board 44 hands, and 5 officers.¹

1. Tender *George*, formerly Washington's schooner *Warren*.

BRIGADIER GENERAL WILLIAM WEST TO GOVERNOR NICHOLAS COOKE ¹

Hond Sr

I am Informed by Two Persons that Made their Escape Last night About 8 oClock from the Ship that Lays now A Ground that She is the *Dimond* of Thirty Six Guns and Two hundred & Twenty Men Commanded by Capt [Charles] Fielding, and as they are Persons belongs To the Country & have been In the service Untill Unfortunatly Taken and are Still Willing to Enter In our Ships to make An Attack upon the Aforesd Frigate I Would Recomend that the Boat they made Their Escape In, be Aprais'd & Give them The Value of her, for your

farther satisfaction In this Matter have Sent them to you for Examination. In the Mean Time Remain [&c.]

Camp Bristol Jan'y 2. 1777 -

William West

1. Letters to the Governor, vol. 9, 1776-1777, R. I. Arch.

JOURNAL OF H.M.S. *Centurion*, CAPTAIN RICHARD BRATHWAITE ¹

January 1777

Moored in Narraganset Bay

Thursday 2d

AM at 8 Saw the *Diamond* aground at the entrance of Providence Passage, Loos'd the Courses & Staysails, got up Top Gallt masts. Sent the Barge to the *Diamond* & the Cutter to fill water at 12 the barge returned.

Modt & fair Wr PM at 1 Sent the Longbt to the Assistance of the *Diamond*. at 3 Sent likewise the Barge, which ret'd at 5. at 4 Saw a Sloop coming down from Providence.² at 5 the Rebels began to cannonade the *Diamond* from the Main at the Entrance of the Passage to Providence & the Sloop came to Anchor within & began to fire upon her, at 5 loosed the Topsails & fired 2 Guns as a Sigl for the other Ships of War, to send Assistance to the *Diamond*, Dispatched the Barge to the *Diamond*, & the Cutter to the *Asia* & *Experiment* at 7 handed the Topsails.

1. PRO, Admiralty 51/177.

2. Continental sloop *Providence*.

JOURNAL OF H.M.S. *Phoenix*, CAPTAIN HYDE PARKER, JR. ¹

January 1777 -

Sandy Hook N:19W Distance 69 Leag[ues]

Thursday 2d

at 7 AM up Topgt Mast made Sail & gave Chace to a Vessel to the NEt at 8 Spoke the Chace the Brig *Ranger* that had been taken by the Rebels, sent a Midshipman & four Men onbd & brought onbd four Rebels

1. PRO, Admiralty 51/694.

CONGRESSIONAL COMMITTEE IN PHILADELPHIA TO JOHN HANCOCK ¹

[Extract]

Philada Jan'y 2d 1777

The Enemies Ships still remain in our Bay & we fear they will do immense damage by intercepting numerous necessary supplies, Capt Hammond has discharged 47 Prisoners in consequence of Mr Morris's letter to him, part of them are come up & Mr [Davis] Bevan with the rest are on the Road when he arrives we shall know the terms on which they have been dismissed. The *Randolph*, *Hornet* & several other Vessells still remain at the Piers waiting some favourable opening to push out

Robt Morris Geo Clymer Geo Walton

1. Papers CC (Letters and Reports from Robert Morris), 137, Appendix, 57-60, NA.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY¹

[Philadelphia] January 2nd, 1777.

Resolved, That the widow of John Sherer, deceased, be allowed half pay from the time of said Sherer's decease until the first day of June next, when the Council will give further directions in the premices.

(N.B. The above mentioned John Sherer belonged to the *Congress* armed Boat, & died the 8th July, 1776.)

1. *Pennsylvania Colonial Records*, XI, 72.

ANDREW SNAPE HAMOND TO CAPTAINS THOMAS WILKINSON, R.N., AND
JOHN LINZEE, R.N.¹

By Andrew Snape Hamond Esquire
Captain of the *Roebuck* and Senior officer
of His Majesty's Ships employed in
the River Delaware

Having reason to believe the communication by the Delaware with the Town of Philadelphia from the State of the weather will soon be entirely prevented; It is therefore my intention to remain cruizing off this River with the Squadron under my command in order to prevent supply's getting in, as well as to prevent their Armed Vessels now fitted out at Philadelphia from putting to Sea, untill the 10th instant, after which, I shall proceed Southward to the Island of Antigua: Should therefore any accident happen to separate us before that time; You are hereby directed to cruize with His Majesty's Ship under your command in the Trail of the Vessels coming from the West Indies, in such manner, and for so long a time as you shall judge necessary; taking care if possible to be at English Harbour by the end of this Month in Order that the *Pearl* may be hove down and refitted.²

It is recommended that all possible caution is used to prevent the Rebels from being informed of the movement of His Majesty's Ships, and in Case of making any Captures, that they may in future be sent to the Island of Antigua.

Given under my hand on board His
Majesty's Ship the *Roebuck* in Cape
Henlopen Road the 2d January 1777 –
A. S. Hamond

To Captains Wilkinson & Linzee commander[s] of His Majesty's Ship[s] the
Pearl & *Falcon*

[Note] This order is not to be open'd but in case of separation. –

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

2. This date Hamond sent similar orders to Captain George Keith Elphinstone, H.M.S. *Perseus*, to join with H.M.S. *Camilla* and "cruise together off the Coasts of the Southern Colonies, particularly off the Barr of Charles Town to prevent supplies getting to the Rebels and for the purpose of intercepting their Armed Vessels," Hamond, Orders issued, 1776–1777, UVL.

JOURNAL OF THE CONTINENTAL CONGRESS¹

[Baltimore] Thursday, January 2, 1777

The Secret Committee having informed Congress that the *Lexington* was arrived at the port of Baltimore, with a number of sailors prisoners and a French gentleman, who was come to offer his service to Congress,

Resolved, That the Marine Committee be directed to take into consideration the case of sailors taken prisoners, and report thereon to Congress:

That the French gentleman, arrived in the *Lexington*, be referred for examination to General Gates.

Resolved, That Mr. [Jonathan D.] Sergeant and Mr. [Oliver] Wolcott be added to the Marine Committee, in the room of the members from New Jersey and Connecticut, who are absent.

1. Ford, ed., *JCC*, 9-10.

COMMITTEE OF SECRET CORRESPONDENCE TO CAPTAIN LARKIN HAMMOND¹

Sir

Baltimore, 2 Jany 1777

You are to proceed with all the dispatch in your power with the schooner *Jenifer* under your Command to Nantes in France; on your arrival there, you are to apply to Mr Thomas Morris, if he should be at that Port; if he should not, your application must be to Messrs Pliarne, Penet, & Co, who will furnish you with necessary Cash for your Journey to Paris, for which place you must set out immediately, and deliver your dispatches to Messrs Deane, Franklin and Lee, & wait their orders; when they discharge you, you are to return with the utmost diligence to America, and put into the most convenient Port to the Southward of the Delaware; we think Chincoteague or some other on the back of the Eastern Shore the most likely for avoiding Men of War, and would therefore have you attempt getting into one of those Ports; when arrived, you must leave the Schooner under the Command of your Mate, and bring the dispatches yourself to Congress, wherever it may be sitting.

You are, before you set out for Paris, to consult with Mr Morris or the above Gentlemen, whether your vessell will not be most likely to escape the enemy by sending her to some other Port to meet you on your return; if this should be their opinion, you are to give orders to your Mate accordingly; you are also to deliver your Pigg Iron to the order of those Gentlemen, and take from them such a quantity of Military Stores as will ballast your vessell – The safe delivery of the dispatches, with which you are intrusted & the obtaining answers to them, are matters of such immense consequence to the Continent, that we can not too strongly recommend to you the avoiding all vessels that you may see, either outward bound or on your return – You are also to avoid as much as possible falling in with Headlands and Islands, as it is most usual for Men of War to cruise off such places –

The Dispatches will be delivered to you in a Box, which you must put into a Bag with two Shots, that, in case of falling in with an enemy, from which you cannot escape, you may be prepared to sink them, which on such an event's

happening, we earnestly insist on your doing – We wish you a good Voyage and safe return and are [&c.]

B. Harrison R. H. Lee

P.S. When you arrive at Nantes, enquire & get directions from the Gentlemen there to whom you are recommended, for Cash to carry you to Paris, where Dr Franklin, Mr Deane, or Mr Arthur Lee lodge in Paris, and above all things take care not to let it be known at Nantes, from whence you come, your business, or where you are going, except to the above Gentlemen –

1. Papers CC (Letters of the Committee for Foreign Affairs, 1776–83), 79, vol. I, Appendix, 15–16, NA.

JOHN HANCOCK TO ROBERT MORRIS ¹

[Extract]

Baltimore Jan'y 2d 1777.

I am this Minute informed by Captain [Abraham] Boyce of the Marines, who was on Board the *Lexington*, that she was taken by the *Pearle* Frigate off the Capes of Delaware. The Weather proving extremely bad, only seven Hands were put on Board. In Consequence of which the *Lexington's* Crew rose; and having taken Possession of her, have brought safe into this Harbour. She is loaded with Powder, Arms, & dry Goods. I shall order her to be immediately unloaded, & dispatch her as fast as possible.

1. Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 11–12, NA.

LIBEL FILED IN MARYLAND ADMIRALTY COURT AGAINST THE PRIZE SLOOP *Fame* ¹

January 2, 1777.

Port of } To all whom it may concern, Notice is hereby given, that a Court
Baltimore. } of Admiralty will be held, at the Court-House in Baltimore-Town,
on the 23d Day of January Instant, at ten o'Clock in the Forenoon, then and
there to try the Truth of the Facts alledged in the Bill of the Captain,² Officers,
Mariners, and Marines, of the private Schooner of War called the *Enterprise*,
who as well in Behalf of themselves as the Owners of the said Vessel, against the
Sloop *Fame*, her Tackle, Apparel, Furniture, and Cargo, &c lately commanded by
a certain Nathaniel Barnard; to the End that the Owner, or Owners of the said
Sloop and her Cargo, or any Person concerned therein, may appear and shew
Cause (if any they have) why the same should not be condemned, according
to the Prayer of the said Bill.

William Gibson, Register

1. *Maryland Journal*, Baltimore, January 8, 1777.

2. Captain James Campbell. The *Fame*, with a cargo of salt and dry goods, had been captured by H. M. S. *Galatea* and retaken by Campbell, Admiralty Court Papers, 1776–1781, Box 1, Folder 7, Md. Arch.

JOURNAL OF THE VIRGINIA NAVY BOARD ¹

[Williamsburg] Thursday 2d January 1777. –

Lieutenant Laban Goffingan at present the Commanding Officer on Board the Sloop *Scorpion* received Orders to Proceed with his Vessel to Fredericksburg and

apply to Mr James Hunter jr of Fredericksburg for a Quantity of Goods belonging to the Public which he is to take on Board and bring to Queens Creek and wait on the Board for further Instructions. And It is also Ordered that he Land what Wood and Water he may have at Present on Board his Vessel more than sufficient for this Trip in the Warehouse at Gloucester Town.

John Archer is recommended to his Excellency the Governor and the honble the Council as a proper Person to be appointed second Lieut of the Sloop *Scorpion* in the room of William Ivey who is recommended as first Lieut of the Sloop *Liberty* –

Ordered that a Warrant Issue to Lieutenant Joel Sturdivant ² for One hundred & Twenty Pounds, upon Account, to recruit Seamen for the use of the Navy, who gave Bond for his faithfully applying the said Money & rendering a just & true Account thereof when required

1. Navy Board Journal, 149–50, VSL.

2. Commanding the galley *Manley*.

South-Carolina and American General Gazette, THURSDAY,
JANUARY 2, 1777

Charlestown, January 2.

We hear from Georgia, that a small armed vessel, commanded by one Kebly, and fitted out at Augustine, lately came into an Inlet near Sunbury, under Pretence of being a trading Vessel from Cape Francois, and decoyed Capt. Woodruff, Commander of a Row Galley stationed there, and two of his Crew on board. They afterwards landed some Men on Sapello, and robbed Mrs. Mackay's Plantation of several Negroes, &c. The Deceit being discovered, the Alarm was given, and a Party of the Row Galley's Crew, landed, pursued them, and took 7 of them prisoners. The Pirate, finding she was discovered, put out to Sea, but not without receiving several Shot from the Galley, from which, having a favourable Wind, she soon got clear.

Three Prizes (two Schooners and a Brig) taken by the Northern Cruisers, have arrived here since our last.

3 Jan.

PETITION OF WILLIAM THOMPSON TO THE MASSACHUSETTS GENERAL COURT ¹

To the Honourable the Council & Honourable House of Representatives of the State of Massachusetts Bay in general Court Assembled

The Petition of Wm Thompson late andventurer in the Brigantine *Lively*
Nichs Martindale Masr
Humbly Sheweth

That he was bound in said Vessel from Air in Scotland to St Johns Newfoundland but that on the 29th of Octr last he was taken by Saml Tucker & Jno Skimmer being then in Sight of the land near St Johns. That as soon as said Vessel was Mann'd Was ordered to Boston where she arrived on the 13th of Novr last. –

That your petitioners native place is near the Port of Whitehaven in Ould England and there having a family to Support whose whole dependence is on him and who must Inevitebly come to want without his assistance

He Humbly prays your Honours in your known wisdom & goodness would be pleased to grant him liberty to depart for Ireland with Capt McDonald whose Vessel is now laying at Plymouth. And as in duty bound shall ever pray &c.

[Boston, January 3, 1777] ²

William Thompson

1. Mass. Arch., vol. 182, 16-17.

2. An approximate date.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Boston] Friday January 3d 1777

Warrant on the Treasury for Fifty six pounds eight shillings to John Ayres Commander of the *Lynch* Cartel Schooner to pay ten Men and a pilot to Navigate said Vessel to New York and back again Signed by fifteen of the Council.

Warrant on the Treasury for Fifty six pounds eight shillings to Daniel Waters Commander of the *Lee* a Cartel Vessel to pay ten Men on [*sic* and] a Pilot to Navigate said Vessel to New York and back again – Signed by fifteen of the Council ²

1. Mass. Arch., vol. 20, 149, 150-51.

2. Neither the *Lynch* nor the *Lee* was used as a cartel because of the "refractory disposition of the Men and their unwillingness to go to New York that it was judged unsafe to send them that way." See Journal of the Massachusetts Council, January 4.

MASSACHUSETTS BOARD OF WAR TO SAMUEL ARNOLD ¹

War Office,

Sir

Boston Jany 3d 1777

You being Master of the Schooner *Edward* charter'd by the Board of War, your orders are to proceed direct for Baltimore, where you are to dispose of your Rum & Sugar, for the most you can obtain; purchase a Load of Good Common Flour, with the Addition of Six Tons of Pig, & Six Tons of Barr Iron, & come home.

If any Ballance should remain after purchasing your Cargo, you will leave it in the Hands of Messrs Saml & Robt Purviance Merchts there taking their Receipt to whom you will also apply for the Pig Iron, who will ship the Same on board your Vessel on Account of this State. –

You will run for Nantucket shoals, then make the first harbour you can and if upon enquiry you can learn that the Harbour of Boston is safe & free from the Enemy, you will make the best of your way for it or otherways give notice of Your Arrival to the Board by Express We wish you a good Voyage. –

By order of the Board J Warren Presd

[Endorsed] Boston Jany 3d 1777 I acknowledge the above to be a true Copy of the orders I have rec'd from the Honble Board of War, and promise to obey the same.

Samuel Arnold

1. Mass. Arch., vol. 151, 397, Letters from the Board of War, 1776-1780.

MASSACHUSETTS BOARD OF WAR TO JOSHUA BARTLETT ¹

War Office,

Sir,

Boston Jan'y 3d 1777

You being Master of the Schooner *Elizabeth*, charter'd by the Board of War, it is their Direction that you embrace the first Wind and sail for South Carolina or Georgia and their dispose of the Cargo at the best price you can obtain, then load the Vessel with Rice, and if you have any Money more than sufficient for that lay it out in good Sole Leather, Raw Hides, or Deerskins, & return with all speed to this State. We wish you a good Voyage. —

By order of the Board J Warren Prest

[Endorsed] Boston Jan'y 3d 1777. I acknowledge the above to be a true Copy of the orders I have rec'd from the Honble Board of War, and promise to obey the same.

Joshua Bartlett

1. Mass. Arch., vol. 151, 398, Letters from the Board of War, 1776–1780.

COLONEL JOHN WATERMAN TO GOVERNOR NICHOLAS COOKE ¹

Hond Sir

Warwick Head Quarters Jan'y 3rd 1777

I have the misfortune to Inform you that the Ship ² which was aground yesterday, floated this morning at 3 oClock and fell down about 2 miles from the neck which was a great mortification as we were that Instant throughing up a brest work to play on her with our field Eighteen pounders, as we had done the Evening before which am Confident did her much Damage, had the Gallies Came Down yesterday as I Expect[e]d they would, She might have been taken with all the Ease Imageneable, never was nor perhaps never will be again such a Prospect of Capturing a man of War in this Bay, it Greves me to the heart, to think after so much pains and fateague, Could not have the proper Assistance, from the Gallies, which I am Informd your honour ordered Down, which matter of their neglect I beg may be Enquired Into, as nothing Could have more Incourged the troops had the Ship been taken — I am Sr with the Greatist Esteem [&c.]

John Waterman Colo —

1. Letters to the Governor, vol. 9, 1776–1777, R. I. Arch.

2. H.M.S. *Diamond*.

“A STATE OF THE MUTUAL EXCHANGE OF PRISONERS BETWEEN THE
COMMANDING OFFICERS OF HIS MAJESTY'S SEA FORCES IN NORTH
AMERICA AND THE COMMANDERS OF THE AMERICAN ARMY” ¹

1776 Decr 22.	To — deliver'd by Order of Lord Howe from <i>Whitby</i>	} No 36 23
	Prison Ship at New York & set onshore at Connecticut	
	By deliver'd to Commodore Sr P. Parker by Mr Adj't Still from Rhode Island	

Remains due from the Americans

13

Rhode Island the 3d Jan'y 1777

P: Parker

1. Council of War Papers, Exchange of Prisoners and Miscellaneous Papers, 1775–1781, R. I. Arch.

MASTER'S LOG OF H.M.S. *Diamond*¹

January 1777
Thursday 2d

Remarks on Board his Majesty's Ship *Diamond* 1777
at 5 Am found the Ship had Sail'd on Shore & Taken a Great
heeld to port Attempted immediatly to heave her off but
without Success at 11 Made the 2d Attempt & Set the Sailles
But without Success

First and Middle parts fresh gales Latter More Moderate
Pm Started Some of our Water and began to heave with a Great
Strain When the Anchor Came home handed The Sails &
Struck the top gallant Masts & Began to Shore up the Ship at
 $\frac{1}{2}$ past 1 Sent the Cutter With the Second Lieutenant to Sir
Piter Parker With the account of our Situation at 3 a Rebel
Sloop of 12 Guns² Anchord Near Warrick point where we
Saw a great number of the Rebels Bringing down Some Can-
non & throwing up a Woork at 4 The Rebels Began to fire on
us from Warwick point the Sloop Weighed and Anchord
Nearer to us & also began to fire on us Wee Returned their fire
With the Aftmost Gun on the Main Deck & one of the Quarter
Deck Which was all wee Could bring to bear on them at Dark
the Rebels Ceased firing We then Began immediatly to
Lighten the Ship By Clearing the hold and heaving overboard
Provisions Water and Wood at Midnight laid out a Warp
Got the Stream Anchor & Cable out

Friday 3d

at $\frac{1}{2}$ past 1 Am got the Ship off By heaving a great Strain at
2 hove Short on the Bt Bower and then Cutt it and the Stream
Cable and Came to Sail run $\frac{3}{4}$ of a Mile Lower down then
Anchord again With the Small Bower in 10 fathem Water at
 $\frac{1}{2}$ Past 10 our Cutter Returned from Newport the Carpen-
ters Employd Examining the Ship and looking for Shott holes
found five in the Bottom 3 of which they could not plugg up
again Being so far under Water one Shott Caried away the
head of the Mizentopmast Some of our Rigging Cutt But No-
body hurt

These 24 hours Light airs and hazey Weather

P.M. Sway'd up Topgallant Masts & Bent the Best Br Cable
to the Spair Anchor found 2 Spars a missing which most have
been thrown overboard the Night were on Shore a Small Sloop
from the *Chatham* and a Boat from The *Preston* Came to our
Assistance.

1. PRO, Admiralty 52/1699.

2. The Continental sloop *Providence*.

JOURNAL OF H.M.S. *Experiment*, CAPTAIN JAMES WALLACE¹

Janry 1777
Thursdy 2

Moord off Prudence Island
Fresh Gales & Frosty Wr P M heard the *Diamond* frigate was
on Shore near the North end of Prudence Isld fired on by a
Battery & attack'd by some Craft at 7 sent an Officer, several

petty officers & 50 Seamen arm'd on prudence Isld to give her Assistance also all the Marines.

Friday 3

A M at 8 she got off at 11 the Seamen & Marines ret'd ½ past reced orders to unmoor & get ready for Sea Sway'd up Top Glt masts, unmoor'd & hove into ½ a Cable on the Bt Bower

Modte Gales with some Snow & hail P M at 1 weigh'd & came to sail out 3 & 2 reefs, at 2, 3 & 4 running down the Harbour from Dyer's Island at ¼ pt 4 Anchor'd in Rhode Isld Harbour in 7 fms veerd away moor'd a Cable each way²

1. PRO, Admiralty 51/331.

2. The *Experiment* had been ordered for England and sailed from Rhode Island on January 8, 1777, PRO, Admiralty 51/331.

Connecticut Gazette, FRIDAY, JANUARY 3, 1777

New-London, January 3, 1777.

The Account in our last of Capt. Howard from this Port being taken and carried into New-York, is premature. Capt. Goodwin, who sailed from hence in Company with Capt. Howard, was taken and carried into New-York, but himself and People were set at Liberty soon after they arrived there, and were allowed to return home.

Several Transports belonging to the ministerial Fleet, are loading with Wood at the East End of Long Island, under Guard of some Men of War.

A Sloop, Wheeler Brown, Master, which lately sailed from hence with Provisions for the Use of the Army, was a few Days since taken at Norwalk by a Man of War's Barge.

Wednesday arrived at a safe Port, a light Transport Ship burthen about 500 Tons: She was bound from New-York to England, and taken by two Eastern Privateers.¹

Yesterday about 1 o'Clock, the Flag of Truce mentioned in our last to have sailed from this Port to New-York, returned from thence with 40 Prisoners (Seamen only) in Exchange for a Number of British Prisoners carried from hence; they chiefly belong to the State of Rhode Island.

1. The Ship *Addellgunte Loewise* taken by the Massachusetts privateers *Eagle* and *True Blue*. *Connecticut Gazette*, January 24, 1777.

JOURNAL OF AMBROSE SERLE¹

[New York] Friday, 3d. January.

Lord H[owe]. who has been indisposed for two or three Days with a bilious Cholic, was happily recovered this Morning. Under Providence, what immense Consequences depend at present upon this single Man's Life!

Many Prizes brought in & more expected from the Delaware. We have about 8 Cruizers in that Part, which are likely to incercept [i.e., intercept] a large Number of Vessels from the W. Indies & other Parts, who have no Intimation, and can have none of this Arrangement.

1. Tatum, ed., *Serle's Journal*, 168.

January 1777	Moored off the Town of New York
Thursdy 2d	At 2 PM Arrived here the <i>Juno</i> with a Convoy from Halifax
Fridy 3d	At 11 AM Sailed hence the <i>Scorpion</i> Sloop

1. NMM, Admiralty L/E/11.

[Philadelphia] January 3d, 1777.

Commodore Saymour was directed to issue all Orders respecting the Fire Ships, Fire Rafts and Guard Boats, thro' Captain John Hazlewood, who commands that Department.

1. *Pennsylvania Colonial Records*, XI, 73, 74.

WILLIAM WHIPPLE TO JOHN LANGDON ¹

My Dear Sir, Baltimore 3d Jany 1777

I some time ago desired you to look for two, fast sailing vessels of about 60 to 80 tons to send here for iron and flour for the use of the Navy since which I am instructed by the Marine Committee to desire that you will immediately send two vessels to this place for those articles, I hope there will be no difficulty in chartering them, this will be a considerable advantage to the State of New Hampshire as great part of the flour may be disposed of if it should be wanted as undoubtedly will be the case—You'll address these vessels to Messrs Saml and Robert Purviance, merchants here who will give them all possible dispatch, you have liberty to ship in each of them from two to three thousand dollars value in such articles as will best suit this market of which you will be informed by the Price Current inclosed by [for] your govt.

By this conveyance, you'll receive directions from the Secret Committee, to load a ship with masts for France if you can purchase one suitable for masts – this is an article that will be very acceptable there at this time, as in all probability that nation is at the eve of a war – You will also be desired to send two small vessels to St Peters if you can procure suitable cargoes for that market. I am apprehensive you'll want money by the time you get through this business, which will be sent you so soon as you let me know what sums you'll want. I wish to be constantly advised of your proceeding and of your wants that I may keep them supplied – the last letter I rec'd from you was of the 25th Novr

Since my last the *Lexington* arrived here from the Cape – she was bound to Philadelphia but was taken by the *Pearl* frigate of 32 guns off them Capes, who took out all the officers and put on board 7 or 8 men but the roughness of the weather prevented their taking out the people which were about 70 in number who under cover of the night brought her off and arrived safe here with a very valuable cargo of powder, arms, woolen goods &c – there is also another brig arrived here from the same place and same sort of cargo amounted to 200,000 livres: the last account from the army was 29th ulto – they were then following the enemy and hope they'll not stop till they have either destroyed them or drove them out of Jersey: – the whole number taken at Trenton was about 1100 – among which

were 7 field officers – a few more such day's work as that of the 26th will cause our stocks to rise. It's now between 2 and 3 o'clock A M and I can hardly see – you'll therefore excuse this scratch. Your friend &c.

W^m Whipple ²

1. William Whipple Papers, Force Transcripts, LC.
2. Whipple wrote a similar letter to Langdon on January 7 in which he concluded: "This year my friend is big with mighty events, nothing less than the fate of America, depends on the virtue of her sons, and if they have not virtue enough to support the most glorious cause that ever human beings were engaged in, they don't deserve the blessings of Freedom," William Whipple Papers, Force Transcripts, LC.

RICHARD HENRY LEE TO SAMUEL PURVIANCE, JR. ¹

Congress [Baltimore] 3d Jan'y 1776 [*sic* 1777]

Sir

The Secret Committee request that you immediately put a Trusty Officer from the frigate *Virginia* on board the *Lexington* with orders to have her directly moved up to the place most fit for unloading her and remain with the Brig until further orders.

You Sir Will be pleased to take proper measures for landing, storing, and securing the *Lexingtons* Cargo. Let an Inventory thereof be taken and returned to us.

As there is no Officer on board the *Lexington* that is acquainted with the business it will be the more necessary to have a very careful person to attend her delivery, that all kind of peculation may be prevented, and the business conducted with the greatest propriety.

If a Guard is wanted, may not Capt. [Samuel] Smith be applied to for the purpose. –

For the Secret Committee

Richard Henry Lee.

P.S. There are on board three trunks and some loaves of sugar belonging to the House of Willing & Morris, be so kind as have them taken particular care of

R. H. Lee

1. US Congress Papers, CL.

JOURNAL OF THE VIRGINIA NAVY BOARD ¹

[Williamsburg] Friday 3d January 1777. –

Ordered that a Warrant Issue to Capt William Deane for One Hundred and eighty five pounds upon Account, for the Payment of a Pilot Boat called the *Lee* and her Yawl purchased for the use of the Navy. –

Ordered that a Warrant Issue to Capt William Deane for two hundred and seventy five Pounds, upon Account, for the Payment of a Vessel called the *Jenney* Purchased of Messrs Reynolds & Perrin for the use of the Navy. –

Capt John Pasteur appeared and agreed for the Sum of four hundred and twenty five pounds to deliver unto the Naval Board of Commissioners a Schooner Boat called the *Molly* together with the Rigging Tackle and Apparel belonging to her. – The money to be paid him upon his giving a Bill of Sale for the said Vessel. –

Ordered that Capt John Pasteur take the Command of the Schooner Boat *Molly* this day Purchased of him by the Board. —

Ordered that Mr. Henry King deliver unto Capt John Pasteur four of the Swivel Guns out of those which he hath in his possession belonging to the Country. —

Ordered that Capt John Pasteur Proceed with his Vessel to Hampton and have her fitted and put in proper Order for making a Voiage as soon as he Possibly can. —

1. Navy Board Journal, 150–51, VSL.

VIRGINIA NAVY BOARD TO VAN BIBBER & HARRISON, ST. EUSTATIUS¹

Gent

At the request of his Excellency the Governour and the honble the Council we have consign'd You by the Sloop *Congress* Capt [William] Skinner four hundred and fifty four Barrels Flour and thirty Hhds Tobacco, for which you have Invoice & Bill of lading inclos'd. You'll be pleas'd to dispose of it at the best price your Market will afford, and invest the proceeds as P Invoice for return herewith sent You. We rely on You to give the Captain all necessary assistance and as great dispatch as possible, also for your procuring the Goods [ordered] on the best terms and of good quality. — This Cargo is purchas'd and consign[ed] You on the public Account of the State, and there are several other Cargoes now purchas'd and to be purchas'd on the same Account, and shou'd you [be] successful in this adventure it may determine us to send several of the other Cargoes to your Island and of course to your address. — Be pleas'd to direct your letters and returns in consequence of this consignment to Thomas Whiting Esqr first Commissioner of the Navy Virginia —

(Sign'd) Thomas Whiting 1st Commr

[Williamsburg] 3d Jany 1777 —

1. Navy Board Letter Book, VSL.

PURDIE'S *Virginia Gazette*, FRIDAY, JANUARY 3, 1777

Williamsburg, January 3.

Capt. Lilly, of the armed brig *Liberty*, arrived last Friday from a cruise, and brought in with him the ship *Jane*, David Wallace master, from Tortola, bound to London, with 28 hhds 43 tierces, and 3 barrels of brown sugar, 21 puncheons and 3 barrels of rum, 13 bales of cotton, 1 pipe, 8 hhds. and 12 quarter casks of Madeira wine, and 80 tuns of fustick.

A ship from Liverpool, bound to New York, is brought into Hampton, taken by the continental cruiser *Montgomery*. She has on board a considerable quantity of woollens, some bales of Irish linen, cheese, and a variety of other useful articles.

There is certain intelligence of our *quondam* governour, lord *Dunmore*, that celebrated chief, having at last taken his departure for England, to enjoy the smiles of his sovereign for the many signal services rendered to his august house while commander in chief of Virginia.

4 Jan.

JOURNAL OF THE NEW HAMPSHIRE HOUSE OF REPRESENTATIVES ¹

[Exeter, Saturday] January 4th, 1777.

The Report of the Comtee on the Petition of Ephraim Robinson & others and on the motions in behalf of Jonathan Payson & others concerning their vessels now lying at Portsmouth, being read,

Voted that the same be recd and accepted; & further,

Voted, That the owners or freighters of the Brigantine *Kildair* have liberty to send her on her destined voyage, they giving bond to the Speaker of the Honble House of Representatives to present a true Inventory of her whole Cargo on her return and give this State the refusal of the whole or any part thereof, – and that this State have liberty to send for such articles as are wanted for its use; and further, Voted, That the master or freighter of said Brigge endeavour to procure for cargo, Salt, German Steel, Medecines, Files, Sulphur, & Warlike Stores for the use of this State – and that the owners or Freighters of the Schooner *Washington* have liberty to send her on her intended voyage, on the same terms & conditions.

1. Bouton, ed., *Documents and Records of New Hampshire*, VIII, 452.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

Capt Ayres

[Boston] Saturday January 4th 1777

Sr You are to proceed immediately to Providence with the Prisoners under your Care and deliver the letter regarding them to Governor Cook who will furnish you with a Cartel Vessel in [which] you are to proceed to Newport with the Prisoners deliver the Letter to Sir Peter Parker or the Commanding Officer of the Fleet at Newport and if he shall receive the prisoners you will take a receipt for them with their rank and Condition If Governor Cook should make any difficulty with repect to a Vessel you are to take up one upon the best terms you can at the Charge of this State. And in Case the Commanding Officer at Newport shall not think proper to receive the prisoners you will proceed with them to New York deliver Lord Howe the letter directed to him And observe the Instructions given you by Council the 3d instant in all which you will observe the greatest Oeconomy & dispatch –

Sir Peter Parker or the Commander of his Majesty's Ships at Newport.

Sir Agreeable to a Cartel settled sometime since for the Exchange of Seamen We have sent to Rhode Island by Capt Ayres Prisoners taken by the *Alfred* Frigate belonging to the United States and Commanded by John Paul Jones they were intended to have been sent to New York from hence and Cartel Vessels were accordingly provided but such was the refractory disposition of the Men and their unwillingness to go to New York that it was judged unsafe to send them that way. We therefore have given orders that they should march to Providence where they are to embark for Newport & delivered to you. You will please to give Capt Ayres a receipt for them mentioning their rank and Condition that he may proceed with it to New York and procure a like number of our People but in case you should

judge it most expedient for the Cartel Vessel to proceed with the prisoners to New York it may be needful that one of your Armed Vessels should escort her to prevent their escape – In the name & behalf of the Council of the State of Massachusetts Bay – I have the honor to be &c

1. Mass. Arch., vol. 20, 152, 153–55.

Providence Gazette, SATURDAY, JANUARY 4, 1777

Providence, Jan. 4.

Capt. [William] Dennis, in the last mentioned Privateer,¹ arrived off Newport on Friday last Week, and perceiving more Shipping in the Harbour than usual, sent his Barge to view them, which was taken by the Enemy; two of their Ships likewise got under Way, and chased the Privateer, but she luckily escaped, and is since arrived at a safe Port.

1. Sloop *America*.

“EXTRACT OF A LETTER FROM AN OFFICER ON BOARD HIS MAJESTY’S SHIP *Camilla*, TO HIS FRIEND IN LEITH, DATED NEW YORK, JAN. 4, 1777.¹”

The 26th of September we set sail for the island of Bermudas, in order to cruise there for 28 days; during that time we took the following ships; on the 26th of October, after a chase of four hours, we made a prize of the schooner *Independence* privateer, commanded by John Gill, which carried six guns, 14 swivels, and 28 men, fitted out at Salem by the Congress, in order to intercept our West India ships, but she proving a very insignificant prize, we took out all her provisions and ammunition and sunk her. The 7th of November we retook the snow *George* of London, from St. Kitts; she had been taken by the *Defence* privateer, and they were carrying her to Maryland, but luckily they fell into our hands. She separated from us that night in a gale of wind, and we suppose our prize-master had bore away either for England or the West Indies. The 15th of November we took the *Admiral Montague*, from Hispaniola to Rhode-Island; she is about 105 tons, loaded with molasses and coffee; I imagine she will turn out a good prize; 22d of November we took the sloop *Chance*, from Philadelphia to Georgia, loaded with rum and biscuit; 17th we took the brig *Polly*, from Surinam to New York, he had nothing but ballast; so much for our first cruise; we arrived at New York the 29th of November. On the 9th of December we set sail in company with the *Roebuck*, *Perseus*, and *Falcon* sloop, in order to cruise off the river Delawarc, we shortly after parted company, and took a French ship of 300 tons loaded with wine, rum, molasses, cloathing, and arms for the Rebels, from Hispaniola for Philadelphia, she is estimated at 12,000 l. sterling. The 13th fell in with the *Perseus*, gave chase and took a schooner loaded with sugar. The 14th took a French snow loaded with wine, sugar, and field pieces for the Rebels; she sailed from Hispaniola for Philadelphia. 23d, in company with the *Roebuck*, we took the *Two Friends*, a brig from Hispaniola to Philadelphia, loaded with gunpowder, molasses, and dry goods for the use of the Rebel army.

1. *London Chronicle*, March 15 to March 18, 1777.

Pennsylvania Packet, SATURDAY, JANUARY 4, 1777

Philadelphia, January 4.

Lately was launched at this port the fourth Continental Frigate, called the *Effingham*, in honor of the patriotic Earl of that name, who nobly refused to draw his sword in support of British tyranny and usurpation.¹

Tuesday se'ennight [December 24] arrived here the Continental brig *Andrew Doria*, Capt. Robeson [Isaiah Robinson] from St. Eustatia and Martinico, laden with gun-powder, arms, and some woollen goods. On her passage she took two prizes – One a sloop of ten guns,² fitted out by the *Antelope* man of war at Jamaica, and commanded by Lieut. [William] Jones, of the *Boreas* frigate, who engaged Capt. Robeson near three glasses, in which he had two men killed and one wounded, and the sloop seven men and her commander wounded; the number killed unknown, as they were thrown overboard during the engagement. The other prize a brig mounting six carriage guns and six swivels, commanded by one Nicholson, bound from Jamaica to London; her cargo unknown.³ Capt. Robeson took fifty seamen out of the above vessels.

1. The *Effingham*, named in honor of Thomas Howard, 3d Earl of Effingham, was launched November 4, 1776.
2. H.M. Sloop *Racehorse*.
3. Snow *Thomas* recaptured by H. M. S. *Perseus*, Captain Elphinstone. Lieutenant Joshua Barney the prize master, taken on board *Perseus* relates the following in his autobiography:

they carried me with him [*sic* them] off Charles-town. S. C. & there they wished to land me, they sent in a boat as a flag of truce to request a pilot boat might be sent out to take the prisoners on shore, which was accordingly done, on arriving on board there (were) some English prisoners sent by the Governor Pinckney, by way of exchange, when they came on board the purser of the *Perseus* began by making enquiries how they were treated &c; on one of the men's saying they had been used very ill, having received nothing to eat but bad rice mixed with sand, the purser without any further ceremony turned round & struck me a sm[art] blow with his fist. I instantly returned it & knocked him over one of the Quarter-deck guns & from thence down the after Hatchway – all was in confusion for a moment but when Capt. Elphinston was informed the manner that the purser behaved, he called him & myself down into the cabin & there ordered the purser to go down on his knees & beg my pardon for the injury done me, & for the disgrace he had caused to his majesty's service but this the purser absolutely refused, when he was ordered under arrest, in which situation we left the *Perseus* having recd the most polite & gentlemanly treatment from Capt. Elphinston & his officers (the purser (a scotchman) excepted).

Manuscript Autobiography, DARL.

SECRET COMMITTEE OF THE CONTINENTAL CONGRESS TO ROBERT MORRIS ¹

Sir,

Baltimore the 4th of January 1777

We have thought the expence of an Express warranted to carry you the inclosed, some of the contents, demanding the most serious attention, & the quickest possible change in the situation of things, that made those observations necessary. It is very true that we have exerted ourselves, but in some instances we have been unfortunate and the difficulty of getting ships and seamen is certainly very great. However, you will see that ballances are against us, and considerably so, both in the West Indies, and in Europe. That in consequence of this, our credit is hurt, at least with Mr Schweishauser [John Daniel Schweighauser] who seems

unwilling to go an inch beyond what he has in hand. Good often springs out of evil, and so, by the *Friendship* loosing her topmast, she made for Chesapeake and is safely arrived here with her cargo, which might have fallen into the enemies hands if the Brig had kept on for Delaware. We shall take care of this Cargo here, but the Vessel we wish your advice & assistance about. We are agreed to charter her again if this can be done on terms that you approve, and here she may be immediately loaded, with Tobacco at least, and ordered to the place where you judge remittance to be most wanted. Will you Sir do, and advise us in this, what you think best. The Captain of the *Friendship* will wait here until the return of this Express – You will see the advance made by our Agent for arming the Brig. The books of the secret Committee are not here, nor any of the papers, so that we are illy fitted for conducting the business properly.

Mr. [Alexander] Gillon having imported into So Carolina, on his contract, 37,559 lbs of Gunpowder 500 stand of arms & 620 bushels of salt, we have paid him for the present £3500 this currency, for his part, upon account. We learn from Colo [Benjamin] Harrison that a Ship sometime loaded by his son in James River remains for want of seamen.

Richard Henry Lee Fra: Lewis W^m Whipple

P.S. We inclose you an order on Meade & Co for £481.7.11 Pen. Cury –

The Post coming in just now we shall send these dispatches by her. The great prospect we have of most valuable importations coming to Delaware, makes us very anxious, and we wish for many swift sailing Vessels without to give notice The *Lexington* will sail hence in a few days for this purpose –

1. The Charles Roberts Autograph Collection, HCL.

SECRET COMMITTEE OF THE CONTINENTAL CONGRESS TO JOHN LANGDON ¹

Sir, In Secret Committee Baltimore 4th Jan 1777

We some time ago desired you to purchase two or three Ships and send them to Virginia, or South Carolina, since which we have not had the pleasure of hearing from you, but hope that business is in good forwardness. We have now to desire you to purchase another ship and send her to France if a cargo can be procured at your place suitable for that market – No doubt masts will answer very well and perhaps some other articles of greater value may be procured – however of this you are a much better judge than we can be. Our wish is that the cargo may be valuable and that the ship may be dispatched as soon as possible.

Many articles that are much wanted in the army, we imagine may be obtained at the Islands, St Peters Newfoundland – we therefore desire you would charter two small vessels (which should be very fast sailers) if cargoes can be procured proper for that market and order from thence canvas for tents, or any sort of woolen or linen goods suitable for soldiers clothing – Your drafts on this Committee will be duly paid, for whatever sums you may want for the execution of this business at the Islands of St Peters and Mequelon. We are with great respect [&c.]

Richard Henry Lee F. Lewis W^m Whipple

1. William Whipple Papers, Force Transcripts, LC.

5 Jan. (Sunday)

CAPTAIN HENRY BARNES TO A CORRESPONDENT IN ENGLAND ¹

A letter from Capt. Henry Barnes, of Whitehaven, dated at Rhode Island, Jan 5 [1777], says, "A few days ago we had a letter from Capt. Hare, one of our fellow-sufferers. He was at Providence when the King's troops arrived here, and has since been detained there. He tells us, that the inhabitants of Providence, on the first approach of the King's ships, had determined to burn all the prize ships; but a strong S. W. wind blowing upon the town, they could not do it with safety. — In the three days delay which this occasioned, they agreed to haul them up into Seaconk River, and defend the town, but neither destroy it nor the shipping. The frost setting in, no attempt will be made on Providence for these three months. — Below you have an account of the provincial army in this quarter. — The King's forces on this island amount to 7000.

List of the provincial army in and about Providence

Providence	— — — — —	2000
Bristol	— — — — —	2000
Howland's Ferry	— — — — —	1500
Greenwich	— — — — —	2000
Connecticut	— — — — —	4000
Neighbouring towns	— — — — —	1500

Total 13,000 men within 20 miles of each other.

1. Almon, ed., *Remembrancer*, IV, 295.

CONGRESSIONAL COMMITTEE IN PHILADELPHIA TO GEORGE WASHINGTON ¹

Sir

[Philadelphia] Jan'y 5 1777 —

We embrace the opportunity of Mr Leman & Mr Penrose two gentlemen of the Lt Horse to forward seven packets that came to our hands from Congress last night, these packets contain Sundry Resolves of Congress and a Number of Blank Commissions.

The uncertain rumours of your Excellencys Success between Trenton and Prince Town and at the latter place, have us in a most anxious State of Suspence hoping every moment to be relived therefrom by Express with dispatches from You. We informed Congress of your Situation on Thursday evening at Trenton and prepared them to expect Some important event consequently they will have an anxious interval of Suspence as we now have.

The Continental Brigt *Lexington* Capt [William] Hallock was taken by the British Frigate *Pearle* Capt [Thomas] Wilkinson but the wind blowing hard, and the Sea running high they could only take out Capt Hallock his Lieut, and Other Principal Officers, and in lieu of them the[y] put on board an Officer and Eight Men with Orders to Keep Company untill Morning before that Came our People on board the Brigt rose upon the British bore away and having carried her safe into Baltimore, by which means further Supplys of Military Stores and Cloathing are Secured, as there is on board Powder, Lead, Muskets, Blankets Cloaths &c, the *Andrew Dorias* Prize is also arrived safe here, we suppose her

late commander Capt [William] Jones Must be given up for Capt Hallock who is come up from the *Pearle* under Parole.²

Waiting Impatiently for important news from you and with the best wishes for A Continuance of Success. We remain Your Excellencies [&c.]

1. Papers CC (Letter Book of the Executive Committee of Congress, 1776-77), 133, 32-33, NA.
2. The British sloop *Racehorse* taken by Captain Isaiah Robinson in the Continental brig *Andrew Doria*.

STEPHEN STEWARD TO THE MARYLAND COUNCIL OF SAFETY¹

Gentellmen.

West River January the 5th 1777.

I hear inclose you Lux and Bowley's letter, you will thare observe the Congress has taken the cable I had maid for the Galley. at this rate it is impossible for me to tell when I shall git the Galley to you. That Cable was a gratdle to large, for Capt Hamond [Larkin Hammond] jud[g]ed it must half fil'd the Schooner up.² the Brigg *Brothers* Mr [Jesse] Hollingsworth bought for you I think has three Cables two Bowers and a stern Cable. She may do very well without the Stern Cable, it is of no use to them in the Westinges, and if she gos to any part of old France they must have more with their two Bowers, and thare is plenty of Cable to be got there, the stern cable will sut Captain hamond if you will order it so I shall then git a cable for the Galley, thare was many things might bin taken out off the Brigg by a hand thats a proper Judg. that would be of grat servis to the States navy and she go well found to sea. I am Gentellmen [&c.]

Stephen Steward.

[P. S.] Stephen is now on his way to Saml Dorseys to se after guns for the Galley. I hope the Congress will not take all the guns with the schooner.

1. Correspondence of Council of Safety, Md. Arch.
2. The schooner *Jenifer* engaged by the Continental Congress to carry dispatches to France.

HENRY TUCKER TO ST. GEORGE TUCKER¹

[Extract]

My Dear St George.

I reced Your Letter from Turks Islands & was glad to hear you was well & had got so far on your Voyage, it wou'd afford us inexpressible pleasure to be inform'd of your safe Arrival in Virginia, which I hope wont be long before we have that agreeable News. If you meet with no interruption in your Voyage we have reason to expect you will have a considerable Surplus besides loading the Sloop in which case, as from our last Accounts from America things were in a very critical Situation there, we think it wou'd be adviseable to secure what effects you may have there in the best manner . . . we think rather than leave the Money in the Government hands or take Continental money, you had better purchase new tobacco & let it remain in the Ware houses, as it will be a more certain thing than the paper currency, shd things take a bad turn against America. . . . As in all probability (if there is not a conquest before) the Coasts of America will be all crouded with Cruizing Vessels early in the Spring, wch will make the trade very dangerous & precarious, you must there-

fore consider if you arrive safe in the West Indies whether it wont be most Adviseable to secure as much of our Interest there as you can, only reserving a Sufft Sum to load the Vessel in America, for unless a method can be fallen upon to get the money from thence, the proffitts perhaps will be sunk, so that we had better be contented with the first proffitt than by attempting to carry into America large Cargoes With a View of their turning out to greater gain lose the whole, which will certainly be the case if the Provincials are obliged to Submit, for their currency will imediately be sunk & I Suppose the Public Credit intirely destroyed. I wish our fears may be in Vain; the reports are various, all we know for certain is that Genl Howe was wthin 20 Miles of Phila, Genl Washington & Genl Lee both in the Jersey's. what has since happen'd or what will be the event God knows. Perhaps you are uninform'd that Capt Jerh Morgan had the Misfortune of being taken by a Man of War in his passage to Phila — he is now confin'd onboard the Admirals Ship at New York. Lord Howe it is said is much exasperated at him & resolved to make an Example of him, as he is a Bermudian and of course a Subject of G Britain. I am really sorry for the poor Man's Situation, but I think his life is not Legally in danger, what power may do I wont pretend to say. The *Nautilus*, *Galatea* & *Repulse* Men of War are order'd to Cruize about this Island for some time, after which the two latter are to go to the West Inds the former to remain here. last Eveng one of them appear'd off on the South side & I believe is gone into St George's, so that our harvest in all probability is over, but we are happy in having a Sufft Supply for many Months. The *Galatea* Sent in here two prizes she took on the coast of America. — We dont hear of any of our Vessels being taken.

I am My Dr St Geo. Your truly Affectionate Father

Henry Tucker

Bermuda Jan'y 5th 1777.

1. Tucker-Coleman Papers, Earl Gregg Swem Library, CWM.

6 Jan.

JOHN LANGDON TO COMMODORE ESEK HOPKINS ¹

Sr

Portsmo Jan'y 6th 1777

Your favor P Mr Hardy Iv'e Recd agreeable to which and the Order from Capt [Abraham] Whipple and the Officers of the *Columbus*, Iv'e paid into Mr Hardy's hands, two thousand Seven hundred, and thirty pounds 8/7 Lmy in full for one Third part of the Nt Proceeds of the Prize ship *Royal Exchange*,² which is to be Proportioned, by your order, Agreeable to the Resolves of the Honbl Congress among the Officers and Men belongg to the *Columbus*, who took Sd Ship, one twentieth part of Sd Sum of Course is your property, and no Doubt will be Deducted before Distribution made to the Officers and Seamen of Sd Ship *Columbus* —

I have given Mr Hardy Copy of all the Accts as they Stand Settled by which youll See I've Charg'd the Captors only 2½ P Ct I have no order from Congress what I am to have on Prizes, for the other business I have five P Ct The way I have Proceeded, is to make out the Nt Proceeds, and Cr the Continent for two

thirds and the Captor's Agent for the other third, which is agreeable to Resolves of Congress – untill the late Resolves which makes one half the Captors – The Agent for Captors this way, Charge five P Ct but as I was uncertain what I should have from the Continent for Prizes, made me Conclude to put down only 2½ P Ct – as I was Determined to Settle the Voyage off hand tho' at my own loss this matter I shall leave at the Discretion of the Captors as Iv'e no doubt, they do by me every thing that is Right and Just, and what they Allow their other agents no doubt they'll give me – with which I shall be well Satisfied –

I hope e're long our Affairs will Appear better and that we shall be able to drive those infernal Spirits from your State. – our State are Determined to do all they can to Assist you – My best Wishes attend you – [&c.]

John Langdon

To Eseck Hopkins Esq.

Commander in Cheif A. Flt

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.
2. See Volume 6.

JOHN LANGDON TO THE SECRET COMMITTEE OF THE CONTINENTAL CONGRESS ¹

Gent

Portsmouth Janry 6th 1777

Your Several favo'rs of the 4 & 5 Dcemr P Mr [William] Turnbull & [Abraham] Livingston Iv'e Just Recd to which I beg leave to Answer, that it was not Possable to purchase the least Article of Clothing in this State, as every thing of that Sort, which has been bro't in, or made, in this place, has been bought up for the use of the Soldiers Raised for the Service of the Continent I find by your's of the 5th that you have not Recd my letters, as I find no mention made of them, but rather that you have not heard from me. – which Confirms me in what Iv'e been much afraid of that my letters have miscarried In letters Iv'e inform you that no Uropean Cargoes were to be had, except masts, that the *Betsey Frigate* had Saild, the 15th Day last month with masts Spars & planck &c for Bourdeaux, and shoud have sent one or two more agreeable to order but, the want of Cord[a]ge and Sail Cloth, only prevented as the large ships which are Suitable for that business have been Striped of their Sables [illegible] for Vessels of war, and its impossable to Replace it at any price, – Agreeable to your order I shall immediately endeavour to procure the Vessells for Virginia and Carolina, but the grand Deficulty is what you mention, that of getg good Trusty men for the Service, every Master mate and Sailor almost being taken up in Some Service, – they generally fear Coasting along to Virginia more then going off to France, I see at Present but little Prospect of getg men, –

The ship *Royal Exchange* which I bo't very low, on Acct of the Continent would do very well, tho she would wan't some Rigg and Sails but if can get hands at any rate shall immediately Dispatch her, Agreeable to order either to Virginia or Carolina, as the case may be when she is ready there is no prize vessells here now for saile, those which have Sold lately have been high as £1500 L my some £2000 – there will be very fine vessell [a] Transpt of abt 250 Tons sent in here few days ago by a privateer belongg to this place, should she sell low shall purchase

her either for Virginia, Agreeable to order, or Load her with Lumber some masts for France –

I shall make it a point to Exert myself in every way to do the business on the best terms, Possible in one of my former Letters to the Honbl Committee as also Several which Iv'e wrote to Colonal Whipple, Iv'e informd them that, I'm in want of money, not haveg any belongg to the Continent in my hands, but have Advanced what little of my own which I had by me – I hope before this Comes to hand money will have been sent off by the Honbl Marine Committee for me, to furnish and pay off the *Raleigh's* Demands and to Carry on the buildg of Capt Roches ship,² otherwise must stop my hand, as nothing is to be had unless prompt pay. – the Honbl Secret Committees Acct I shall forward soon, as good Opportunity Offers, with Considerable ballance due to me -- the Honbl Marine Committee's Acct in the Same way almost as Iv'e not Recd any Prize money only for *Royal Exchange*, amtg to abt £5,600 L my which is almost expended for Provision Stores &c for the *Raleigh* and what I have Advanced, for Timber [illegible] for Capt Roches ship which is now in hand – If I hear of none Comg soon shall send on purpose for money to go on with – Iv'e paid the Captors their Prize money as soon as the Sales were Compleated, and they applyi[ed] for it – With the greatest Respect I am [&c.]

John Langdon

PS – Inclos'd is Invoice of Ship *Betsy Frigate's* Cargo & her Disburstments which is exclusive of the £1000 – charg'd for sd Vessel –

Hon. Robert Morris Esqre Chairman of the Secret Comte Philadelphia or Baltimore –

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

2. Continental sloop-of-war *Ranger*.

PETITION OF SOLOMON DAVIS TO THE MASSACHUSETTS GENERAL COURT ¹

State of	}	To the Honble the Council & Honble House of Representatives in General court assembled.
Massachusetts Bay		

The Petition of Solomon Davis

Humbly Sheweth,

That last Year he imported from Holland by way of St Eustatia a considerable quantity of Duck & Card-Wire, – the Duck he sold this State for the Public Service, & as the Card Wire was very much wanted for the Use of the Inhabitants he sold it among them. – That at the time he sold the Duck it was recommended to him, by several of the Members of this Honorable Court to import a further quantity of that Article, and some others which this State was in great want of, he accordingly sent to Holland an Invoice of sundry Articles, among which are German Steel, Card Wire, & Nails for the Cards, but as the Trade between Holland & this continent was prohibited his Correspondent in Holland was obliged to Ship those Articles to St Eustatia from thence to be sent here, and Your Petr has lately received Advice from St Eustatia of their Arrival there, and that they are ready to be Shipped him; Your Petr has accordingly purchased a small Brigantine which is a remarkable swift sailing Vessel, and she now lyes Loaded at Plymouth with Dry & Pickled Fish & ready to put to Sea.

He therefore Prays that Your Honors Would Grant Liberty for said Vessel to proceed to St Eustatia in order to bring those Articles to this State; also a quantity of Rushia Duck, Oznabrigs, Linnens, & Pepper which were also shipped from Holland in order to be sent here. And as in Duty Bound he will Pray &c

Sol: Davis

[Endorsements] In the House of Representatives Jan'y 6, 1776 [1777]

Read & committed to the Committee on similar Petitions - Sent up for Concurrence J Warren Spkr

In Council Jan'y 6, 1777 Read & Concurr'd John Avery Dpy Secy

The Comitty of both houses to whom Similar Petitions are Committed report that the prayer of this petition be Granted

John Taylor Pr order

1. Mass. Arch., vol. 182, 33-34.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN ARTHUR McLELLAN¹

Board of War,

Sir

Boston Jan'y 6th 1777 -

You being Master of the Schooner *Boston* Charter'd by the Board of War for a Voyage to the West-Indies, your Orders are to proceed direct for Point Peter in the Island of Guadaloupe where you are to dispose of your Cargo upon the best terms, & of your Vessel also (provided you can obtain not less than Six Hundred Pounds West India Currency []), and invest the proceeds in the several Articles in the Schedule annex'd, giving the preference to those first mention'd.

If you should be so fortunate as to meet with Capt Tristram Coffin, in the service of the Board, you will ship your effects in such Vessel as he may have provided & come home with your Crew - But if you cannot upon enquiry hear of Capt Coffin you will endeavour to procure freight in some French, Dutch or even American Vessel, but if that cannot be done you must continue their till the Board send some Vessel to bring you & your effects home, of which you will receive due Notice. -

If you cannot purchase the Articles you want in Guadaloupe, you will take your Money or Bills and proceed for Martinico or Cape Francois, but be sure you take passage in a French Vessel: - If you cannot sell your Vessel you will take on board your own effects, purchase as much Salt as will serve to put your Vessel in a good Sett of Ballast, & come home, you are to make the first Harbour in this State or New-Hampshire, from whence you will give the earliest intelligence to the Board by Express - By order of the Board,

J Warren Prest

Good effective Fire Arms, with Bayonet if to be had - Gun Powder - 100 m. Flynts - Raven Duck - Ticklenburgs²

1. Mass. Arch., vol. 151, 398-99, Letters from the Board of War, 1776-1780.

2. The Board issued similar orders to Captain Isaac Bartlett, schooner *Plymouth*, on January 7, Mass. Arch., vol. 151, 399, 400.

JAMES BOWDOIN, PRESIDENT OF THE MASSACHUSETTS COUNCIL, TO GOVERNOR
NICHOLAS COOKE¹

Sir

Boston Jan'y 6th 1777

This will be handed to you by Capt Ayers [John Ayres] with whom we have sent Prisoners, and it is to request of your Honor to provide a Cartel Vessel

to convey them to the Commanding Officer of his Majesty's Ships at Newport, and in Case he should refuse to receive them, that you would give Orders for the Cartel to proceed with them to New York, to be exchanged for so many of our suffering Brethren in Captivity, those Prisoners are Seamen only and were taken by the *Alfred* Capt Jones a Continental Frigate, and of Course their Conveyance to Newport or Elsewhere must be a Continental expence, which your State will please to defrey and Charge to the Continent. Capt Ayers has been appointed to Settle the Exchange and has his Instructions. Therefore it will be Necessary that He proceed in the Cartel, and have the Conducting of the Matter – We doubt not from your known disposition to promote the Public Service of the United States you will give him all possible Aid and dispatch – In the Name & behalf of the Council – I have the Honor to be Sir [&c.]

James Bowdoin Presidt

1. Letters to the Governor, vol. 9, 1776–1777, R. I. Arch.

Boston Gazette, MONDAY, JANUARY 6, 1777

Boston, January 6.

Last Thursday se'nnight arrived at Cape Ann, the Privateer Schooner *Warren*, Capt. Coulson, after a Cruize of 6 Weeks; in which she took a large Schooner bound from Dominica to Quebec, which has safe arrived in Port ¹ – Same Day arrived two Prizes, one of them a Vessel from Ireland, for the Garrison at Gibraltar, taken by the Privateer Sloop *Union*, Capt. Somes,² the other loaded with Fish.

The beginning of last week the privateer sloop, commanded by William Dennis,³ sent into a safe port at the southward, the *Countess of Eglinton*, a brigantine from Greenock in Glasgow, bound to Antigua. The following is a schedule of the cargo on board the brigantine *Countess of Eglinton*, viz. 57 bales, 110 boxes, 34 casks, 2 chests and five trunks of haberdashery, 368 yards printed linnen, 1223 pounds of wrought leather shoes, 4513 pounds green glass bottles, 39 barrels and two firkins strong ale, 6797 pounds tallow candles, 2420 refined sugar, 67028 yards British bounty linnen, 7410 yards Irish ditto, 4488 yards British striped and check'd ditto, 207 firkins of butter, 126 gallons Portugal wine, and 210 bundles of iron hoops.

1. Schooner *Patroclus*, William Gill, master, *Independent Chronicle*, Boston, January 9, 1777.

2. Ship *George*, Thomas Brockway, master, *Continental Journal*, January 9, 1777.

3. *America*.

MASTER'S LOG OF H.M. BRIG *Halifax* ¹

Jany 1777

Monday 6

Norwark [Norwalk] Point North 2 Miles

AM at 9 Weighd and stood over for the No Shore Tendr in Company at 11 saw two sloops close in with the No Shore at noon spoke them, found them to be from Norwark laden wt Flackseed which some Refugees had run away with from the Rebels at Noon bore a way for Huntington Bay wt the Sloops under convoy punished Simon Powers wt one dozen lashes for attempting to desert

Fresh Breezes and Frosty Weather PM at 3 Came too in
Huntington Bay in 7 fathoms of Water Veerd to 1/3 of a Cable.
sent the two sloops in to loyd [Lloyd] Harbour

1. PRO, Admiralty 52/1775.

New-York Gazette, MONDAY, JANUARY 6, 1777

New-York, January 6.

The *Roebuck*, *Falcon*, and other Ships of War, have taken and sent in a great Number of Prizes in the Course of the last Week.

The *Daphne*, Capt. [St. John] Chinnery, arrived on Friday from a Cruize, and brought in 15 Sail with her. An Officer on board says, that she came up with every Vessel she saw, and is confessed to be one of the swiftest sailing Ships in the Navy.

ROBERT MORRIS TO JOHN HANCOCK ¹

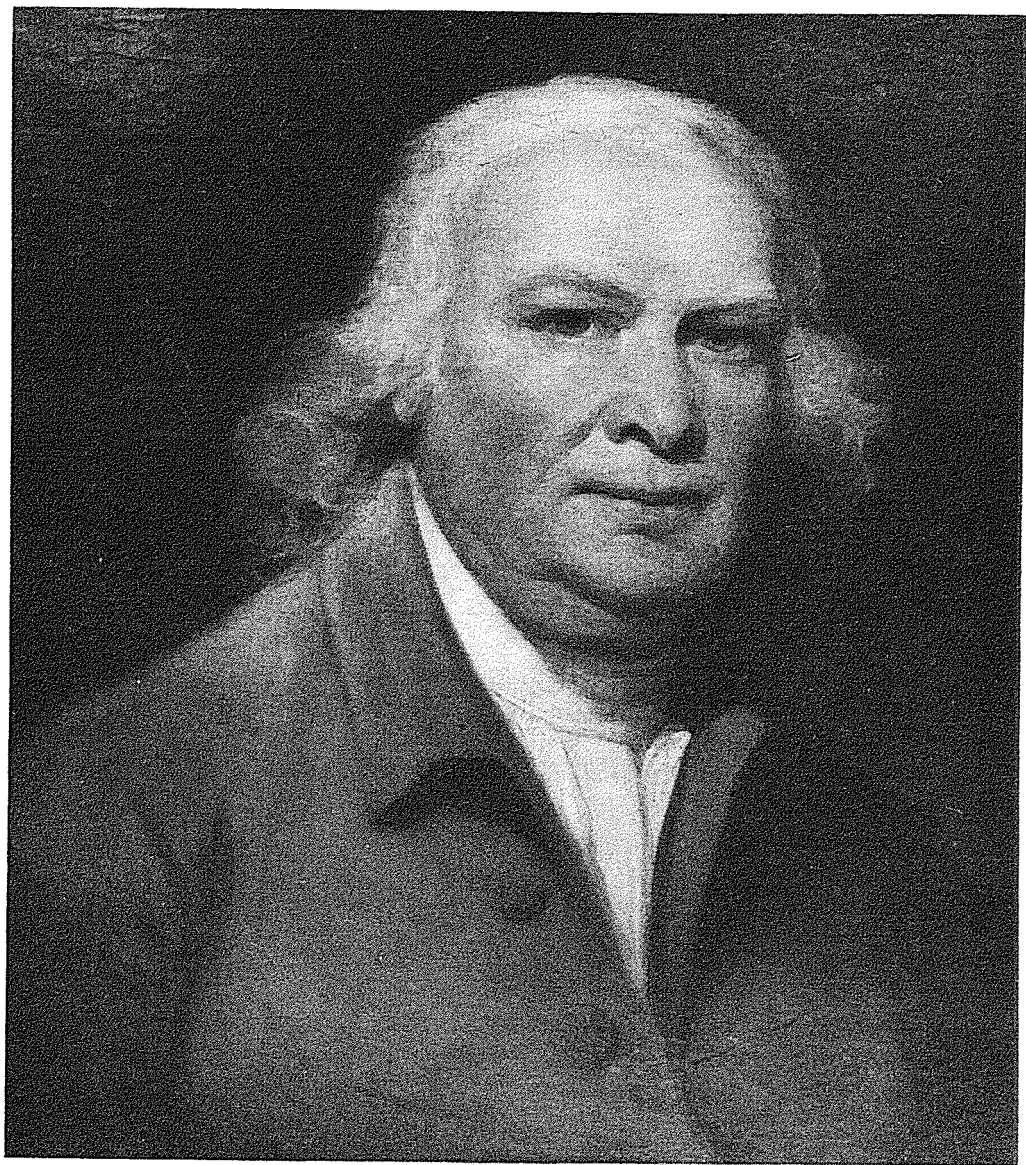
[Extract]

Dear Sir,

Philada Jany 6th 1777

I am favoured with yours of the 2d Inst and had much joy indeed, when I found the *Lexington* was arrived, because she would be a mischievous Enemy, altho a very good Friend in proper hands.

I have directed the Captain & Officers to proceed down to Baltimore immediately judging they will be wanted in fitting her out again. Captain Hallock can also distinguish the Goods that are for Account of the Public from those of other Account, I thank you for the promised care of those that are for me which I suppose to be the property of Mr. [Stephen] Ceronio at the Cape, I would have them delivered to Mr. David Stewart to whom I give orders respecting them. Capt Hallock & his officers are under parole and I judge the Capt of the *Pearle* wou'd agree to release them from that Parole on giving him back his Midshipman and Seamen from the *Lexington*, if this is approved I will send on board the *Roebuck* & propose it [to] Capt Hamond from whom I rec'd a polite letter copy whereof I transmit to Congress. The Sloop *Race Horse*, (Prize to the *Andrew Doria*) is now come in. I mentioned in a letter to Congress some time since a desire to fit this vessell out in the Service & I wish you wou'd procure such an order & that Lieut [Benjamin] Dun[n], whose birthright it is, be appointed to command her. He is the oldest Lieut in the service of Capt Biddle & Capt Isaiah Robinson w[ith] whom he sailed gave him the Character of a good officer. This Prize being an armed & commissioned Vessell of War belonging to King George the Officers and Seamen of the *Andw Doria* are entitled to the whole as also to a bounty on the Guns & Men which I will see to have justly settled and if the Congress order the Sloop to be fitted I will order the purchase of her when condemned. No Tidings of the *Sachem* yet, I fear she will not escape the Enemy for they are very thick on our Coast and have already taken several good cargoes from us. They are so post[ed] that Capt Biddle cannot possibly get past them and as this place seems now pretty secure I am not so anxious for him to run the Risque, as formerly, but had they come here with the British army I was determined to have made a bold attempt to push out every Vessell we had here & so give them the chance that was left. However we shall not get time to finish the whole whenever our Tradesmen return but at present we cannot go on



Robert Morris

for want of them and I have sent [torn] Boats of our whole Fleet up the River to be ready to assist our Army in crossing thither should any misfortune happen them. I wish most sincerely that our Tradesmen was [torn] we might finish the two Galleys & send them to molest the *Roebuck* & her Companions in the Bay, however we cannot perform all we wish let us do what we can & when Genl Howe is got the better of, we will turn our thoughts again to Marine affairs at present the Land Service affords us ample employment & will do so untill something decisive happens . . . I am perfectly satisfied to have Alderman [William] Lee joined with my Brother in the Continental business being convinced it will promote the Public good but at the same time such Commission or Compensation should be allowed as will be sufficient for two instead of one, and I am confident they will both earn what they are to receive. The quantity of Tobo we should ship to France ought to have no limit & sorry I am, that the vigilance of our Enemies, the scarcity of ships & seamen with many other causes keeps us from making the necessary progress, but our difficulties in this respect are almost insurmountable. I think we shall be in debt in every quarter, we must owe money in Martinico, St Eustatia & Cape Francois and I wish to remit to these places instantly if possible we must be heavily in debt in old France, if Mr. Deane succeeds & whether he does or not we shall otherways be in debt if the Goods ordered are shipped. As things are now circumstanced the chance of getting out Merchant Ships is against us, but I wou'd propose sending the *Lexington* & all our small cruizers into the West Indies with orders to carry their Prizes into the French Island & send proper powers to Mr. Bingham & to sell there in all cases that are clearly within the Laws of Congress, and in all probability these vessells will pay of[f] your Debts & provide fresh Funds for further importations. If [torn] you approve of this idea get the Congress to grant Mr. Bingham a Commission or to empower the Marine Committee to give him instructions suited thereto, it may be very useful & cannot hurt us in any [way] I hope

1. *Pennsylvania Magazine of History and Biography*, LXX, 188–192.

CONGRESSIONAL COMMITTEE IN PHILADELPHIA TO JOHN HANCOCK ¹

[Extract]

Philada Jany 6th 1777

Capt [William] Hallock & his officers will go down to day to the *Lexington* but they must not go out in her unless an exchange is made.

1. Papers CC (Letters and Reports from Robert Morris), 137, Appendix, 68–71, NA.

MASTER'S LOG OF H.M.S. *Roebuck* ¹

January 1777	Cape May SBE¾E 1 Mile
Thursday 2d	AM at 7, heard the report of several Guns to the Etwd at 9 Punish'd Thos Warren Seaman for theft with 12 Lashes at 12 Weigh'd & made sail Fresh gales and cloudy P.M. at 4 Brot too & made the <i>Pearls</i> Signl for a Boat at 5 wore & made sail
Friday 3d	AM. at 11 Read the Articles of War &c to the ships Compy at 12 The light House NNW 7 Lgs

- Clear weather & hard Frost P. M at 5 Saw a Sail to the SW & gave the *Pearl* orders to chace & Brot too at 8 Light House NWbN 5 Lgs at 9 made sail
- Saturday 4th AM. at 6 Saw the *Pearl* bearing SWbW at the same time saw a sail to the So which made the Private Signl Do made the *Perseus* Signl to chace to the SE at 11 Shortn'd sail for the *Pearl* Light house WbN½N 5 Lgs
First part fresh gales and fair Latter Modt & Hazey P.M. at 2 Saw a sail to the SW & gave chace, at 5 Carry'd away A Fore top Mt Studg sail Boom at 6 lost sight of the chace in 2d Reef T. sails
- Sunday 5th A.M. Saw 2 Sail to the Eastwd & gave chace at 12 in chace Light House WNW 6 Lgs
First part Modt & Thick with Snow Middle Squally Wr Latter fresh gales & fair PM. at 2 Fire'd 8 Guns at the chace & Tack'd at 7 Left of[f] chace finding we lost ground of her
- Monday 6th AM. at 10 Saw three sail to the NE & gave chace at 11 Brot too & Spoke the *Pearl Perseus* & their Prize made the Signl for Cpts Cape Henlopen Light House NW 7 Lgs

1. PRO, Admiralty 52/1965.

JOURNAL OF H.M.S. *Pearl*, CAPTAIN THOMAS WILKINSON ¹

- January [1777] Cape Henlopen S85W diste 7 Leagues
- Saturday 4 AM at 3 Wore Ship. ½ past 6 saw a Sail to the SE. and gave chace. at 8 boarded the Sloop [she] proved to be the *Betsey* from Hispaniola, bound to Philadelphia.
[Vari]able Wear PM close reefd topsails. Saw a Sail in the SE Quarter. Out all reefs and gave chace. at 6 split the Foretopsail, at 8 In 1st reef Maintopsl bent Fore Do and bent another
- Sunday 5 AM, out 2 and 1 Reefs Main & 1st Fore sail, at 8 Saw 2 Sail to Windward & one to the Southward.
[Vari]able & hazey with Sleet. PM His Majs Ships *Perseus* & *Camilla* join'd us. At 5 shortened sail the land bearing from W. to NNW. 2 or 3 Miles. at 9 made Sigl and Tack'd [sou]nded from 12 to 8, then 9, 10, 11 & 12 fm
- Monday 6 AM Sounded from 4 to 13 fm at 6 the *Camilla* out of sight, at 8 saw a Sail in the SW quarter & gave Chace. ½ past 9 taken all aback. Fell overboard and was drown'd Wm Williamson Mariner. brot to the Chace which prov'd to be a Schooner from Messasippi ² bound to Philadelphia. Joined company with the *Roebuck*.

1. PRO, Admiralty 51/674.

2. *Little John*, a recapture, carrying lumber and staves, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Baltimore] Monday, January 6, 1777

Resolved, That two months' pay be advanced to the seamen who will engage to serve on board the continental frigate *Virginia*, the same to be deducted out of their share of the prizes taken by the said frigate.

1. Ford, ed., *JCC*, VII, 14, 16.

APPRAISAL OF SHIP *Farmer* CHARTERED BY THE SECRET COMMITTEE OF THE CONTINENTAL CONGRESS ¹

Baltimore Town }
Maryland } ss.

We John Smith, Jonathan Hudson and Daniel Bowley of Baltimore Town – Merchants being called upon by Archibald Buchanan and John Cornthwaite Copartner of John Brown in behalf of Willing Morris & Company to adjudge and value a Certain ship lying at Fells Point the Property of the said Archibald Buchanan and by him Chartered as P the Annexed Instrument of Writing the said ship called the *Farmer* –

Do Certify all whom it may Concern that We view'd and strictly Examined the said ship *Farmer* her Tackle apparel Boats and other furniture as now fitted for the Sea, and after such view and Examination we do adjudge the said ship *Farmer* to be worth and value her at the sum of Five Thousand Five Hundred pounds Current Money as Witness our Hands this sixth day of January seventeen hundred and seventy seven

Jn^o Smith Jon^a Hudson Dan Bowly

The above valuation was meant to be in Continental Money –

Jn^o Smith ²

1. Letters and Papers Relating to the Revolutionary War, 1776–1783, SCHS.

2. The *Farmer*, Captain Benjamin Dashiell, en route to France, with tobacco, was taken by H.M.S. *Brune* off the Virginia Capes on January 20, 1777. See Journal of H.M.S. *Preston*, January 20.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD ¹

Navy Board

[Charleston] Monday [January 6, 1777]

The Board Mett according to adjournment –

Present Edwd Blake Esqr. first Commissioner

Geo Smith, Josiah Smith, Thos Savage [Esqrs.]

No. 18 Agreed to draw on the Treasury for the Following Sums in faviour of Hannah Ferguson for Board Lodging & Attendance on Jno Knowles Masters

Mate of the <i>Rattle Snake</i> 18 days a 30/. P day	£27 .. - .. -
--	---------------

No 19 For 40 days of the said Knowles a /. P day	30 .. - .. -
--	--------------

No 20 Agreed to pay Danl Connel foremast man on board the <i>Commet</i> 3 Months wages while in the Hospital	} 63 .. - .. -
--	----------------

No 21	In faviour of Jas Wright for 11 Bbbs Bread 1993 Nt. a £11	219 .. 5 .. -
No 22	In faviour of Jno. Tuke for 161w. Tallow a 5/. Cask 5/	40 .. 5 .. 0
		<hr/>
		£379 . 10 .. -

No 6 A Letter Recd from Capt Thomas Pickerin dated St. Nicholo Mole
Decemr 14th 1776

A Letter was wrote to Capt Allen

Capt Edward Allen Charles Town January 5th 1777 -

Capt. Edward Allen, Sir.

The Commissioners of the Navy desire that you will
Immediately have the Brigg *Comet* moved from Charles Town
into Rebellion Rhoad, and take Care to keep your Men on
board, and have the Brigg in Readiness to proceed to sea as
soon as you posibly Can, & when Ready, to Advise the
Commissioners

Edwd Blake first Commissioner

A Letter Reced from Mr. Dupuy as follows -

Sir

At the Request of Capt Pickering Commander of the Brig
Defence belonging to the State of Carolina, The Navy of which
you have the Honor to preside over, I became Security for
about four Hundred Pounds Sterling (the sum Cannot be
Exactly Ascertained at this time, As the Authentic Accounts
are not as yet Arrived from Jamaica) otherwise the Brigg
would be detained here tho at very heavy Expences untill
Security or some other Adequate Satisfaction could be Ob-
tained, the Reason of this no doubt Capt Pickering has made
you Acquainted with, I have not the least doubt but the
State of Carolina will Reemburse me at a Convenient time and
Confirm the very high Opinion I have of their Honor and
Integrity And am very Respectly [&c.]

[Cape St. Nicolas] Mole 14th Decemr 1776

John Dupuy

To Edward Blake Esqr. first Commissioner of the Navy
Belonging to the State of South Carolina Chas Town

Ordered that the first Commissioner do answer the above Letter by the
Earliest Opertunity, And that he do buy and Ship on Accot. of the Public of this
State as much Indigo as will amount to £400 Sterling to the address of the said
Mr. Dupuy at Cape Nichola Mole

The following is an order of the Privy Council dated the 31st Decemr. 1776 -

Ordered that the Schooner *Constit[ution]* be forthwith sold under the
direction of the Commissioners of the Navy -

By Order of the President

John Colcock, Secretary

7 Jan.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR ¹Boston 7 Jany 1777 AM

Voted That Mr [John] Brown write Capt [Tristram] Coffin to ship his lighter & most valuable Effects in small fishing Schooners charter'd by the Board, or in arm'd Vessells belonging to this State wch may be in the West Indies – see Letter Book –

Mr Caleb Loring waited on the Board & inform'd them he had a Schooner at the Whfe burthen about Sixty Tons with Four good Sails & Master & Hands on Board

Voted That the said Vessell be engaged & that Mr Loring immediately see Capt Johnson & have the Vessell appraised

Agreed to allow Capt [Nicholas] Bartlets Mate $\frac{1}{2}$ Mons pay in France ²

Voted That Mr Savage Colo Walker & Mr Gray be a Committee to finish the Contract with Monsieur Pliarne –

Voted That Mr John Winthrops Ship & Cargo be taken on the Terms he offers them, provided he will run his Vessell up here & the Board like the Fish to be view'd by Colo Glover, the risque of the Fish here to be on Accot of the Board

PM

Voted That Mr Brown draw Capt Isaac Bartlets sailing Orders – which were read & Accepted ³ – see Ordr Boo[k]

1. Mass. Arch., vol. 148, 98, 99, 100.

2. Mate of the brig *Penet*.

3. Master of the schooner *Plymouth*.

NATHANIEL SHAW, JR.'S ACCOUNT AGAINST THE CONNECTICUT PRIVATEER
SLOOP *Revenge* ¹

1776	The Sloop <i>Revenge</i>	Jos Conkling Comdr	Dr
Octo 18	To 20 bar flour 36..2..0 @ 20/		£36. 10..–
	To 3 bolts Ozabrigs 300 Yds 3/		45..–..–
Decr 19	To 4½ Gal Rum 6/		1..7..–
	To 2 bar Jamaica Rum 53		
	To 1 Qr Cask ditto 42½		
	To 3 Gall ditto 3		
	98½ @ 10/		49..5..–
	To 2 barls 9/, 1 Iron bound Cask 15/,		1..4..–
	To 2 bar Melasses 64 3/6		11..4..–
	To 2 bar for ditto 4/6		9..–
	To 1 bar Coffee 182 lb 1/,		9..2..–
	To 1 bar Sugar 2.0.21 64/,		7..–..–
	To 876 feet boards /1		3. 13..–
	To 24 lb White Lead 1/3		1. 10..–
	To 6 lb Red ditto 1/3		7..6
	To 2 qt Oile 4/ 5 qt ditto 10/,		14..–
	To Iron Hoops 3/ buckett 2/,		5..–

To 5 lb Brimston 5/	6½ lb Nails 9/9	14..9
To 1 Arm Chest		3. 10..-
To 1 Iron Cabbuse		9. 10..-
To 2¼ Ct Brick	@4/	9..-
To ½ bus Lime	6/	3..-
To 1 Deep sea lead	9½ lb	9..6
To 1 Old Topmast		10..-
To 1 Speaking Trumpet		5..-
To 1 Log & Line		12..-
To 12 powder Horns with priming Wires		
	@3/	1. 16..0
To 4 Cod Lines	7/6	1. 10..-
To 4 Qr paper	2/	8..-
To 1 Harpoon		6..-
To 1 bar Tarr		1. 16..-
To 3 Hour Glasses	1/8	5..4
To 150 Flints	4/	6..-
To 1 bar powder from Capt [Hoysteed]		
	Hacker in the	
	<i>Hampden</i>	
	165	
To 20 Qr Cask ditto	535¼	210..1..6
	<hr/>	
	700¼ @6/	

1777

Janr 7

To 19 Days Warfage	19..-
To John Boles Bill	24. 17..6
To Samel Latimers ditto	29..7..8
To Eb Goddards Bill	2. 18..8

Accot Rendered in	£458. 15..5
over charge in flour	3. 13..-

455..2..5

Settled with	To	lb sheet Copper	@	
John Hudson ²	To	383 lb shakings	/2	3..3. 10
	To	pd Davd Manwaring for shop hire		2..-..-
		Carried Forward		

1. Shaw Papers, Ledger 4, YUL.

2. Shaw owned the privateer, and Hudson was one of the bonders.

CONGRESSIONAL COMMITTEE IN PHILADELPHIA TO GEORGE WASHINGTON ¹

Sir

[Philadelphia] Jany 7th 1777 -

I was this day honoured with your favour of the 5th instant which arrived in time to forward the enclosures by Post. We waited with impatience to learn the consequence of your late movements and have been highly gratified at the Same time we See plainly Some important event is Still to happen, the Enemy must mean to evacuate the Jerseys or to give you Battle the latter may be ruinous

in its consequences to either party and therefore its probable will only be sought for by those that have the superiority this we fondly hope will fall to your lot. If joined by General Heath and Genl McDougall and the Jersey Militia as we are taught to expect will be the case should they loose a Battle or evacuate Jersey, surely they cannot afterwards make out a decent Paragraph for [Hugh] Gaines infamous Paper after being out Generald and obliged to abandon the Country they thought themselves securely possessed of.

Your Excellency will find enclosed a paper herein, drawn up by a Captain [William] Gamble lately a Prisoner on board the Fleet in New York, he declares that the treatment of both sea and Land Prisoners in that place is shocking to humanity. This man deserves Credit, and his Account of their ill usage is confirmed by all the Prisoners that come from thence, as to the information he gives at the Bottom of his paper he Says he will forfeit his life if every title of it is not as near to the truth as possible for an inquisitive man in his Situation to come at.² We think this would be a good time to remonstrate to Genl Howe and Ld Howe against the base usage our people meet with and to threaten immediate retaliation on the British Prisoners in Our possession if they did not alter their conduct. It is probable Genl Howe may Say it is Contrary to Orders and not with his Knowledge if our people Suffer but this is not Sufficient our poor Soldiers and Sailors are perishing for want of food, fresh Air and Cleanliness, whilst those of theirs in our possession are feasting on the fat of this Land. They have Said we treat them well through fear. It is time to convince them we are not afraid, although we are actuated by principles of humanity, but these principles now dictate the necessity of Severe Usage to British Officers in particular that they may here after make it a point for their own Sakes to see proper care taken of those that fall within their power. depend on it good sir we do not write in this state to gratify any feelings of our Own, they are all repugnant to what we propose.

Lieut [James] Josiah has just called on us and confirms the Account of Ill usage &c he Says he was exchanged for Lieut [George] Ball and that no person has been given up for Lieut [Richard] Boger now in New York.³ There is a Captain Bourke [William Burke] that was formerly Capt [John] Manl[e]ys Lieut in his Successful Cruizes. Bourke succeeded to the command of Manlys Vessel, was taken by the *Liverpool* Frigate to which Mr Boger belongs and Capt Bellew Sent Bourke to New York for the express purpose of having him exchanged for Boger, and as he is Said to be a very good officer has been ill used and Suffered a good deal We dare Say your Excellency will demand his release by the first Flag.

We have the honor to be Your Excellency [&c.]

1. Papers CC (Letter Book of the Executive Committee of Congress, 1776-77), 133, 35-37, NA.
2. Gamble commanded the schooner *Colonel Parry* which was captured by H.M.S. *Orpheus* on November 7, 1776, PRO, Admiralty 51/650 and PRO, Admiralty 1/487.
3. For the capture of Lieutenants Ball and Boger see Volume 4.

CONGRESSIONAL COMMITTEE IN PHILADELPHIA TO JOHN HANCOCK ¹

[Extract]

Philada Jany 7th 1777 12 oClock

. . . The Continental Schooner *Georgia Packet* arrived last Night from Georgia & the Captain says he did not see any Men of War in our Bay, We hope

they may be gone for N York again but must send down to See before any Move-
ments can be made with our Shipping and We fear being interrupted by Ice. . . .

1. Papers CC (Letters and Reports from Robert Morris), 137, Appendix, 77-79, NA.

WILLIAM RICHARDS TO THOMAS WHARTON, JR., PRESIDENT OF THE
PENNSYLVANIA COUNCIL OF SAFETY¹

Sir,

Philada. Janry 7th 1777.

Many are the regulations that are wanting in the Fleet that must come from
your Board, if you Expect they will be attended to.

In the Painting the Vessels there is great waste for want of a Painter
which should be a man on Pay that must follow your Directions in a general
manner, I think Every Vessels Bottom ought to be pay'd up to the Bend with
Turpentine, Brimstone & oyl, which is a fine Coat for fresh water, and not part
of the Bottom to be pay'd with White Lead, and that to be put on by People
who do not understand it, is a very great waste, the inside to be painted
with Spanish Brown, Venetian Red, and black, the Cabins to be a stone Colour,
the Barge to be the same colour as the outside of the Galley is Except the stern
sheets, that to be painted red and blue. This regulation will save a deal of monies.

I beg that as soon as the Vessels are laid up the Commodore may be desir'd
to fix a general Indent for the Boats, that to be Printed with orders that when
any thing is wanted by Gunner, Boatswain, and so on to Every officer, that
he shall make it plain to said Commander, what is become of it, or how exp-
ended. as those matters occur to me I will mention them. remain your [&c.]

Wm. Richards²

Directed, Mr. Thomas Wharton, Junr prest at Dr. Nesbits.

1. *Pennsylvania Archives*, 1st series, V, 169-70.

2. Richards was ships' husband for the Pennsylvania Navy.

DIARY OF CHRISTOPHER MARSHALL¹

[Philadelphia] 7th Janry 1777

. . . the Gondolas returned to this City and brought Some Tory prisoners
with them taken in the Jerseys it was the Severe freezing upwards that brought
the Gondolas down:

1. Diary of Christopher Marshall, HSP.

JOURNAL OF H. M. S. *Perseus*, CAPTAIN GEORGE KEITH ELPHINSTONE¹

January 1777.

Cape Henlopen Lighthouse NNW 4 Leags

Tuesday 7th

At 8 (A M) Chaced p Signl from the *Roebuck*, Cape May
NWbN 2 or 3 Leags at Noon in Chace.

Do [Fresh gales and squally] Wear (P M) Split the Jibb,
unbent do and bent another At 4 came up with the Chace
which proved the *Speedwell* Sloop from Georgia for
Philadelphia.²

1. PRO, Admiralty 51/688.

2. *Speedwell*, John Hazard, master, with a cargo of rice, indigo and skins, Howe's Prize List,
May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Baltimore] Tuesday, January 7, 1777

Resolved, That two months' pay be advanced to the men on board the *Lexington*, as a gratuity for their services, in rescuing from the enemy, and bringing in, the *Lexington*.

1. Ford, ed., *JCC*, VII, 17.

CAPTAIN GEORGE COOK TO THE MARYLAND COUNCIL OF SAFETY ¹

Honble Gent.

Baltimore January, 7th 1777.

I wrote you from Philadelphia wherein I inform you of the People's deserting and entering in the Land service there is upwards of Forty that did not return and those who did say their time of Entry is Expir'd which I cannot Contradict not being able to get the time of their entry from Mr [William] Turnbull, 'tho repeatedly, have asked for it, this uncertain Condition Causes a great Perplexity, however from every Circumstance I think it best to Settle with the whole of them and Endeavour to reenter as many as Possible I can, the Frigate has opened a Rendezvous, by which means they Got the most of the Seamen in this place,² it would Enable me to get men for the Ship much Sooner If you should approve of our opening a house of that kind likewise.³ I arrive here on Saturday and should have wrote you sooner, but thought of waiting on you which I now have declined, as I expect to have one side of the Ship out Tomorrow and properly Cleaned this week, – I intend to Engage the Seamen for the Ship during the War if Possible, but hope you'll be pleas'd to write me fully the manner you'll have them enter'd, and what Encouragement they may expect as to Prize money, which bears great weight with them, for should it be less than in the Continental service, it will be with difficulty they'll Enlist. I shall use my utmost Endeavour to get the Ship ready as quick as Possible, your letter to me wherein you directed me to Employ an Attorney to put in a Claim for the snow *George* I did not receive 'till the day I set out for Philadelphia the hurry in Setting off [f] prevented me from Speaking to Mr [Archibald] Buchanan to do it, so that there was no Claim laid – An Appeal to Congress will be easily done by a few lines from you to Mr [Samuel] Chase or who Else you may approve of – I have the Honor to be [&c.]

Geo: Cook.

P: S: I should have inclosed you a list of those deserted at Philadelphia but have not one made out, but shall send one by the first Opportunity & should be glad to know whether I shall Advertise them or not

G C.

1. Red Book, XVII, Md. Arch.

2. Continental frigate *Virginia*, Captain James Nicholson.

3. To recruit for the Maryland ship *Defence*.

JOURNAL OF THE VIRGINIA COUNCIL ¹

[Williamsburg] Tuesday January 7th 1777

On the recommendation of the Navy Board It is Ordered that a Commission issue to William Ivey Gentleman appointing him Captain of the Sloop *Liberty* in the room of Captain Walter Brooke

1. McIlwaine. ed., *Journals of the Virginia Council*, I, 305.

JOURNAL OF THE VIRGINIA NAVY BOARD ¹

[Williamsburg] Tuesday 7th January 1777 –

Mr James Maxwells Proposals of the twenty third of November last for superintending the different Shipyards, also the Building Rigging and equipping for Sea the Vessels belonging to the Navy of this Commonwealth and for inspecting into such Vessels as are at present under repair and those that may be hereafter Repaired to inform the Board the state & situation of the Vessels and other matters respecting the Navy under his direction and to follow such Orders and Instructions as he may receive from Time to Time from this Board respecting the Navy was produced and read, whereupon the Board agreed to give the said Maxwell for the aforesaid Services the Sum of three hundred Pounds P Annum to be paid him in Quarterly Payments he the said Maxwell paying all his Expences except his Ferriages, And It is Ordered that the said Maxwell be paid from the said twenty third day of November. –

1. Navy Board Journal, 152–54, VSL.

THOMAS WARNER TO VICE ADMIRAL JAMES YOUNG ¹

(Copy)

Sir,

Saint John [Antigua] January the 7th, 1777

Sometime in the beginning of the last Month the Owner of an Armed Sloop laid a State of a Case before me for my opinion, and as the duty of my profession, and the Solemn Oaths I have taken in Conformity to the Acts of this Island, oblige me to give my Clients my Opinion according to the best of my knowledge and learning in the Laws of Great Britain, and the Laws of this Island, I therefore answered the Case, which was laid before me, and I now presume to lay that Case and Opinion before you, and I am extremely Concerned to be informed that the Sentiments which I entertain with regard to Captures and Re-Captures made by Armed Non Commissioned Vessels are so very dissatisfactory to, and So much disapprov'd of by you, but I hope when you Consider the Reasons, which I now give in Support of that Opinion, they will remove that displeasure and dissatisfaction. –

In Answer to the first Query made in the Case, I have given it as my Opinion, that an Armed Non Commissioned Vessel has a right to take the Ships and Vessels, which are found trading contrary to the 16th of his present Majesty, Intituled, an Act to prohibit all Trade and intercourse with the Colonies of New Hampshire &ca, for that all His Majestys Subjects have a right to Annoy his Enemies, and to take from them their property, and by the Laws of Nations such Property became theirs, who took it, but the Law of Nations is now altered, and the property of the Enemy so taken becomes expressly forfeited to his Majesty by the first Clause of the said Act, and whatever Shares the proprietors of Non Commissioned Vessels may be intituled unto in Captures made by such Vessels proceeds entirely from his Majesty's bounty, as such Captures must be Considered as Droits of the Admiralty; but if there was not any such Act the property of the Enemy would belong to the King.

That it appears from Grotius book 3d Chap. 6th sec 2d That by the Law of Nations not only he that makes War for a just Cause, but every Man in a

Solemn War acquires the property of what he takes from the Enemy without Rule or Measure, but the Law of Nations in this respect is intirely altered, and all Captures made from the Enemy belong to the Sovereign, or to the State that employed the Captors, and if such Captors have any share of the Prize the same proceeds from the Condescension, or Grant of the Sovereign, which may be enlarged or abridged as Occasion Serves. Molloy de Jure Maritimo & Navali Chap. 13th Sec. 10th And the Parliament of Great Britain have, for the Encouragement of the Officers and Seamen of his Majesty's Ships of War given them by the said Act of Parliament Sole property of all Prizes Seized, and taken by them, to be divided in such proportion and after such manner, as his Majesty shall think fit to order and direct by his Proclamation or Proclamations but neither the Act of Parliament nor his Majesty's Proclamation has taken away his Droits of the Admiralty, And I am of Opinion with very very great deference and Submission to you, that all Vessels and their Ladings taken trading Contrary to the said Act of Parliament by Non Commissioned Vessels are Droits of the Admiralty, and this appears Clearly by the first and third Instruction[s] among many others to be observed by the Receiver of the Rights and Perquisites of the Admiralty, for by the first of those Instructions it is expressly laid down, that all Ships and Vessels and Goods of all Enemies met at Sea, and Seized by any Vessel Non Commissioned are Droits Appertaining to the Office of Lord High Admiral, and by the other of those Instructions it also Manifestly appears, that any Prize taken by a Non Commissioned Vessel becomes entire Perquisites of the Admiralty. – And by one of his Majesty's Instructions to his Commanders in Chief of these Islands, he is expressly directed to be aiding and Assisting to the Receiver of those rights and Perquisites, in recovering the same, in which are included the Effects of Pirates; And his Majesty by that Instruction expressly orders his Attorney General also to be aiding and Assisting in Recovering the Same. –

I have also in my Answer to the first Query made in the said Case, given it as my Opinion, that if any Vessels and their Cargos are retaken from the Rebellious Subjects, by any Armed Non Commissioned Vessel, that the Recaptors of such Vessels and their Cargos so retaken, are intitled to one Eighth part of the true Value thereof, expressly by virtue of the said Proviso in the said Act, And I do with the greatest Submission to you, think, that this is most evident by the said Proviso in the said Act, which enables not only his Majesty's Ships of War to make Recaptures, but all other Ships, Vessels or boats under his Majestys Protection and Obedience

In Answer to the second Query made in the said Case, I have given it as my opinion, that if a Non Commissioned Vessel, takes any Ship or Vessel fitted out by the Rebellious Subjects as a Privateer, that such Ship or Vessel will be Considered as the property of Pirates, and will be forfeited to his Majesty, and such forfeiture must be Considered as Perquisites of the Admiralty, and that they are so, appears Clearly from the Copy of one of the Instructions from his Majesty to his said Commander in Chief, and also by the Ninth Instruction to the Casual Receiver, Copies of which Instructions, I now trouble you with. – That his Majesty's Rebellious Subjects, who have fitted out Privateers under Commissions from the Congress are Pirates, is plain from the Act of 11th & 12th Wm 3d Chap.

7th, Intituled An Act for the more effectual Suppression of Piracy, by the 8th Clause whereof, if any of his Majesty's Natural born Subjects or Denizens shall Commit any Piracy Robbery &ca against other his Majesty's Subjects upon the Sea under pretence of Authority from any person whatsoever, such Offenders shall be deemed pirates, Fellons & Robbers and being Convicted thereof shall suffer death and loss of Lands Goods &ca

In Answer to the third Query I have given it as my opinion, that if a Non Commissioned Armed Vessel should take any Ships or Vessels and their Cargos trading Contrary to the Act of Parliament, that such Capture immediately vests the property of the Prize in his Majesty as Droits of the Admiralty, and that a Subsequent Capture thereof by any of his Majesty's Ships of War, although made upon the High Seas, before such Ships or Vessels and their Cargos were brought by such Non Commissioned Vessel into any Port Creek or Road of Great Britain, Ireland, or the Colonies, or within Gun Shot of any Castle or Fort belonging to his Majesty, will not divest his Majesty of such right, but altho' I have lived in this Island ever since the Year 1742, I never knew an Instance, where this Question was ever litigated between his Majesty and his Ships of War. —

I do not look upon the prohibitory Act in the light of a solemn declaration of War between two Nations, but that the same is Calculated for the purposes mentioned in the preamble of the Act, Vizt For the more Speedily and effectually Suppressing the wicked, and daring designs of his Majesty's Rebellious Subjects in such Act mentioned, and preventing any Aid Supply or Assistance being sent to the Colonies mentioned in the said Act during the Continuance of the Rebellious and treasonable Commotions there, And I shoud apprehend, that any of his Majesty's Loyal Subjects might with Impunity contribute to the Carrying the Intention of the Act into Execution, by taking the Ships and Vessels of such Rebellious Subjects trading Contrary thereto, and bringing them into any of his Majesty's Colonies in America, in order to be proceeded against in his Courts of Vice Admiralty there as perquisites of the Admiralty, and Should his Majesty think that such Captures are illegal, he will withhold the bounty he usually grants to the Captors of the Rights and perquisites of the Admiralty, for their expence and trouble in taking the Same.

As his Majesty is intituled to all Vessels and their Cargos which are taken trading Contrary to the Act, there can be no danger, that such Captures are Collusive ones, so as to open the trade to and from the Rebellious Colonies, for it can never be Worth the While of the Inhabitants of those Colonies, or of other persons trading to and from the Same to throw themselves in the Way of being taken by Armed Vessels, for they can never expect any Emoluments from such Collusion, nor can the Captors be any way benefited by such Captures, further than from his Majesty's bounty. — I beg pardon for having trespassed thus long upon your time and patience, and humbly Submit the Reasons, which I have given in support of my opinion to your Consideration, and I shall think myself happy in Receiving Instructions from England how to Conduct myself for the future upon Occasions of the like Nature with the present, should you Condescend to represent this Matter to their Lordships of the Admiralty. And I am extremely Unhappy, that the duty of my Province, as his Majesty's Attorney General, and that of being the Deputy of The Honorable, and Reverend Robert Cholmondely, Surveyor & Auditor Gen-

eral of all his Majesty's Revenues arising in America, should oblige me to interfere with regard to the Captures of Prizes made under the Prohibitory Act by Non Commissioned Vessels. I have the honor to be with the greatest respect, Sir &c.

Thomas Warner.

1. PRO, Admiralty 1/309.

8 Jan.

CAPTAIN SIR GEORGE COLLIER, R.N., TO PHILIP STEPHENS ¹

Sir

Rainbow at Halifax 8th Jany 1777

I think it a Duty incumbent on me to represent to their Lordships that an empty Transport called the *Tartar*, whereof one Bussel is Master, was brought into this Port about five Weeks ago, by a part of the Crew, after She had been taken by a Rebel Privateer, in her way to Cork, from New York.

The Cowardice, & other very bad Behavior of the Master, appeared to every body in such a Light, as to induce me to write to the Attorney General of this Province upon it; who examined the Crew upon Oath; His Opinion resulting from the Examination, I have the Honor to enclose herewith, in the Copy of his Letter to me: (No 1)

The State of this Affair is likewise enclosed in No 2 for their Lordships to determine whether, or not, this Man is deserving to be entrusted again on the Account of Government: His Ship (which it seems is his own Property,) sails from hence for Cork, with the Convoy this goes by, for another Cargo of Provisions for the Army; agreeable to verbal Orders the Master says He received from one of the Agents at New York.

I have the Honor of sending this Letter to the Board, by the Transport, *Two-Brothers*, which Lord Howe ordered round here some little Time ago, for an Hospital Ship; with Permission to me to dismiss Her when She was no longer wanted: I have therefore (as the Hospital for Seamen is established upon Governors Island) directed the Master to proceed with Her to Spithead or the Downs immediately & remain there till their Lordships Pleasure is signified to Him.

As I imagine Commissioner Arbuthnot (who as Lieut Governor is better acquainted with Facts) will give their Lordships an Account by this Opportunity of the imbecile Attempt of an inconsiderable Number of New England Banditti, against His Maj's Garrison of Fort Cumberland at the extremity of this Province, I shall only acquaint their Lordships that I sent H M Ss *Vulture* & the *Hope* & *Diligent* armed Brigs up the Bay of Fundy, with Orders to co-operate with Colonel Goreham in every Measure for his Majesty's Service; & for the further Defence of the Fort, the *Lizard* sailed from hence shortly after, with all the *Rainbows* Marines, which together with her own Detachment, She has since landed at Fort Cumberland, on the Requisition of the Commandant, Colonel Goreham.

But as Major Batt in a Sally from the Fort struck such a Panic into the Rebels, that they fled with the greatest Precipitation, (& have thereby left this Province without further Apprehensions of being invaded again, for the Winter,) I have requested General Massey to send an Order to Fort Cumberland for the return of the two Detachments of Marines, which He has complied with; & as the Harbor of Cumberland is now frozen up, they are to return to this Place by Land.

I am sorry to inform their Lordships that the *Union* Transport with a considerable Sum of Money on board, & Cloathing for the Troops at Quebec, has not been able to make her Passage, & is gone to New York; the *Nottingham* India-Man loaden with Provisions likewise for Quebec, is now here, the inclemency of the Weather forcing Her to bear away for this Port; & the *Mellish* Transport with Cloathing for the Army in Canada, is taken by a Rebel Privateer calld the *Alfred* & carried into New England; I think it my Duty on this occasion to mention to their Lordships, that very lately when the *Millford* chacd this *Alfred*, She made the private Signal to the *Milford*, which the Admiralty has been pleasd to give to each of His Majestys Ships who were bound to America; the Rebels being in Possession of those Signals, I have given the enclosd ones to each of the Kings Ships upon this Station, a Copy of which, I take the Liberty to send herewith; (No 3) as I likewise have, to Lord Howe at New York.

Capt [John Lewis] Gidoin in the *Richmond* not being able to get up the River St Lawrence, came in here, about a Month ago; I have received on board the Ship I command, the Treasure (amounting to Eleven Thousand Pounds) which He had for Canada & shall take the earliest Opportunity of sending a Man of War up with it to Quebec (& likewise to convoy the *Nottingham* to the same Place,) as soon as the Season of the Year will possibly admit of their making the Passage. I am Sir [&c.]

Geo Collier

I beg leave to add that the enclosd Intelligence in the Paper markd No 4 I believe authentic, & to be depended upon

[On separate sheet] Paper No 3 mentioned in the inclosed of Sr Geo: Collier of 8th Janry 1777 did not come out of Bd Room wth the others – C: W:

1. PRO, Admiralty 1/1611.

PETITION OF JACOB EATON AND JOSEPH BERRY TO THE MASSACHUSETTS
GENERAL COURT ¹

Boston Janry 8th 1776 [*sic* 1777]

To the Honble the Council and Honble House of Representatives of the State of Massachusetts Bay in General Court Assembled

The petition [of] Jacob Eaton of Bristol and Joseph Berry of Topsham in the County of Lincoln in said State

Humbly sheweth

That they were taken by Men of War belonging to Britain vizt the said Eaton the 5th of November 1775 and the said Berry in August 1775 & brought into the Port of Boston, afterwards they were put on board the *Boyne* Man of War to help Work her home to England & they arrived safe in Plymouth, & from thence your petitioners ran away and got to France, where they Entered on board a Continental Vessel bound to America. That on their passage they were taken off the Capes of Philadelphia & carried into New York, from New York they got to New Haven & there obtained a pass to get home.

And your petitioners being now about two hundred Miles from home & Neither Money nor Cloathing & being now in their own State from which they were taken having lived upon Charity ever since they left New York –

They humbly pray your Honors would be pleased to take their distressed case into your Compassionate consideration, & to Grant them a Supply of Money & Cloathing to get home to their Families, or relieve them in such other way as your honors in your known Wisdom shall see Meet –

And as in duty bound shall pray &c

Jacob Eaton Joseph Berry

1. Mass. Arch., vol. 180, 281–281a.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Boston] Wednesday, January 8th 1777.

In Council. Whereas by a Resolve of this Court passed Decr 10th 1776, all Persons are prohibited from exporting from this State any Sugars more than are sufficient for the use of the Men on board the Vessels by which the same may be exported.

And Whereas, there are considerable Quantities of Sugars in this State, and our Brethren in the other United States stand in need of a supply of said Articles and this State has occasion for many Articles of their Produce.

Therefore Resolved, That any Vessels that may be bound from this Government for any of the United States, shall be, and is allowed to carry Twelve Hhds of Sugar each to contain not more than Twelve hundred weight (Gross hundred) for every One hundred Tons she measures, and no more, and so in proportion for a greater or less Number of Tons, provided the Owner of such Sugars, or the Master of such Vessels shall enter into Bonds, with good, and sufficient Sureties, being Inhabitants of this State, in double the Value of such Sugars permitted to be exported as aforesaid, with the Naval Officer, or where there is no such Officer, with the Committee of Correspondence, Inspection, and Safety of the Port, or Place wherein such Vessel lies, payable to the Treasurer of this State, conditioned that said Vessel shall within Four Months from the Time of her Departure from this State, unless prevented by unavoidable Accidents, import in this State Articles and Commodities, to the Amount of the Net proceeds of such Sugars, of the Growth, Produce, or Manufacture of some of the other United States, Articles of Cloathing, Naval Stores, Hemp, Duck, Cordage, Salt, or Warlike Stores, and the several Naval Officers, and where there are no such Officers, the several Committees of Correspondence, Inspection, and Safety are hereby required and directed to conduct themselves accordingly.

In the House of Representatives. Read, & Concurred.

In the House of Representatives. Resolved, That the Establishment for the Officers, Seamen, and Marines to serve on board the arm'd Vessels fitted out by this State, the ensuing Year, be as followeth. – viz. –

A Captain	Fourteen Pounds eight shillings
A Lieutenant	Seven Pounds four shillings
A second Lieutenant	Seven Pounds
A Master	Seven Pounds
Masters Mate	Four Pounds ten shillings

Second ditto	Three Pounds
Boatswain	Three Pounds eighteen shillings
Boatswains Mate	Two Pounds, fourteen shillings
Gunner	Three Pounds eighteen shillings
Gunners Mate	Two pounds fourteen shillings.
Surgeon	Six Pounds ten shillings
Surgeon's Mate	Four Pounds
Carpenter	Three Pounds eighteen shillings
Carpenters Mate	Two Pounds fourteen shillings
Cooper	Two Pounds fourteen shillings.
Armourer	Two Pounds fourteen shillings
Sail Maker	Three Pounds.
A Prize Master	Three Pounds
A Pilot	Four Pounds.
Two Quartermasters to each Vessel.	Two Pounds, ten shillings } each }
A Cook	Two Pounds, ten shillings
A Captains Clerk	Three Pounds twelve shillings.
A Steward	Three Pounds
Master at Arms	Two Pounds fourteen shillings.
Drummer	Two Pounds twelve shillings
Seamen each	Two Pounds eight shillings
Boys	One Pound four shillings

Resolved, That the Officers, Seamen, and Marines in the Sea Service of this State shall be intitled to One half the Neet proceeds of all Captures, that shall be by them made from and after the last of December 1776, and shall be finally Condemned; to be distributed among them in the following Manner – viz

A Captain	Six Shares
A First Lieut	Five Shares
A second Lieut	Four Shares
The Master	Three do
The Mate	One, & a half do
The second Mate	One, & a half do
The Boatswain	One, & a half do
The Boatswains Mate	One, & a Quarter do
The Steward	Two Shares
The Gunner	Two do
The Gunners Mate	One, & A Quarter do
The Carpenter	Two do
The Carpenters Mate	One, & a half do
The Cooper	One & a quarter do
The Armourer	One & a quarter do
The Sailmaker	One & a half do

A Prize Master	Two Shares
Captains Clerk	One, & a half do
Master at Arms	One & a quarter do
A Pilot	One & a quarter do
Two Quarter Masters to each Vessel	One & a quarter each
The Surgeon	Three Shares
The Surgeons Mate	One, & a half do
The Cook	One, & a half do
The Drummer	One & a quarter do
The Seamen, & Marines	One share each
The Boys	half share each.

Resolved that each Non commissioned Officer, Seamen & Marine, who shall inlist into the Sea Service of this State, shall receive One Months advance Wages, at the time he shall pass muster, and shall have his Wages paid at the end of every three months, or as soon afterwards as they shall arrive in some port in this State –

Resolved that the Rations for the Officers, Seamen, & Marines be as followeth, viz.

On Sunday	1 lb bread, 1 lb beef, 1 lb potatoes, or Turnips –
Monday	1 lb bread, 1 lb pork, half pint peas, 4 oz Cheese –
Tuesday	1 lb bread, 1 lb beef, 1 lb potatoes or Turnips, and pudding
Wednesday	1 lb bread, 2 oz butter, 4 oz Cheese & half pint of Rice
Thursday	1 lb bread, 1 lb pork, & half pint of peas
Friday	the same as Tuesday
Saturday,	the same as Monday.

half pint of Rum p Man every Day and discretionary allowance on extra Duty, & in Time of Engagement a pint & half of Vinegar for six Men p Week –

Resolved that in case any Officer, Seaman, or Marine has, or shall hereafter Desert from any Arm'd Vessel in the Service of this State shall forfeit to, and for the use of this State all the Wages that may be then due to him for his Service on board the Vessels aforesaid, And also all his part of Prize Money due to him at the time of his desertion, One half to, & for the use of this State, and the other half to be divided among the Officers, Seamen, and Marines agreeable to the several proportions stated as aforesaid.

Resolved, That the Agents for the armed Vessels fitted out by this State, be, and they hereby are directed to conform themselves according to the foregoing Resolves.

And Whereas some of the Armed Vessels in the Service of this State, are now out on a Cruise, and may not soon return. –

And Whereas the Inlistments of the Officers, Seamen, & Marines on board them, expired on the last day of December last, it is Resolved, that the foregoing

Establishment shall take place from, and after the said last day of December aforesaid. —

In Council Read & Concurred.

Consented to by 15 of the Council.

1. Mass. Arch., vol. 36, 410, 411–12, 415–17.

DEPOSITION OF JAMES SEMPLE, A PASSENGER ON BOARD THE PRIZE BRIGANTINE
*Countess of Eglington*¹

The Deposition of James Semple of Irvine in Great Britain, of lawful age is as follows —

That on the 25th Day of November 1776 being a Cabin Passenger on board the Brig *Countess of Eglington* Bound from Glasgow to Antigua. About ten in the Morning I saw two Sail off our Lee Quarter at such a Distance we could not see their Hulls after a while I discovered they stood after us & that they were both Sloops we varied our Course to get Clear of them but perceived the small Sloop came fast up with us, particularly so after she got into our wake it was my own opinion & likewise heard them men belonging to the Brig say they thought the large Vessel did not set so much Sail as the other did in the Chaise. the little Sloop still gain'd on us. between four & five she was so nigh us as we could see she was an armed Vessell at or about five we could number her Guns from the Deck & see her men we hoisted our Colours & I myself fired three Swivell Guns as I was going to fire the fourth the Capt of the Brig looking thro' his Glass saw them on board the *America* hoist their Jack to the Mast Head & saw the Stripes very plain being vexed at the Sight he called to fire no more now they had shewn their Colours (and struck the Glass on the Taffie rail which broke it) we hauled down Our Colours but still kept making all the Sail we could [but he] ([t]he small Privateer) came up under our Stern & fired a Shott which went thro' several of our sails we immediately hauld down our main Top Gallant & Royall sails likewise hove the Vessell too, the small Sloop came under our Lee haild us from whence come we answer'd Glasgow he then ordered us to back our main Top Sail afterwards to hoist our Boat out & send her on board his Vessel the Boat returned laden'd with their People a Leut & Prize Master stopt some time till the Capn of the Brig got his Papers & drank some Porter with the Leit & Prize master the Boat then took him on board the Privateer & returned with some more of their Hands to help hand the Brig Sails the Sails were Clued up & all I have mentioned done before the large Sloop came up with us & haild us at the Time she hailed us it was so dark we could not distinguish one from another on board of her & I often heard the Captain & People say belonging to the Brig (during the Chaise) that in the [ir] Oppinion the large Sloop would not have got us & it is my humble oppinion she never would have troubled us had the small Privateer let us go on. the Distance I think the *Retalliation* was from us when We struck was about five or six Miles What Convinces me more in that Oppinion is the Work we did & the rate we was going at I imagine we were going 5 Nots at the Time we Struck if the large Sloop would have took us She

must have been going quicker & I am Certain she was more than an hour of Coming up from the Time we hove too to Capt [William] Dennis & took in our Sail

James Semple

- Questions asked by Joshua Babcock. } Did the Sloop *Retalliation* fire any Guns in the C[h]aise
 Answer No.
- Answer, } Did you hear Capt Read say what distance he judged the Sloop *Retalliation* was off when he the said Reid struck to Captain Dennis –
- Quesn } Yes I think he said five or six Miles when the little Sloop was near enough to discover she was an American Vessell by her Colour & of force by her Guns he seemed much vexed & said had it not been for her he should have escaped the large Sloop.
- Ansr } Have you heard the Boatswains Mate say any thing of his setting Sail on board the Privateer *Retaliation* during the Chase?
- Quesn } During the Passage Home I have heard Him relate the Story as follows. – That he went aloft of his own accord to sett Top Gallant Sail the Officers of the Privateer was much offended at him & asked what Buissness he had to set a Sail without Orders. he said he wanted to over take the Brigt they took hold of him & threatned to put him in Irons the people who were rowing took in their Oars & would not let it be done –
- Ansr } Was there any Dispute between Capt Hood the Prize Master & Mr Blevin the Mate about Command during the Passage home?
- Quesn } Not untill we came in with the Land & then they had a Dispute each of them Claiming the Command which rose to such a Height that Blivin told Hood he was his man at Sea or on Shore & mentioned something of his taking one side of the Binacle & Hood the other. –
- Ansr } The People on Board the Brigt belonging to the different Privateers were with difficulty kept from fighting some Blows did pass
- Quesn } Was there any Conversation between Blevin & you about the Owners of the different Privateers on board the Prize?
- Ansr } I heard Blevin as well as others of their People say that the Owners of the small Privateer were People of little or no Consequence & so many of them that their Shares would not be more than a Timber head a Piece & that they had but one Owner & he was one of the first People in the Country & a great Merchant –
- Quesn } Had you any Freight on board the Prize Vesell?
- Ansr } No, no concern with her only as a Passenger & my Cloaths on Board
- Quesn by Jno Brown } What distance from the Brigg did Capt Reid enter in his Journal the Sloop *Retaliation* to be at the Time the small Sloop got a long side of him

- Ansr [None in document]
- Quest How was the Wind when you first saw the two Sloops & what Course was you Stearing?
- Ansr I dont know we was going large without stearing sails out –
- Question Are you used to the Seas, or so much as to know your Compass or Stear a Vessel?
- Ansr I have steared the Brig *Countess of Eglindon* & know the Compass –
- Quest What Point of Compass did the Sloops Bear from you when you first saw them & or what Distance
- Ansr I dont know what Point they were off our Lee Quarter & I suppose about three leagues I took no particular notice of them for some time –
- Quest Did you or did you not alter your Course from the Time you first see the two Sloops to the time you was taken –
- Ansr Yes we varied our Course.
- Quest: What distance do you suppose the two Sloops was apart when you first see them –
- Ansr I could be no Judge they were both so far from us & the one being so much larger than the other that tho' the little Sloop had been nigher to us it would not have appeared so I paid so little attention to them at first I could be no Judege. After I saw they got into our Wake I kept looking at them every other minute –
- Quest Which Sloop did you understand first discover'd your Brig
- Ansr [None in document]
- Quest When you altered your Course in the Brig did it Carry you fartherest from the large or small Sloop?
- Answer In my oppinion fartherest from the large Sloop we altered our Course often
- Quest Was the large Sloop in sight all the Time from your first seeing the small Sloop till you struck?
- Ansr Yes –
- Quest by Joshua Babcock } What Conversation did you hear had passed between some of the People on Board the Sloop *Retaliation* during the Chase –
- Ansr Get safe off –

James Semple

State of Rhode Island & Providence Plantations Providence ss In Providence in the County of Providence – January 8th 1777 AD The above & a fore named James Semple in his own proper Person came before me the subscriber a Justice of the Peace in & for said County: & after being examined & duly cautioned to testify the whole Truth & nothing but the Truth, mad[e] solemn Oath that the foregoing Deposition, which was written, compos'd & subscribed by him with his own hand in my presence and all the several Answers to the Questions subjoind which were also written & subscribed by him with his own hand, contain the whole

Truth & nothing but the Truth in all Parts thereof which Deposition & answers were taken at the Request of Adam Babcock to be used in a Prize Cause wherein the said Adam is libellant, against the Brig *Countess of Eglington* & her Cargo, & John Brown & others are Clamants, as Captors of the said Brig & Cargo in Company, which Cause is pending to be tried, at the Marritime Court, to be holden at Plimouth & in the County of Plimouth for the southern District in the State of the Massachusetts Bay, on the seventeenth Day of January A. D. 1777.

The said John Brown was legally notified of & was present at the Caption.²

Before me John Foster Jus: Peace
True Copy attest Bartlett Le Barron Regr
Copy Examined W^m Winthrop Cler

1. Revolutionary War Prize Cases, No. 9, Court of Appeals, 1776–1787, NA.
2. On January 9, Captain Isaac Jones of the Rhode Island privateer *Retaliation* filed claim against the *Countess of Eglington* “in Behalf of himself the Owners of & the other Officers, Marines & Mariners belonging to said Sloop.” However, the court found in favor of the *America* on January 14. Revolutionary War Prize Cases, No. 9, Court of Appeals, 1776–1787, NA.

COMMODORE SIR PETER PARKER TO PHILIP STEPHENS¹

Chatham Rhode Island Harboure

Sir

the 8h Janry 1777

In consequence of Orders from the Viscount Howe, I have sent the *Asia* and *Experiment* to England – nothing material has happen'd since my Letter of the 11h past by the *Mercury*. The Continental Fleet is in Providence River beyond our reach at present, and in addition to the last List I sent, there are, as I am inform'd, about 15 Small Privateer Sloops from 8 to 12 Guns.

The 18h Decr I retook the *Betty* Transport, she came in here by mistake, and endeavour'd to push by us, the wind being West, and blowing strong. She was taken the 5h Decr by the *Alfred*, having parted company the day before with His Majesty's Ship the *Flora*; and the 28h a small Privateer of 8 Guns appear'd off this Port the *Cerberus* slipt after her, the Privateer escaped by the *Cerberus* returned the 1st inst with Two Prizes, and one Brig retaken, as pr List inclosed. I am [&c.]

P: Parker

Duplicate (by the *Asia*)

1. PRO, Admiralty 1/486.

“EXTRACT OF A LETTER FROM ON BOARD THE *Diamond*, CAPTAIN FIELDING, DATED RHODE-ISLAND, JAN. 8, 1777.”¹

We sailed for New-York on the 27th of November on a cruize. We put into Martha's Vinyard, and sent our boat on shore with a flag of truce. The rebels let the boat come within gun-shot, and then fired upon them and wounded one man in the boat; to revenge this insult, we landed our marines and a party of sailors under the fire from the ship; the rebels posted themselves on a hill, and fired very briskly from behind the rocks and bushes; however, we drove them off

Recommend to your Honer to appint Mr Samuel Smedl[e]y the Barer to go as first Lewtenent the Docters has pached me up perhaps I may Serve for one Cruse if not I Deseir Mr Samuel Smedly to take the Command of the Brig *Defence* However hope your Honour will give Smedly orders to git Reddey to proceed to Sea as fast as posable if am wel a nuf to go Shall be glad to Step on bord and push to Sea at the Same time Dont Dout a good Cruse your Honour will be kind anuf to Let me no what Mr whetmors [Prosper Wetmore] feas is that I may Settell with Him ² hope your Honr will Excuz my Incorrectness as I am not able to Rite as yet I am Sir your Honours [&c.]

Seth Harding.

1. Conn. Arch., 1st Series, IX, 87, ConnSL.

2. Wetmore was sheriff of New London county.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY ¹

Middletown, January 8th, 1777.

Resolved, To write to Capt. John Deshon, to turn his attention to a ship belonging to Messrs Brown Denison and Stewart, in Stonington, and if in his opinion she is a suitable vessel for the importation of salt, to charter one half of her for a voyage under command of George Coffin, or whoever shall be agreed on, to the Bahama Islands or where it shall be thought best, putting such cargo on board as will but answer the purpose consistently with prudence, and in particular to make use of all means in his power to import all the lead, sulphur and flints that can be obtained, and to transact and execute the necessary contracts for the purpose aforesaid, keeping accounts &c. *Letter wrote to be sent.*

Voted, To give an order on the overseers of the furnace in favour of the ship *Oliver Cromwell* for two hundred hand grenades and one ton of swivel-shot, a quarter less than those already sent from the furnace to that ship, if on hand, or to cast the same if consistent with the casting of cannon. *Order drawn Jany 9th, 1777, Dd to Mr. Henshaw.*

Voted, To permit the sloop *Katherine*, burthened 100 tons, navigated with 8 men, to sail for Bourdeaux with 300 casks of flax-seed.

Voted, To permit the sloop *William*, burthen 95 tons, Peter Bontacou master, navigated with 8 men, to sail for Bourdeaux with 270 casks of flax-seed.

Voted, To permit the brig *Sally*, 120 tons, Christopher Hughes master, to sail for France with flax-seed and 5000 staves.

Voted, To permit the sloop *Farmer*, 70, John Miller master, to sail with 12000 staves to the foreign West Indies.

1. Hoadly, ed., *Connecticut State Records*, I, 155.

"SCHOONER *Spy* - DISBURSMENTS - JANU 8TH 1777"¹

Schooner *Spy* to Robert Niles
for Sundry Persons Wages by him Paid (New)

Dr

1777							
Jany 8th	Robert Niles Capt	fm Octr 8th to	Jany 8th 1777	3 mo 0 days at	192 s	£28. 16. . -	
	Timothy Parker Leut	ditto	ditto	3 mo 0	120	18. . - . -	
	Zabadiah Smith Master	ditto	ditto	3 mo 0	120	18. . - . -	
	Benjm Mortimore Boatswain	ditto	Decr 8th	2 mo 0	90	9. . - . -	
	Eben Blakesley Gunner	ditto	Jany 8th	3 mo 0	90	13. 10. . -	
	Retr Moore Clerk	ditto	ditto	3 mo 0	90	13. 10. . -	
	Josiah Cary Carpenter	ditto	ditto	3 mo 0	90	13. 10. . -	
	John Las[s]eur Cook	ditto	ditto	3 mo 0	72	10. 16. . -	
	Wm GoldSmith Serjant Marines	ditto	ditto	3 mo 0	54	8. . 2. . -	
	Wm Rambow Boatswains Mate	ditto	ditto	3 mo 0	54	8. . 2. . -	
	John Johnson Seaman	ditto	29th Novr	1 mo 21 days	48	4. . 1. . 7½	
	Ezekle Sayers ditto	ditto	18 Novr	1 mo 2	48	2. 11. . 2½	
	Ar[c]habald Nails ditto	ditto	Jany 8th	3 mo 0	48	7. . 4. . -	
	John Hall ditto	ditto	ditto	3 mo 0	48	7. . 4. . -	
	James Davenport ditto	ditto	ditto	3 mo 0	48	7. . 4. . -	
	Wm Swan boy	ditto	ditto	3 mo 0	40	6. . - . -	

John Gaylord	Marine	ditto	ditto	3 mo 0	40	6..-..-
Wm Davall	Seaman	ditto	ditto	3 mo 0	48	7..4..-
David Hand	Marine	ditto	Decr 26th	2 mo 18 days	40	5..4..-
Stephen Squire	Seaman	ditto	Jany 8th 1776	3 mo 0	48	7..4..-
Caleb Brown	Marine	ditto	ditto	3 mo 0	40	6..-..-
Zephaniah Tapping	Seaman	ditto	ditto	3 mo 0	48	7..4..-
David Bower	ditto	ditto	ditto	3 mo 0	48	7..4..-
Luther Heldreth	ditto	ditto	ditto	3 mo 0	48	7..4..-
William Covell	Pillot	ditto	ditto	3 mo 0	60	9..-..-
Thomas Coffin	Seaman	ditto	ditto	3 mo 0	48	7..4..-
Joseph Holley	ditto	ditto	ditto	3 mo 0	48	7..4..-
John Tucker	ditto	ditto	ditto	3 mo 0	48	7..4..-
John Gan	ditto	ditto	ditto	3 mo 0	48	7..4..-
Ezekle Miller	Marine	ditto	ditto	3 mo 0	40	6..-..-
James Goudy	Seaman	ditto	ditto	3 mo 0	48	7..4..-
Lewis Chatfield	ditto	ditto	ditto	3 mo 0	48	7..4..-
Commission at 5 pr Ct						£286. 18. 10
Errors Exceptd						14..6..9½
pr Rob ^t Niles						301..5..7½

Connecticut Journal, WEDNESDAY, JANUARY 8, 1777

New-Haven, January 8.

Last Wednesday, a Flag of Truce Vessel arrived at Milford, from New-York, after a tedious Passage of several days, having on board upwards of 200 American Prisoners, whose rueful Countenances too well disc[losed] the ill Treatment they received while they were Prisoners in New-York; twenty of these unfortunate People died on the Passage, and twenty have died since they landed at Milford.

MASTER'S LOG OF H.M. BRIG *Halifax* ¹

Jany 1777
Wednesdy 8

at Single Anchor off Eadens Bluff Do SSE 3 Miles
AM at 2 Weighd and stood over for the No Shore at 8 gave
chace to two Vessls to the Eastwd at 10 Brot them too, found
them to be two Sloops from Fairfield, laden wt Flackseed, taken
from the Rebels by some Friends to Goverment at 10 per-
cevd one of the Vesslls sinking sent the Boat and savd the
People. got the hauser to the Sloop and stood for the Long Island
shore.

Mod Breezes and Cloudy wt some Snow. at $\frac{1}{4}$ past noon
Came too off Eadens Neck – hauld the sloop up a long side got
her up to the waters edge hove out part of the Flackseed and
freed the Vessel of Water at 2 Weighd and Came to sail and
turnd in to Huntington Bay wt the sloop in tow – at 9 Came too
wt the Sml Br in 5 fm Veerd to $\frac{1}{3}$ of a Cable

1. PRO, Admiralty 52/1775.

JOURNAL OF AMBROSE SERLE ¹

[New York] Wednesday, 8th [January].

The *Bristol*, Adml. Lord Shuldham, sailed this Day for England. The Wind being fair, 'tis supposed she got out to Sea this Evening.

Many Prizes are continually sent in by the Ships of War; but the Captors have been much distressed for a Court of Admty for their Condemnation. The Govr. [Tryon] has often mentioned the matter to me, and discoursed of the *Legality* & *Expediency* of allowing the Vice admty Court of this Province to perform its Functions. Mr. Kempe, the attorney Genl., told me this morning, that he had drawn up & given his Thoughts to the Govr. [Tryon] yesterday, together with a proposed Clause to be inserted in some new act, for the proper Regulation of that matter. Mr. S[trachey]. to whom I mentioned this Circumstance, seemed hurt, that no Conference had passed with the Commrs on the matter, and said, that he had written Home upon the same Subject himself.

1. Tatum, ed., *Serle's Journal*, 171, 172.

JOURNAL OF H.M.S. *Phoenix*, CAPTAIN HYDE PARKER, JR. ¹

January 1777
Wednesdy 8th

Sandy Hook No:30W Distance 58 Leag
at 7 AM Saw a Sail to the E out all Reefs set Topgt &
Studingsls & gave Chace at 10 Came up wth the Chace

found it to be a Sloop from Martinico Loaded with Arms and Ammunition, bound to Philadelphia,² Brot too sent a Midshipman & four Men onboard –

Fresh gales & Cloudy at 1 PM made Sail & parted Co

1. PRO, Admiralty 51/694.

2. Sloop *Fly*, James Wilson, master, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY¹

[Philadelphia] January 8th, 1777.

Mr. Nesbitt was directed to pay Allen and Hall £112 7, for Blacksmith's work done to the Floating Battery *Putnam*.

Mr. Nesbitt was directed to pay Robert Bridges £131 19, being the amo't of two acco'ts, viz: £52 for 40 Hammocks @ 26s, for the use of the Galley *Convention*, John Rice, Esq'r, Commander; and £79 19, for 302 yards of Canvas @ 4s 6, and 6 Barrels of Turpentine @ 40s, for the use of the Ship *Montgomery*, Henry Dougherty, Esq'r, Commander.

1. *Pennsylvania Colonial Records*, XI, 79, 80.

BENJAMIN HARRISON TO ROBERT MORRIS¹

[Extract]

Baltoe, Jany 8, 1777

I do not know that I have been so vex'd with myself for some time, as I am for not informing you that the secret [committee] has bo't a fast sailing vessel which is now ready to sail for Nantes, and is only detain'd for a certain acct of our General's success.² Faulty as I am you must give me some little credit when I tell you it proceeded from my not doubting your getting the information from the secret Commee who are not able to answer the letter they recd on the subject of trade without your assistance, they have received volumes from Pliarne & Compy who must think strangely of you if they do not get satisfactory answers to them which I am sure they will not do as the answer I saw deliver'd could not contain the tenth part of it, which lead to the enquiry whether you had been informed of the vessels going, or not. Besides the dispatches that will go by the above schooner we have others prepared for Buchanan's ship which it is expected will sail today or tomorrow. We have not heard a word of pirates on this Coast, if any appear, you shall be most assuredly advised as soon as the acct reaches us.

1. *New York Historical Society Collections* (1878), 407–10.

2. Schooner *Jenifer*, Captain Larkin Hammond.

JOURNAL OF THE VIRGINIA NAVY BOARD¹

[Williamsburg] Wednesday 8th January 1777 –

Absalom Cabel is recommended to his Excellency the Governor and the honble the Council as a Proper Person to be appointed first Lieut of the Sloop *Congress* in the room of William Skinner who is appointed Captain. –

Ordered that Mr William Holt deliver unto John Thomas sixty Gallons of Spirits and one Barrell of Tarr for the use of the *Protector* Galley

Lieutenant James Meriwether inform'd the Board, that he had in his hands Twenty pounds which he received by Virtue of a Warrant from the Commissioners of the Navy for the purpose of recruiting Seamen and that it was not in his power to recruit Men. It is therefore Ordered that he Deposit the said Sum of Money into the hands of the Clerk to this Board and that he pay the same into the Treasury taking a receipt for it, and that the Bond Entered into by the said Meriwether Conditioned for his duly Accounting with the Board for the said Money be Cancel'd.

George Brett appeared before the Board and Agreed to make the following Alterations in a Galley which he is now Building for the use of the Navy of this Commonwealth, to wit, To add two feet in the Width, eighteen Inches in the Depth four feet Waste to be ceiled up to the Gunwale with five Gunports on each side and a Forecastle if the Board shall hereafter think proper to direct it. And It is also agreed that the said Brett be allowed till the last day of June next for the finishing the said Galley at which Time she is to be delivered completely finished in a Workman like manner, for which he is to be allowed at the rate of six pounds P Ton. —

1. Navy Board Journal, 154–55, VSL.

VICE ADMIRAL CLARK GAYTON TO PHILIP STEPHENS ¹

Sir./.

Antelope Jamaica January 8th 1777

Herewith you'll receive Duplicates of my Dispatches of the 16th November last. The 6th of Decr I had the Honor of receiving their Lordships Original orders for Employing the *Racehorse* & *Badger* as Sloops, instead of Cutters, and to use my best endeavours either to take or destroy such of the American Continental Frigates as might appear within the limits of my Station, duplicates of which I acknowledg'd the receipt of in my last letters. likewise your four letters dated the 5th & 7th Septr, the First, acknowledging the receipt of mine of the 13th & 14th June & 2nd July, with an Account of the proceedings of the Squadron under my Command and of its meeting with their Lordships approbation, which makes me very happy, as also their Permission to put the *Florida* Surveying Sloop on the same establishment as the Arm'd Schooners. The Second, signifying their Lordships directions to grant a sufficient Convoy to two Ships, laden with Ammunition & Goods suitable to the Indian Trade from hence to Pensacola, which I had before comply'd with from the Masters Solicitations, thinking it of the utmost consequence their safe arrival and beg leave to acquaint their Lordships that the 29th of Nov: the *Atalanta* Captain [Thomas] Lloyd, Sail'd with them, and a Vessel with Provision for the use of the Army & Navy.

The Third, informing me of their Lordships intention of appointing a Convoy to see the Trade to Jamaica the Middle of October, And the Fourth inclosing an Extract from the Log Book of one of the Ships, which Sail'd under Convoy of the *Antelope* the 17th June, signifying their Lordships directions to enquire [into] what is therein alleged, and to transmit an Account thereof to you for their information, which I have accordingly done, and beg leave to inclose Copy of Capt'n [William] Judds letter, with Copies of the Papers refer'd to in it,

amongst which is the Affidavit of [the] Master of one of the Vessells, that Sail'd in that Convoy, from which & from the Accounts, I have had from the Officers of the *Antelope*, I am perfectly satisfied that Captain Judd, used every means in his power to keep the Fleet together, and that their Seperateing was entirely occais'd by the Inattention of the Masters of the Merchant Ships, who have always been remarkable for such behaviour. In the Course of my Service, I have been with many Convoys, and have always found them Refractory, and will beg leave to give their Lordships one instance of it. After the Reduction of Guadalupe, I came home with the Convoy, and form'd a Squadron of Four Leagues, with Men of War Station'd in the Van & Rear & in all Quarters to keep the Fleet together, notwithstanding which they Scatter'd, and in particular one Ship I hail'd, and order'd to keep a Stern of me, and told the Master, if ever I saw him again before my Main Chains, I would sink him, His Answer was "He wish'd I would, as his Ship was Old, and in Government Service, and they must give him another"

I beg leave to acquaint their Lordships that Lieut Edwd Egerton of the Marines onboard the *Atalanta* died a few days before she Sail'd, and that I have appointed Mr Wm Patten a Midshipman belonging to the *Antelope*, to Act in that Capacity, being inform'd their Lordships had promoted him to a Lieutenantcy in that Corps, and am to beg they'll be pleased to give directions for his Commission being sent out to him.

In my letter of the 4th Nov. I inform'd their Lordships of the *Badgers* Sailing for Pensacola to relieve the *Diligence*. On the 31st of October in Latt. 24..30 No she met with a very hard Gale of Wind, which obliged her to return to Jamaica and on the 28th of November, with great difficulty, by constantly Pumping & Baleing got safe in I have had her Damages repair'd and she is now, in as good Condition as when I purchas'd her.

The *Porcupine* Schooner, arrived the 15th of last Month, from the Grand Caymans. Lieutenant [James] Cotes, having recover'd all the Sambla Indians Sold there, which gives great Satisfaction to the Merchants Trading to that part of the World, as those Indians had began to make Reprisals on them, for the loss of their Wives & Children, as the American Privateers are very numerous about here, I have added ten Men to the *Porcupines* Complement, the better to enable her to cope with them, which I hope their Lordships will approve.

When I received their Lordships orders respecting the *Racehorse* & *Badger*, altho' they were both out on a Cruize, I immediately appointed Captains [Thomas] Cadogan & [Charles Holmes] Everitt to them, with other Officers, the *Badger* meeting with the Accident in her Passage to Pensacola & returning gave Captain Everitt an oppertunity of taking the Command of her, who otherwise was intended to have gone in the *Atalanta* to Join her.

The *Racehorse* is not yet arrived and I am too much afraid h[as] fell into the Hands of the Rebels, as Lieutenant [William] Jones, has sent in Three Prizes, which much weaken'd him, and when the last parted with him, he was chased by a Brig of 16 Guns, which was very near up with him, and which he had not sufficient Strength to oppose.² shou[ld] it be the case, I propose replacing her

with another Vessel, which I shall appoint Captain Cadogan to, as the privateers are very numerous in those parts.

I have received a Letter from the Principal Inhabitants of the Bay of Honduras, informing me of their having no just cause of complaint against their Neighbours the Spaniards, But that of their continuing to inveigle away, and receive their Slaves, which I before represented to their Lordships, who inform'd me, they had communicated my Letter to the Secretary of State for the Kings information.

I beg leave to inclose for their Lordships information a Copy of an Agreement made between the Commissioners of the Victualling and John Straw, of London, und[er] the direction of my Predecessor Sir George Rodney, for Erecting a Watering Place, with a Wharf &c for the use of His Majestys Navy at Jamaica, wherein 'tis specified that the said John Straw, shall have Liberty at all times when the same shall be no Obstruction or Impediment to the Kings Service, to Ship off from the said Wharf, any thing he may think proper; without paying any Consideration for the same, and that he, or his Agents shall have the free & uninterupt'd use of the said Wharf, and its Engines &c, for the purpose of shipping from thence Ballast, Bricks &c, and other equally cumbersome Articles, But if it shall appear that the powers & privileges given by the abovemention'd Article, shall any way impede His Majestys Service, or that the said John Straw, or his Agents, shall receive little, or no benefit by such privileges, & that the same shall be certified to the Commander in Chief, for the time being, & made duly appear that then another good, proper, & sufficient Wharf shall with all convenient speed be Erected at the sole Cost of the King, for the seperate use of the said John Straw, for the purposes already mentione'd equally as Commodious or Convenient as the Wharf now built there, & the said Wharf to be for ever supportd and kept in repair at the expence of the Crown, Or that a Sum of Money shall be paid to the said John Straw, equal to the expence of Erecting such a Wharf.

Inclosed is also a Petition from Malcolm Laing, & Lewis Cuthbert Esqrs Attornies for Mr Straw, claiming the privileges granted them by the Agreement, But as they find it will be more to the Intrest of Mr Straw, to accept a Sum of Money, instead of having a Wharf built at the expence of the Crown, request that I would certifie, to my Lords Commissioners of the Admiralty and the Commissrs of the Victualling, that the said John Straw, from the Articles of Agreement is well entitled to have a Wharf Erected for his seperate use, at the sole expence of His Majesty, Or, to a Sum of Money that shall be deem'd Equivalent to the Expence of erecting such Wharf, and that the said John Straw, will immediately on receiving such Consideration relinquish all right & interest [to] the present Aqueducts & Wharf also to the Water, so that the same shall be held, for the sole use of His Majesty, his Heirs, & Successors for the purpose of supplying Water for the Navy. I therefore think it would be for the good of the Service (as Mr Straw is entitled to every thing mention'd in the Agreement) to give him a consideration to relinquish his right, rather than to build him a Wharf, which would always be attended with great Expence to keep in repair and at the same time be an Impedient to the Ships Wateri[ng] as it must interfere with the Wharf at present Erected, as being always in use,

which I submit to their Lordships considera[tion] and have also by this Opportunity wrote to the Victualling Board on the same Subject.

With respect to the Ships & Vessells under my Command I beg leave to acquaint their Lordships that since my last, they have sent in Fifteen Sail, which makes in the whole Seventy Six.

The *Antelope*, in her last Cruize is so exceedingly shook, that w[ere] I to Employ her any more, in Cruizing, she would not be able to proceed to England, at the expiration of my Station, But to ease her, I have given directions for the Quarter Deck Guns, & the two Fore & Aftermost upon the upper Deck, to be return'd into Store, and intend her going to the Wharf in March, when I shall have her fitted in the best manner possible, to carry me Home.

The *Boreas*, having touched on Mayaguana Shoals, damaged her False Keel, and being upwards of a twelve Month off the Ground I have order'd her to be Careen'd.

On receiving information of the undermention'd Privateers vizt Two Briggs, One of Fourteen the other of Sixteen Guns, with a hundred Men, Two Sloops, one of Six, the other of Four Guns, and a Virginia Pilot Boat, with twenty five Men & Swivels, being Cruizing off the Isles of Vashe & Altevetta, to intercept the Convoy expected from England, I have order'd the *Maidstone* Captn [Alan] Gardner, to Cruize for them, to inform them of their danger, and to return with them to Port Royal, she was intended to have gone with the Convoy from hence, but on receiving this information, I thought it best, to send her, for the protection of that expected, but from the best Accounts I have been able to gain, from the principal Merchants, find there will not be above, two or three Ships at most, ready to Sail Before the latter end of next Month, so that she'll be able to perform both Services. The *Winchelsea*, arrived a few days since, I have given directions for her being fitted, with the utmost dispatch and propose sending her after the *Maidstone* for the protection of the Convoy. The *Badger*, & *Porcupine* both Sail'd the Latter end of last Month, with some Rum Vessells bound to New York, for the Army, which they were to see 40 Leags clear of the Windward Passage, then to return & Cruize off Hennea[y] and the Little Caicos's, with the usual orders.

The 4th of last Month the Brig *Thomas & Betsy* Charles Edwards Master, from London bound to New York, with Provisions for the use of the Navy, arrived here, but was not ready on the 29th to take benefit of the *Badgers* Convoy, owing to the Masters Negligence he told some of his acquaintan[ces] that it was a bad time of the Year, to go upon the Coast of America, and that he thought himself very Snug, where he was. I have wrote to the Commis[srs] of the Victualling, in order that they may make a deduction from his Agreement, and that Government may not be imposed on, and as soon as I can spare a Vessell, will send [o]ne to see him through the Passage.

Inclosed is a List of Officers made, and am [&c.]

Clark Gayton

[Endorsed] Recd & Read 12 Mar [1777]. Ansd 2d April

1. PRO, Admiralty 1/240.

2. *Racehorse* was taken by the Continental brig *Andrew Doria*.

GOVERNOR THOMAS SHIRLEY TO COUNT D'ARGOUT¹

Sir

I have the Honor of inclosing to your Excellency a Deposition taken upon Oath before His Majesty's Chief Justice of Dominica and at the same time that I beg leave to recommend the Contents of it to your Excellencys Serious consideration, and have no doubt but the Complainents who accompany it will receive from your Excellency such protection and Justice as the Nature of their cause shall require. —

It is with concern Sir that I am obliged to take this opportunity to acquaint your Excellency that I am informed and in such a manner as I cannot doubt the truth of it, that Vessells are fitted out Armed and Commissioned from the Port of St Pierre's in Order to make Piratical Depredations upon the Coasts of this Island; This I am told is done by one of His Britannick Majesty's Rebellious Subjects now residing at St Pierre's in the Character of an Agent or Chargé Des Affairs² from a Number of my Masters Rebellious Subjects in America who Stile themselves the Congress; This proceeding I beg leave to acquaint your Excellency is matter of great concern and Alarm to His Majesty's Loyal Subjects here, looking upon this Piratical kind of War never made use of even at times when there was an open Rupture between the Two Nations, which is by no means the Case at present, and I hope your Excellency will excuse me when I beg leave to submit it to your Excellencys consideration whether this kind of proceeding and the great countenance and protection Shown in a Public as well as private manner to His Britannick Majestys Rebellious Subjects may not have a tendency to interrupt the Peace harmony and good understanding which at present Subsists between the two Nations and which I am perswaded is the intention of both our Masters to preserve.

I have sent my Aid De Camp Major Grove express with this to your Excellency who will have an opportunity of explaining to your Excellency the particular reasons I have for Addressing your Excellency in this manner; I am sure I need not Recommend Major Grove to your Excellencys favour and protection while at Martinique and in his Return to this Island. I have the honor to be, Your Excellency's [&c.]

Tho^s Shirley

Dominica — 8th Jany 1777

His Excellency Count D'Argout

Governor General of the Island of Martinique

And it's Dependencies &ca &ca &ca

1. PRO, Colonial Office, 71/6, 96-97.

2. William Bingham.

VICE ADMIRAL JAMES YOUNG TO THOMAS WARNER¹

Copy.

Sir,

English-Harbour Antigua 8th January 1777.

I am just informed that an Armed Sloop has taken Two Vessels on the High Seas, and brought the same into the Port of St Johns Antigua; as I am intirely ignorant by what Authority said Sloop Acts, or how Armed Vessels can be fitted out to Act offensively against his Majesty's Enemies, without having Commissions to

do so from those who are properly Empowered to grant such Commissions by his Majesty; and that I am confident no person in these Islands is Authorized to do. I likewise know that repeated applications for Arming Vessels on the above account, has been positively refused in England. I must therefore deem the Perpetrators and Abettors in the aforesaid Captures, Robbers on the high Seas; and therefore do in his Majesty's Name require you, as Attorney General of his Majesty's Leeward Charibbe Islands, to prosecute the above Offenders, and bring them to Lawful Trial for their said Offence; any Assistance you may want from my Department, to bring the Delinquents to Justice, You shall have; and I doubt not the Legislature of this Island, will chearfully give you theirs: I presume, they as well as my self, will be sensible how detrimental all such proceedings must be; and would not wish to see their Country involved in Trouble, that the suffering such open and Illegal Acts of Violence will probably Produce; as the Men generally employed on such occasions, are seldom Scrupulous in what they do. The Sloop I am informed, is called the *Reprisal*, and Commanded by one Marto Downey. I am Sir [&c.]

Jam^s Young

Thomas Warner Esqr

Attorney General of his Majesty's Leeward Charibbe Islands. –

[Endorsed] In V. A. Young's Letter Dated 8 March 1777 –

1. PRO, Admiralty 1/309.

VICE ADMIRAL JAMES YOUNG TO THOMAS WARNER ¹

Copy)

Sir

English harbour [Antigua] 8th January 1777 –

After sending away my Letter to you, of this days date; I was favoured with, your Letter of yesterdays date; and the Inclosures accompanying it, and am sorry to say, that I find not sufficient reason to alter my first Opinion, Vizt that no Vessel has power to act on the Offensive without being properly Authorised to do so; I also must presume to differ with you, where you say, You do not look upon the present War, on the footing of a Formal declaration of War, with other Nations; I really think that though no Formal declaration has appeared, Yet, every Act of Government since, plainly demonstrates it to be the same; besides had the present proceedings been Legal; sure such Opportunity's would not have slipt Adventurers in the late Wars, where there was great probability of their being Considerable gainers; which reason confirms me, what is now done is illegal. I wont take upon me to say that there are any Sinister Views in those Concerned; but I still repeat to you, what is in my former Letter, that the irregular proceedings of those Vessels, may probably involve the Nation in very disagreeable disputes: I therefore think it the Duty of every Man that Wishes well to his Country, to put a Stop to it; for my Own part I will assuredly do so: and mean to appeal against any Sentence of the Court of Admiralty, that may give any part of the Vessels and Cargos now brought in, unto the Owners, and Mariners of the Sloop *Reprisal*, 'till his Majesty's pleasure is fully known; as I shall Certainly transmit to the Ministry

an account of all the proceedings in this Matter, and request their directions. I am Sir &ca

Jam^s Young.

Thomas Warner Esqre Attorney General.

[Endorsed] (No 2:) Copy of Letters from Vice A. Young to the Kings Attorney General of the Leeward Charibbe Islands In V. A. Young's Letter Dated 8 March 1777 –

1. PRO, Admiralty 1/309.

9 Jan.

MEMORIAL OF CONSIDER HOWLAND TO THE MASSACHUSETTS COUNCIL ¹

The Memorial of Consider Howland of Plymouth Humbly sheweth That he was master of the Brigantine *Washington* in the service of the United States: & had the Misfortune to be taken by a British Ship of War on the third day of December 1775. Since which he has suffered great Hardships haveing been sent to England & there Confined on Board a Man of War for five months, & then brought [to] Hallifax & Confined in Goal there five months longer, from thence was removed to New York & there Confined on Board a Guard Ship &c. & durement the whole time suffered great Hardships & Severities. that your Memorialist is now Liberated only for six weeks from the 25th of Decemr last on his parole to return in Case Mr John Loring is not returned in Exchange for him. That he by verbal Agreement is to be discharged if any other Marine Officer of the rank of Midshipman, Mate or prize Master be so returned. That he finds that Mr Loring is already gone off in a flagg to Hallifax. That his Attachment to the Cause of his Country is such that he deprecates the necessity of being obliged to return to the Enemies of his Country he therefore prays that your Honours would take his Case into your Immediate Consideration & releive him from that Necessity which he Conceives his Honour & Faith pledged will Otherways Oblige him to submit to & order some Officer of either of the Ranks Aforesd now a prisoner in this State to be Exchanged for him or otherways releive him, as your Honours in your great Wisdom shall think proper

Boston Jan'y 9, 1777 –

Consider Howland ²

1. Mass. Arch., vol. 166, 186.

2. The Council ordered that: "Mr Thomas Newberry who was late a Midshipman in the British Navy and now a Prisoner in this State be now sent to New York by the way of Newport in Exchange for the said Mr Howland," Mass. Arch., vol. 20, 162, 164.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Boston] Thursday January 9th 1777.

In Council. Whereas it is absolutely necessary for the Well being and safety of this and the United States of America that the following Articles be imported into this State – viz – Salt, Gunpowder and all military Stores, Lead, Bar Iron, Steel, Tin, Cordage Hemp, Duck of all Kinds, Coarse Linens, Checks, Oznabrigs, Ticklinburge, Woolen Cloths, Blankets, Needles, Pins, Cord Wire, Stationary, Medicines, Nails of all kinds, Glass – Brimstone – Clothiers Sheers – Sickles –

Brass and Copper – Molasses – Rum – Cotton – Files and Gimblets – Shoes – Leather and Hides. –

Therefore resolved that Vessels may depart under the Conditions hereafter mentioned from any Harbour Port or Place not subject to the Kings of Great Britain & Portugal for the Purposes aforesaid.

It is further resolved that before the departure of any Vessel for the purpose aforesaid, The Master or Owner, with Sufficient Sureties, shall enter into Bonds, in the Value of the Vessel and Cargo on board, with the naval Officer of the District or Port wherein such Vessel lies, payable to the Treasurer of this State, Conditioned that sd Vessel shall really and truly proceed on said Voyage, and within Eight Months from the time of her Sailing Import into this State the Neet proceeds of the Cargo exported in his said Vessel in some One or other of the Articles aforesaid, unless Prevented by unavoidable Accidents – and a Certificate that such Bonds are entered into, together with a Clearance shall be given the Master of said Vessel, by the Naval Officer of the district or Port, where such Vessel lies, before She is Suffered to depart out of this State – Provided always that no Vessel shall be suffered to take on Board for the Purpose of Exportation any Wheat Rye Indian Corn Pease – Beans Bread Flour or any kind of Meal Pork Beef Mutton – Sheep – live Cattle – Swine – Butter – Cheese – Rice – Salt – Oats – Cotton Wool – Sheeps Wool – Flax – Bar-Iron Hemp Cordage or any kind of Linen or Woolen Cloth, Sugars and Rum (except to the United States of America) Pepper, Shoes Leather – Staves or any Articles prohibited by Congress except so much thereof as the proper Naval Officer shall judge a Sufficient supply for the Vessels Company and Expressly Permitted, to be taken on Board.

It is further Resolved, that if any Vessel shall depart or attempt to depart out of this State in Violation of any of the aforementioned Resolves, said Vessel shall together with her Tackle Apparel and Appurtenances and the Cargo on board her be forfeited and recovered and disposed of in like manner as is provided in the resolve of the seventh day of December last.

And provided always – that if any of the foregoing enumerated Articles shall be taken on board any Vessel really and truly bound on the afore described Voyage, without such Permission as aforesaid, such enumerated Articles and not the Vessel or other Cargo shall be forfeited and recovered in manner as aforesaid, and the Master of such Vessel shall likewise forfeit the Sum of Fifty Pounds for every such Violation of these resolves to be recovered by Action of Debt in the Court of Common Pleas, of the County where such Offence is done, by any Person who shall Sue for the same, one moiety thereof to the Use of this State and the other Moiety to the use of the Prosecutor. –

Sent down for Concurrence

1. Mass. Arch., vol. 36, 420, 422–23.

JOHN BRADFORD TO THE SECRET COMMITTEE OF THE CONTINENTAL CONGRESS ¹

Gentlemen

Boston January 9th 1777

I have the honour of receiving your favour by Mr Brown [John Browne] Lieut of the *Boston* Frigate & shall strictly conform to your orders therein contain'd by using every exertion in my power to give the Frigates dispatch, I

rejoyce the *Hancock* is like soon to have her Ordnance on board² — I yesterday return'd from Dartmouth wher I purchas'd the finest ship in America, she is only five years old river Built she will stow 640 Hhds Tobacco her first cost to sea was £4850 Sterling she was a prize to the *Cabot* there were few bidders, she being in the Neighbourhood of Rhode Island³ she went of[f] at £1230, I shall be oblig'd to buy a Cable & a trifle of small Cordage —

I have at length got possession of the Brig *Elizabeth* from Marseilles after being kept out near three weeks by the famous Capt Paine whose privateer sent her in, I have sued him for damages for both the *fanny* & that Brig — and shall strain every nerve to make an example of him that others may be more cautious of meddling with Continental property in future, the Amount of the *Elizabeth's* Cargo is thirty one thousand Livers I shall deliver it into the hands of Messrs Livingston & Turnbull saving the Blankets which I am oblig'd to reserve for the seamen on board the Frigates, an Invoice I shall forward by next post not having time to send it now, I heartly congratulate my Country on the late advantage gain'd by our Great General⁴ & hope its a happy earnest of future success, the post just going have not time to add, only that I am with all due Respects — Gentlemen [&c.]

The Honble Robert Morris Esqr
Chairman of the Honble Committee of secresy }

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

2. Referring to the orders given by the Marine Committee, October 23, 1776, for the *Hancock*, *Boston* and *Raleigh* to cruise in concert off the Massachusetts coast. See Volume 6, 1385.

3. Ship *Esther*. See Volume 6, 1363, 1472.

4. The Battle of Trenton.

LIBELS FILED IN THE MASSACHUSETTS MARITIME COURT¹

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

Notice is hereby given, That libels are filed before me, against the following Vessels, their Cargoes and Appurtenances, viz. — In Behalf of Capt. Henry Thorndike and his Company, and the Owners of the private armed Schooner called the *Warren*, against the Ship *Content*, of about 400 Tons burthen, John Taylor, late Master: And against the Bark *Carlile*, of about 300 Tons burthen, James Blerver, late Master: In Behalf of Capt. John Coulson, his Company and the Owners of the private armed Schooner called the *Warren*, against the Schooner *Patroclus*, of about 100 Tons burthen, William Gill, late Master: In Behalf of Obadiah Ayers and others, against the Sloop *Molly*, of about 60 Tons burthen, Robert Young, late Master: In Behalf of the Officers and Company and Owners of the armed Schooner called the *Harlequin*, against the Brig called the *Betty*, of about 100 Tons burthen, John Sibbrell, late Master; and against the Snow *Mercury*, of about 100 Tons burthen, Eaglesfield Griffith, late Master: In Behalf of John Wheelwright, and Company and the Owners of the armed Brig *Reprisal*, against the Snow *Ketty*, of about 120 Tons burthen, ——— Ross, late Master: In Behalf of William Lebraw his Company and the Owners of the armed Schooner *Necessity*, against two Anchors, seized and taken between high

Water and low Water Mark: In Behalf of Isaac Collins his Company and the Owners of the private armed Sloop called the *Polly*, against the Ship *Garland*, of about 270 Tons burthen, Levi Preston, late Master: In Behalf of Isaac Somes, his Company and the Owners of the armed Sloop *Union*, against the Ship *George*, of about 100 Tons burthen, Thomas Brockway, late Master; And against the Schooner *Hawk*, of about 70 Tons burthen, Thomas Sheeby, late Master.

All which Vessels, so libelled, are said to have been taken and brought into the Middle-District aforesaid; and for the Trial of the Justice of these Captures, the Maritime Court for the said District, will be held at Salem, in the County of Essex, on Tuesday, the 28th Day of January, 1777, at the Hour of Ten in the Forenoon; when and where the Owners of said Captures, and any Persons concerned, may appear and shew Cause (if any they have) why the same, or any of them, should not be condemned.

N. Cushing, Judge of said Court.

1. *Independent Chronicle*, Boston, January 9, 1777.

Independent Chronicle, THURSDAY, JANUARY 9, 1777

Boston, January 9, 1777.

A Vessel, it is said, with a Number of Cannon, and other Warlike Stores, arrived at a safe Port in this State, the latter end of last Week.

We learn, that no less than 15 British Ships of War, were lately cruising along the Coast of America, who have taken several of our Merchantmen.

Last Monday Noon, upwards of 100 Sailors, which had been taken on board a Number of Vessels, bound to the Ministerial Army, and brought into this State, were sent from hence to Providence, by Land, under a proper Guard. They are to be sent to Newport, to be exchanged for the same Number of our Countrymen, who have unhappily fallen into their Hands.

Sales By Auction

On Tuesday, 21st Instant, at Eleven in the Morning, Will be Sold by Public Vendue, at Bedford, in Dartmouth, The Brigantine *Countess of Eglington*, and a Part of her Cargo, containing the following, viz.

50 Boxes m. Candles,	30 ditto dipt Cotton dot.
50 Tierces pickled Salmon	130 Firkins Irish Butter
160 Tierces Ship Bread	10 Hogsheads bottled Beer
5 Hogsheads bottled Porter	20 Hogsheads solid Porter
39 Puncheons Horse Beans	6 Hogsheads Loaf Sugar
25 Boxes fine Ling Fish	20 Barrels Herring
30 Casks of Coal	a new Cable - 4 Swivels, &c. &c.

The Brig *Countess of Eglin[g]ton* will be put up at Twelve o'Clock on the above Day; she is burthened about 160 Tons, is a fine Vessel, and well found.

And, on Tuesday, 28th Instant, at Ten in the Morning, Will be Sold by Public Vendue, in Taunton, At a Store near the Green, The remaining Part of the Brig *Countess of Eglin[g]ton*'s Cargo, consisting of a very large Quantity of

Oznabrigs	Scots Checks	Stripes	} about 50,000 Yards in the whole.
Irish Linnens	Sheetings	Stamp	
Linnens			

130 Dozen Mens and Womens plain and ribbed Thread and Cotton Hose,

50 Dozen Mens Calf Shoes and Pumps,

6 Dozen Womens do. do.

8 Dozen Womens Callamanco Shoes, &c. &c. &c.

J. Russell, Auctioneer.

COMMODORE ESEK HOPKINS TO COMMODORE SIR PETER PARKER ¹

Sir –

Onboard the *Warren* Jany 9th 1777

I have a number of Prisoners who are desirous of getting onboard his Majesty's Fleet – If you think proper to Exchange them for American Prisoners, or Officers belonging to the American States, (Officer for Officer & Man for Man) and will please to Signify the Same, I will Send them to you as soon as may be in a Flag – I am Sir [&c.]

E. H –

To Sir Peter Parker

Commr in Chief of his Brittanick Majestys

Ships of Warr – at Newport –

1. Hopkins Letter Book, RIHS.

CONGRESSIONAL COMMITTEE IN PHILADELPHIA TO GEORGE WASHINGTON ¹

[Extract]

Philadelphia January 9th 1777

. . . As you will have occasion to send in a flag to Gen Howe, we beg leave to suggest the propriety of writing to Lord Howe, respecting the ill usage our prisoners meet with on board the Prison-Ships at New York, and particularly we could wish his Ld Ship to be informed that the officers and seamen taken on board British Merchant Ships have not been considered as prisoners of war in this place but have always been left at liberty to dispose of themselves as they thought proper without restraint and have very generally got passages to different parts of Europe. On the Contrary we find such of our people as are taken onboard Merchant vessels are either made to work onboard the Men of War or delivered on board the prison ships under intollerable ill usage and no distinction between Masters, Mates, foremast men & negros which is surely an unnecessary Cruelty. On Men who are taken from an innocent pursuit of a Maintinance in they line they have been bred to, we don't know how they treat their Captives out of Merchant Ships carried into the Eastern States but imagine the same conduct is observed as here, and unless Ld Howe will do the Same by ours, it is time to retaliate by forcing some to work on board our Ships of War and committing others to Goal or putting them on bd Prison Ships &c There are now two very honest Masters that Sail out of this Port detained onboard the *Whitby* Prison Ship. Captain Thomas Bell & Captain Jacob Gesthins [Getsheus]. If his Ld Ship will not release them on the principles proposed Mr Morris will engage to send two British Masters for them if Sent here on Parole and will be much

obliged to your Excellency to propose it. Bell has been very usefull heretofore and Should not be left to Suffer, therefore we hope you will excuse us for troubling you with this matter, —

1. Papers CC (Letter Book of the Executive Committee of Congress, 1776–77), 133, 48–50, NA.

Pennsylvania Evening Post, THURSDAY, JANUARY 9, 1777

Philadelphia, Jan. 9.

A just account of the usage the American prisoners receive from Lord and General Howe, and the officers under them. — Capts. Lieuts. and other officers of private ships of war, masters, supercargoes, &c. of merchant vessels, with Indians, Mulattoes, and Negro slaves, are all put together between decks, and not allowed to go upon the quarter deck or forecastle, or even a swab or broom to keep the main deck dry. As to their provisions, the allowance is very small, and the quality unwholesome; the meat is served out about nine in the morning, immediately out of the pickle, and if it be not cooked by noon, the miserable prisoners must eat it raw, for the fire at one o'clock is commonly put out. Butter and cheese they have none, but instead of those valuable articles, they have oil, so rank that they cannot eat it. A gill of rum a day is given to them, which is not so strong as sailor's grog. They are often twelve or sixteen hours without a drop of fresh water, nay once they were for twenty-six hours deprived of that necessary supply to human nature; and at that time the prison ship had on board no less than two hundred and sixty unfortunate men, who experienced this cruel usage, and many of whom had formerly lived in affluence. What is still more shocking, this prison ship had neither Doctor or medicine chest.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Baltimore] Thursday, January 9, 1777

Resolved, That Mr. [Nathan] Brownson be appointed a member of the Marine Committee:

1. Ford, ed., *JCC*, VII, 23, 26.

MARYLAND COUNCIL OF SAFETY TO CAPTAIN GEORGE COOK, BALTIMORE ¹

No 92

Sir, We have the Pleasure of your favor of the 7th and are sorry to find so many of your men have left you, the only way to replace them is to open a Rendezvous, and offer the same Pay and Terms in every respect, that the Continent does, we cannot expect to get them on lower, of this Proposition of yours we approve; and would further submit to your consideration, if it would not be well to send your Tender to the Mouth of Potomack, or any other place you may think better, and there open a Rendezvous, you may by this Step forward the Enlistments. —

We send you the Time of Entry from Mr [William] Turnbull for your Government. — You will, we doubt not, expedite the *Defence* all in your Power, Delay is dangerous, and much may depend upon her hastily getting to Sea. — be

pleased to apply to Mr [Samuel] Chase, and shew him our letter, he will do, what is necessary relative to the Snow *Georgia*, We are &c.

[Annapolis] Jany 9th 1777.

P.S. The Enrollmt will be sent you To Morrow –

1. Council of Safety Letter Book, No. 2, Md. Arch.

JOURNAL OF THE VIRGINIA COUNCIL ¹

[Williamsburg] Thursday, January 9th 1777

Resolved that Captain David Wallace of the Prize Ship *Jane* taken by Captain Thomas Lilly of the armed Brig *Liberty* in the service of this State be forthwith discharged and permitted to return to his Family in Great Britain by any Opportunity that may offer on giving his Patrole that he will not directly or indirectly give any Intelligence to the Enemies of America. Captain Wallace appearing gave his Patrole accordingly.

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 307.

JOURNAL OF H.M.S. *Antelope*, CAPTAIN WILLIAM JUDD ¹

January 1777

Moord in Port Royal Harbour

Thursday 9th PM came in here a Schooner Tender belonging to the *Portland* with a Prize an American Sloop

1. PRO, Admiralty 51/39.

JOURNAL OF THE MASSACHUSETTS BRIG *Tyrannicide*, CAPTAIN JOHN FISK ¹

Remarks on Thursday 9 Jany 1777

At 11 Saw the Sun in Eclipse almost total

Saw a Sail to the North standing towards us

Course

Lattd By Obs 17d..00m N

N B E

Longd in 59d..14m

At 1 P M. spake the chase the Sloop *Three Sisters* from the Bahama Islands belonging there bound to Antagua with Lumber & Turtle dismisd him to proceed on his Voyage ² at 3 P M. tack Ship stood to the Eastward

1. John Fisk Journal, AAS.
2. Congress exempted ships owned by inhabitants of Bermuda and the Bahamas from being taken as prizes.

10 Jan.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Boston] Friday January 10th 1777

Petition of John McDonnell setting forth that he is a Native of Ireland and has resided in the State of No Carolina for seven Years past, has been a Considerable Sufferer in his property since the present Contest commenced with Great Britain, Had a Brig Loaded with 5000 bus: Salt Seized by a Kings Vessel, in North Carolina, & now a Brig from the West Indias is brought in

and Condemned in this State – He humbly prays the kind Indulgence of the Court to grant him Liberty to return with his Vessell to his Native Country, &c In the House of Representatives Resolved that John McDonnell a Native of Ireland have Liberty to return with his Vessell to his Native Country, upon Condition he Carry with him such of the Irish Prisoners taken by the Brig *Independence* and sent into Plymouth, as are now remaining there and shall Choose to go with Him.

In Council, Read and Concurred

Consented to by fifteen of the Council.

1. Mass. Arch., vol. 36, 424, 428–29.

RECRUITING EXPENSES OF LEVI YOUNG, MASTER OF THE CONNECTICUT STATE
SHIP *Oliver Cromwell* ¹

Martha's Vineyard, Sepr. 10th. 1776.

Ship, <i>Oliver Cromwell</i> ,		To Levi Young	Dr.
[1776]			
Sept 10th	To Expences at Edgartown, to inlist Men		£ 0..2..0
11.	To Do Do		0..2..6
12.	To Do Do		0..2..8
13.	To Do Do		0..3..4
14.	To Do Do		0..3..0
16.	To Do Do		0.10..0
17.	To Do	at Tisbury, and Horsehire	0.10..6
19.	To Do	at Cape Codd	0.12..0
20.	To Do Do		0..6..0
21.	To Do Do		0..5..6
22.	To Do Do		0..6..0
23.	To Do Do		0..5..6
24.	To Do Do		0..3..6
25.	To Do	for Boat & Man to Cape Cod from the Vineyard, 7 Days –	0.19..6
26.	To Do	at Tisbury to inlist Men	0..6..0
27.	To Do Do		0..3..8
28.	To Do Do		0..3..4
30.	To Do Do		0..5..6
Octr 1st, 2d	To Do Do		0.16..4
4th			
7th			
8.	To Boat Hire from the Vineyard to Bedford for Self & Men		0.15..0
	To Cash paid for three Dinners		0..3..6
9.	To Do	at Bedford for 3 Breakfasts	0..2..0
	To Do	for 3 Dinners.	0..4..6
	To Do	at Howland's Ferry	[illegible]
	To 3 Suppers & Lodgings at Newport		0..6..6

10.	To 3 Breakfasts & Ferriages at Newport	0 . 4 . 6
	To Cash for 3 Dinners at South Kingston	0 . 4 . 6
	To Do for 3 Suppers & Lodgings at Westerly	0 . 4 . 6
11.	To Do for 3 Breakfasts	0 . 3 . 0
	To Do paid at Groton, for Dinners & Ferriages	0 . 3 . 9
14.	To boarding & lodging Jonathan Welding, William Garrick, & Joseph Thatcher, from this Day to Novr 22d	6 . 6 . 0
1777.		
Jany 10.	To 2 Days Expencc at Falmouth after Men	0 . 13 . 0
	To Suppers, Lodging, & Breakfast for Men at Swansey	1 . 10 . 0
	To Expences at Rehoboth	0 . 12 . 8
	To Ferriages at Providence	0 . 1 . 10
	To Suppers & Lodgings at Providence	0 . 16 . 10
	To Dinners at Plainfield	0 . 13 . 6
	To Suppers & Lodgings at Norwich	0 . 16 . 10
	To Breakfasts at Do	0 . 13 . 4
	To Dinners at New London	0 . 14 . 2
	To 12 Dinners for Men at my House (omitted)	0 . 14 . 2
1776.		
Sept 24.	To Horse-Hire at Cape Cod, (omitted)	0 . 10 . 0
		£23 . 1 . 8
	To my Wages from Sepr 10th 1776, to [blank]	
	To Expences to the Vineyard to inlist Men (omitted)	1 . 16 . 0
		24:17 . 8

[Endorsed] The Within accot Examined and allowed Wages to be allowd at the Same Rate as at the time of Mr Yongs Entering on board the Ship *Oliver Cromwell*

John Deshon	} Com[mittee] ²
Jo ^s Hurlbut	
Eben ^r Ledyard	

1. Conn. Arch., 1st Series, IX, 149a, 149b, ConnSL.

2. Marine Lieutenant Bela Elderkin's account of expenses incurred while recruiting Marines for the *Oliver Cromwell* is in Conn. Arch., 1st Series, IX, 147a, 147b, ConnSL.

COMMODORE ESEK HOPKINS TO EDWARD SOUTHOUSE, BOSTON ¹

Sir

Onboard the *Warren* Jany 10th 1777 –

I receiv'd yours of the 1st instant, and observe the Contents and as to Captn Hacker, or Mr [Philip] Brown, if they made you any Promise they Should in honour Stand to it – I have told the Officers in the Fleet that the Kings Officers

taken had not so much right to the Goods they might have onboard, as Men in the Merchant Service who have no hand in the Quarrel – and as to private Property not being Confiscated I think you are mistaken for the most of the Ships and Cargoes that has been taken and Condemn'd have been altogether private Property, although we have generally given the Masters their private Adventures in Order to Support and carry them home in Character – and on the whole I am willing that you Should have as much of your property as Mr Bradford the Continental Agent, and the Captors will agree to give you – But as I yet do not know what property you had onboard & for what I at present can tell, the greatest part of the Loading may be your property & in that Case it might be too much to give away – I am Sir [&c.]

E H –

1. Hopkins Letter Book, RIHS. Southouse was a passenger on board the ship *Mellish* when captured.

JOURNAL OF H.M.S. *Cerberus*, CAPTAIN JOHN SYMONS ¹

Jany 1777

Friday 10

Moor'd in the Seaconnett Passage [Rhode Island]

At ½ past 6 A M the Rebels began to fire on us from 3 guns they had brot during the Night and placed on the Main from behind a Hill at the back of the Neck of Land that forms the Ferry. we immediately began firing & continued so till 8 o'Clock when I found we could not dislodge them and that every shott from them struck us and kill'd or wounded the People I immediately determind to Slip the Nothern Cable hove to the Sm Br to shift our position they as soon shifted their Cannon to the Black Point I was then Oblig'd to Weigh and get under sail, tho the Wind was very scant and endeavour to lay down over the Middle ground which we accomplished by its being high Water. as soon as the rebels Saw our Sails loose they began to alter their direction of firing their passing over & thro' the Sails and rigging (fourtunately the Masts and Yards were not touch'd) in hopes to dismast us, we had 2 Seamen 2 Mar[ine]s killed & 9 Men Wounded, 4 of them slightly the Ship was hull'd in 8 or 9 places above water & several below in one of which just abaft the Mizn Mast a shot had peirced without going thro' into the Bread room that we made two feet & half in a half hour our rigging was much Cutt, the Mn stay, Collars of the Fore Topm Stay, 2 Main Studs 3 Lower dead Eyes & Main Topmt Back stays, One Mizn Shrd, Bumpkin Block, M: tackle M & Fore sheets, Topsl Halliards several other running ropes stood out till I could find out the principal leak then stood in to smooth water and drove a shott plug in, after I had done this wore & stood out it coming to blow very strong we found we had reduced the leak to two feet p hour & after it grew Mod: we only md 1 foot p Watch, In standing off and pitching very heavy the Sm Br Anchor not being well secured washed off the Bill Board and gave us a deal

of Trouble to secure it, in doing of which six of the Forecastle Men from being under Water in the wash of the Sea (it freezing very hard) were so greatly Chilled that they were obliged to be carried off the Deck, quite stiff and in great danger found a Shott had enter'd the Booms & totally destroyed the driver Boom or Mn Topsl Yard.

First pt fresh Gales & Squally Middle & Latter Modt & C[l]ear. at 2 P M split the Fore Topmt Stay Sail at 4 handed the Fore & Mizn Top sails

1. PRO, Admiralty 51/181.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY ¹

Middletown, January 10th, 1777.

Lt. Samll Bartram of the brig *Defence* is dismissed from his office on account of his infirmity.

Samll Smedley is promoted to be First Lieutenant of the brig *Defence* instead of Lt. Samll Bartram dismissed.

Henry Billings is appointed Second Lieutenant of the brig *Defence* instead of Samll Smedley promoted.

Bebec [Edward Beebe] is appointed Master of the brig *Defence* instead of Josiah Burnam resigned.

Voted, That orders be given for the brig *Defence* to sail on a cruise for three months, and that in case Capt. [Seth] Harding is unable to sail the first lieutenant to take the command.

Orders to be given for distribution of the last prize taken by the brig *Defence*.

Voted, That discretionary orders be given to the commander of the *Defence* to join with other privateers if thought best in an expedition against the vessels and wood-cutters at Shelter Island.

1. Hoadly, ed., *Connecticut State Records*, I, 156.

Connecticut Gazette, FRIDAY, JANUARY 10, 1777

New London, January 10.

About ten Days ago some Difference happening between one John Dennis of this Town, and — Perkins, belonging to the ship *Oliver Cromwell*, Dennis struck Perkins on the Head with a Hoe, which fractured his Scull, and he lies dangerously ill. Dennis is committed to Goal.

Monday Se'nnight the following Accident happened, viz. as some Guns were Scaling on board a Privateer which lay at a Wharf in this Town, Mr. Thomas Lester was struck on the Head by a Wad, and died of the Wound last Friday — He lately removed from Long-Island to this Place on Account of the Troubles there — was an inoffensive Man, and sustained a good Character.

Last Monday in the Forenoon, nine Ships from the Westward passed this Harbour, and stood to the Eastward.

The Transports, which in our last were said to be at the East End of Long Island taking in Wood for the ministerial Army, still continue there under the

Protection of a Man of War. It is said the Inhabitants have suffered much from the Soldiers who rob them of their Effects.

JOURNAL OF AMBROSE SERLE ¹

[New York] Friday 10th [January].

The Govr. [Tryon] has ordered the Institution of a Court of Admty, and appointed it to open next Week. This matter, I fear, will occasion some Difficulties, if not Disagreements.

1. Tatum, ed., *Serle's Journal*, 173.

MASTER'S LOG OF H. M. S. *Roebuck* ¹

January 1777

Do [Cape Henlopen] N24W 16 Lgs

Friday 10th

A M. at 4 saw a Sloop & Fir'd a Shot & brought her too found she was from Georgia to Philada with Rice Hides &c ² in boarding her the Cutter was stove to pieces so that we were obliged to cut her adrift & Hoist the Other Out, at 8 Made Sail

1. PRO, Admiralty 52/1965.

2. The sloop *Peggy*, Alexander Thompson, master, from Savannah, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

JESSE HOLLINGSWORTH TO THE MARYLAND COUNCIL OF SAFETY ¹

Sirs,

Baltimore January 10th 1777.

I did not by the ship yesterday, but can have her this morning for the 4400 Pounds.² Shee is a fine Ship built in Philladelphia, but 4 years old, Seeder and live Oke, sales well and compleat full rided, and is as fine a ship as ever I saw. I have sent down George Dafney expres to now if I may take her for you. I think her a bargain if any ship of her sise is a bargain. Pleas let me Now by Mr Dafney and as soon as possible. from [&c.]

Jesse Hollingsworth.

1. Correspondence of Council of Safety, Md. Arch.

2. Ship *Lydia*. The Council approved the purchase on January 11, Council of Safety Letter Book, No. 2, Md. Arch.

JOURNAL OF THE VIRGINIA COUNCIL ¹

[Williamsburg] Friday January 10th 1777

On a Representation from the Navy Board that the armed Vessell *Musketoe* belonging to this State is ready to proceed on a Cruise provided she could be furnished with an Officer and twenty five Marines and that Captain Alexander Dick had that number of Marines in his Company and was desirous to undertake a Cruise It is Ordered that he be at Liberty so to do and that he be requested to go on board the said Vessell with his Marines as soon as possible.

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 310.

PURDIE'S *Virginia Gazette*, FRIDAY, JANUARY 10, 1777

Williamsburg, Jan. 10.

A number of vessels with considerable cargoes of Salt, have arrived since our last.

By virtue of a decree of the Hon. Court of Admiralty of this State, will be sold for ready money, at publick vendue, in the town of York, 12 miles below the city of Williamsburg, on Monday, the 20th instant, the ship *Jane*, about 120 tuns, burthen, with her rigging, tackle, apparel, and furniture; also her cargo, consisting of 79 hogsheads and tierces of Brown Sugar, 21 puncheons and 3 barrels of Rum, 1 pipe, 8 hogsheads, and 12 quarter casks of very fine Madeira Wine, 13 bales of Cotton, and 80 tuns of Fustick, a wood very useful in dy[e]ing. The cargo was shipped at Tortola and intended for the London market, but brought in here by capt. Thomas Lilly of the armed brig *Liberty*. An inventory of the rigging, &c. belonging to the ship, may be seen by applying to capt. Lilly in York, or to the subscriber in this city.

Ben: Powell, marshal.

DIXON AND HUNTER'S *Virginia Gazette*, FRIDAY, JANUARY 10, 1777

Port Hampton.

Lower District of James River.

Let all Masters and Owners of Vessels, and others whom it may concern, know, that the Naval Office of this Port is open, and the Officer expects all the inward bound to enter according to the Laws of the Commonwealth of Virginia, where they may have a Permit granted to proceed and dispose of their Cargoes to any District, Ports or Places in the said Commonwealth; and that the outward bound, when they come to clear out, will take Care that they have proper Certificates for their Cargo, with a Ballast Master's Certificate, signed and sealed according to Law. Pork, Beef, Flour, Tar, Turpentine, Pitch and Ballast & Certificates. The Master, Mate, and Boatswain must be at the Office to clear.

Jacob Wray, Naval Officer.

Wanted, a Surgeon's Mate for the Brig *Raleigh*, Capt. [Edward] Travis, now lying at Broadways, on Appamattox. Any Person inclined to enter the Service are desired to apply to said Captain, or the Surgeon on Board.

JOURNAL OF H. M. S. *Galatea*, CAPTAIN THOMAS JORDAN ¹

Janry 1777

Castle Island NE 6 or 8 Miles

Friday 10th

Light airs inclinable to Calms

At 3 PM Saw a Sail to the NE. do gave Chace [a]t 5 hoisted out the pinnace & sent her Man'd & Arm'd after the Chace it being Calm, at 9 Saw a light which we took to be from the Pinnace do burnt two false fires and fired a Gun as Signal for the Boat,

At 10 PM the Chace came alongside, found her to be the

Bold Defiance Sloop from Virginia loaded with provisions
bound for Bermuda

1. PRO, Admiralty 51/380.

"EXTRACT OF A LETTER FROM JAMAICA, JAN. 10." ¹

Tuesday a tender belonging to the *Antelope*, Mr. Willet, commander, arrived at Port Royal; she brought in here a man whom she took up at sea, off the north side of the island, a few days since, who gives the following account of himself: His name, he says, is Thomas Cobham; that he was gunner of an American privateer, called the *Lively*, of 14 carriage guns, which foundered in a gale of wind, and all on board, except himself, perished. This poor wretch had floated on a piece of one of the masts four days and four nights, with two more, both of whom were washed off. When Mr. Willet descried the piece of the mast, and not knowing what to make of it, he resolved not to delay his time to look after it, until, by the help of his glass, he thought he discerned something alive; and he then ordered the boat out to see what it was. The poor man had lost his senses; so that when they came up to him he struck at them. It was sometime before he was brought to his right mind, and then he related the particulars of the above misfortune. Two evenings before the tender fell in with him, he was within hearing of a Dutch ship, but could not by his shouts make known his distress.

1. *London Chronicle*, March 13 to March 15, 1777.

DEPOSITION OF FOSTER McCONNELL ¹

Dominica Before the Honourable Thomas Wilson Esquire Chief Justice of
the Court of Common Pleas held for Dominica.

The Deposition of Foster McConnell of the said Island of Dominica
Merchant

This Deponent being duly Sworn upon the Holy Evangelists of Almighty God, deposeth and saith That in the Month of December now last past and which was in the Year of Our Lord One thousand Seven hundred and seventy six he the Deponent went from the said Island of Dominica to the Island of Saint Eustatius, upon the Subject of the Capture of a Brigantine called the *May* whereof one William Taylor was Master and her Cargo taken and seized by an Armed Sloop named the *Baltimore Hero* whereof one Ezekiel John Dorsey appeared or acted as Master on the Twenty first Day of November now last past, the said Brigantine and her Cargo at the Time of such Capture being owned by this Deponent in Partnership with his Brother Bendal McConnell and Messrs Benson and Postlewaite of Liverpool Merchants and Mr William Brown of Cork Merchant who are Subjects in Allegiance to His Majesty and under his Protection and being then bound to Saint Eustatius And on this Deponents arrival at Saint Eustatius he was informed by Governor DeGraaff the Governor of the said Island of Saint Eustatius, in the Presence of some of the Members of the Council of that Island That he the

said Governor DeGraaff had seen the Capture of the Brig (meaning the Brigantine called the *May* whereof the said William Taylor was Master) by the American Privateer (meaning the said privateer or armed Sloop the *Baltimore Hero* whereof the said Ezekiel John Dorsey was Master) And that he the Governor also viewed the whole Transaction and stood looking at it for sometime And he also told the said Deponent that the Privateer was in his Port some time after the Capture of the said Brig was made And that he Governor DeGraaff has taken the Deposition of the Master or Captain of the said Privateer relative to the Capture of the said Brigantine And this Deponent further saith That the Capture afresaid from its being made so near to the Island of Saint Eustatius by His Majesty's Rebellious Subjects or Persons supposed to be Authorized by them made much noise in the said Island, as it was conceived to be the Governor's duty to interfere and compell the Captors to restore the Brigantine and her Cargo to the Proprietors thereof and when an Enquiry was made by Governor DeGraaff and the Council of Saint Eustatius in consequence of Letters from Vice Admiral Young and the Commander in Chief of the Leward Islands and partly on this Deponents Application relative to the Ownership of the said Privateer or armed Vessel and the Capture made by her of the said Brig *May* and Cargo, upon the first Evidence being sworn the Deponent being present thought himself intitled inpoint of Justice to ask and accordingly he did ask the Evidence some Questions when the said Governor DeGraaff told the Deponent to take Care what he was about for that he the Deponent was not at Liberty to ask what Questions he pleased and at the same time the Governor addressed himself to the Deponent and sayed Sir, You must take care how you accuse Mr Vanbibbee [Abraham Van Bebber] (meaning Mr Vanbibbee at that time a Merchant in Saint Eustatius and suspected to have been concerned in fitting out and arming the said Vessel called the *Baltimore Hero*) for if you accuse him it may be of serious Consequence to you, upon which the Deponent apprehending Danger from the Governors Threats gave himself no further Trouble about the Matter of Enquiry as to the Ownership of the said Privateer or armed Vessel the *Baltimore Hero* And this Deponent saith he afterwards heard and saw several other Persons called in and a few Questions asked them the particulars of which was reduced into Writing And this Deponent further saith That Mr Vanbibbee was also called up and Governor DeGraaff told the said Vanbibbee the report that was circulated of his being the Owner & fitter out of the said Privateer or armed Vessel the *Baltimore Hero* upon which the said Vanbibbee declared that he only supplied a Man in the said Privateer with Fifty Johannes's and a Case of Gin And that upon the second day's Enquiry as aforesaid the said Vanbibbee was called upon to declare on Oath what he had sayed the Day before when the said Vanbibbee refused and would not declare on Oath what he had sayed the Day before And sayed the Law did not force a Man to Swear when he was accused That Governor DeGraaff told the said Vanbibbee his refusing to Swear what he has declared the Day before would cause a greater Suspicion against him than ever And that he the said Vanbibbee still persisted in refusing on

which the Deponent was desired to quit the Room, in which the Examinations were taking, and afterwards the Deponent learnt that some Alterations were made in the Questions proposed to Mr Vanbibbee and that he then swore to his Answer to such altered Questions But this Deponent saith although it was generally reported and believed in Saint Eustatius that the said Mr Vanbibbee was an Owner and concerned in fitting out the said Piratical armed Vessel the *Baltimore Hero* with an Intent to injure and distress His Majesty's good and loyal Subjects Yet this Deponent was not able notwithstanding the Letters and Representations from Vice Admiral Young and The Honorable Craister Greatheed the Commander in Chief of the Leward Islands to obtain any the least Satisfaction from Governor DeGraaff for the illegal and Piratical Capture of the said Brigantine *May* and her Cargo, whereby this Deponent is apprehensive unless he can obtain Justice by some other Means, he and the rest of the Owners will entirely loose their Property.

Signed Foster McConnell

Sworn before Me and Certified under my hand and Seal this Tenth day of January One thousand Seven hundred and Seventy seven

(L: S:) Signed T Wilson C. J.

[Endorsed] The Deposition of Foster McConnell, relative to the piratical Capture of the Brige *May*, whereof Wm Taylor was Master, by the Armed Sloop *Baltimore Hero*, whereof one Ezekial John Dorsey acted as Master. In Presidt Greatheads of 31st Jany 1777.

1. PRO, Colonial Office, 152/56, 40-41.

11 Jan.

JOURNAL OF THE NEW HAMPSHIRE COUNCIL¹

[Exeter] Saturday Jany 11th 1777 –

Vote giving leave to the Ship *Portsmouth* Robert Parker Commander (being a private Ship of war) to Sail on a Cruise, bro't up Read and Concurred.

1. Council Records, Council Book, VII, 1776-1778, 140, N. H. Arch.

CAPTAIN JOHN PAUL JONES TO THE CONTINENTAL MARINE COMMITTEE¹

Gentlemen

Boston 11th Jany 1777 –

Since my Arrival here on the 15th Ulto I have from a variety of circumstances been unable to give you any Satisfactory account of the Situation of the *Alfred*. – The Council here have Amused me with unmeaning promises of taking charge of my prisoners from day to day – but have taken no effectual step 'till a day or two ago when they were escorted by land to be exchanged at Rhode Island – So that I am but now releived from the honorable Office of Jail-Keeper

I had the honor of receiving yours of 10th Ulto P Mr Brown the 1st Current – it gives me extreme concern to inform you that the Ship is from her construction in

no fit condition for Sea Service as will Appear more at large by the within paper which, with becoming deference, I submit to Your inspection – The men who were entered at Rhode Island for the *Alfred* by the Commodore's Order were engaged only for a Cruise and those, a few excepted, who were with me in the *Providence* have Served out their term of Enlistment so that I have very few Men left – I shall now employ them to refit the Rigging – and wait Your further Orders – if Seamen can be engaged I can have the Ship in readiness for Sea within a Week after your final determination shall reach Boston – at present I think it unadvisable to have any thing done to the Hull. – I hope in my present disagreeable Situation to Stand Acquitted of Lukewarmness in the Service – I make no Boast of the past since Actions Speak best for themselves – but should you think proper to Order me out again with the *Alfred* even in her present Situation – I will Obey 'tho more than my life, my Honor may be the forefit. ~~It is not for me to Advise but perhaps the Advantages might be greater to the Continent if the *Alfred's* Warlike Stores were put on Board of Another Ship for~~ the *Alfred* is much more complete for the merchant service than She can be made for War – being Well calculated for Stowing Tobacco She would make a good Remittance. – It remains that I give you a full and particular Account of my late Cruise – I think I can account to your Satisfaction for my Conduct. But as this Express is to set out immediately – and as I did not know of the Opportunity till very lately – I hope you will for the present be pleased to excuse a further Account.

I have the Honor to be with due Gratitude and becoming respect Gentlemen [&c.]

Jno P. Jones

N.B. ~~if the within paper is Approved of please to return the original that it may be properly extended.~~

1. Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 103–04, NA. Jones' deletions in this draft are lightly crossed out and easily readable.

MASSACHUSETTS BOARD OF WAR TO SAMUEL & ROBERT PURVIANCE, BALTIMORE ¹

War Office,

Gentn

Boston Jany 11th 1777

Enclos'd you have Invoice and Bill of Lading of a parcel of Rum and Sugar on board the Schooner *Hazard* Benjamin Hammond Master, which we wish safe to your Hands. – You will dispose of this Cargo as of the others we have ship[p]ed to you & load the Schooner back with good common Flour with the Addition of Five Tons Pig Iron, and four Tons Bar Iron – The Pig [Iron] we expect will be part of what we purchas'd by Mr Henry Stevens for Account of this State. –

Should you at any time make advances for us, the Board will reimburse you at the shortest Notice by Bills upon Philadelphia if agreeable. – By order of the Board,

Sam^l Phps Savage Prest. P. T.

1. Mass. Arch., vol. 151, 16, Letters from the Board of War, 1776–1780.

BILL FOR THE MASSACHUSETTS SCHOONER *Runfast* ¹

The Schooner *Runfast* Portlage Bill for a Voyage from Boston to Virginia or Maryland
Nehemiah Somes Master – Boston

Mens Names	Stations	When Shipt	what P Month	Priviledge	Advance wages	when discharg'd	whole Wages	Wages due
Nehemiah Somes	Master	Jany. 7 1777	£ 7. –	100 bushels	£ 7. . 0. . 0			
	Mate	Jany. 1777	£ 6	40 bushels	£ 6. . 0. . 0			
Samuel Gooding	Seaman	Jany. 8 1777	£ 4. 10/ –		£ 4. 10/ –			
Willm Sweetur	ditto	Jany. 8 1777	£ 3. . 6/ –	No priviledge	£ 3. . 6. . 0			
	ditto	Jany. 1777	£ 4. 16/ –		£ 4. 16/ –			
					£ 25. 12. . –			

Boston Jany. 11. 1777 The Above is a Copy of my Portledge bill
as Witness my hand
Nehemiah Somes

1. Cushing & White Papers, PM.

JOURNAL OF H.M.S *Scarborough*, CAPTAIN ANDREW BARKLEY ¹

Jany 1777

Saturdy 11th

Nantucket Shoal N71Wt Dist 18 Leagues
 at 7 [A.M.] saw a sail to the No ward at 8 TKd Ship & gave
 Chace at 9 fired 2 shot & brot too a brig from [illegible]
 Capes bound to Bristol in New England – sent a Petty Offi-
 cer & 8 men on board her – wore & made sail – a swell
 from the No ward. –

1. PRO, Admiralty 51/867.

Providence Gazette, SATURDAY, JANUARY 11, 1777

Providence, January 11.

Undoubted Intelligence is received from Newport, that the Enemy consider the Inhabitants on the Island as Prisoners of War, and have absolutely refused to grant the Benefit of their boasted Pardons to a Number who made Application for the same.

We also hear that the *Experiment*, of 50 Guns, commanded by the infamous Wallace, sailed for England a few Days since; and that the *Asia*, of 64 Guns, was soon to follow, with General Clinton on board, his Baggage being already embarked.

It is said that the Enemy's Troops in Newport have received Orders to hold themselves in Readiness for Embarkation at a Moment's Notice, but whether on board Transports or their flat-bottomed Boats is not mentioned: A Number of Carpenters have been busily employed in repairing the latter.

Thursday last [January 9] 98 Prisoners, taken in several of the Enemy's Vessels by the *Alfred*, in her last Cruize, arrived here, to be exchanged.

The *Eagle* Privateer, Capt [Isaac] Field, and a small Privateer from the Eastward, have taken a light Transport Ship of 500 Tons, bound from New-York to England, and sent her into a safe Port.

A Prize Vessel, loaded with Rum, taken by the *Game Cock* Privateer, we hear has fallen into the Enemy's Hands at Newport.

The Sloop which was dispatched from hence to Block-Island the 13th of November last, as a Flag of Truce, with a Number of Prisoners, in order to exchange them on board one of the Enemy's Ships, returned here last Sunday: The Ship having gone on a Cruize, the Sloop, after waiting some Time for her Return, was brought into Newport by the Fleet which lately arrived there. The Officer who went with the Flag was detained as a Prisoner while at Newport on board the Commodore's Ship, and when permitted to return was informed that Lord Howe had sent a like Number of Prisoners to New-London; but it since appears that they were obliged to give their Paroles on leaving New-York. The Sloop was employed by the Enemy in carrying Provisions, &c. to the Shipping in the Harbour, and when delivered up was plundered of almost every Article on board.

COMMODORE SIR PETER PARKER TO VICE ADMIRAL RICHARD LORD HOWE ¹

Copy.

Chatham off Newport Rhode Island

My Lord

11th January 1777.

I am honored with your Lordships Instructions of the 22d, and also with your Letters of the 26th and 27th of last Month, and shall do my utmost to obey your Lordships Orders and fulfill your Intentions in every particular. The *Senegal* and *Tryal* arrived the 2d Instant in the Evening, and the next Morning the former returned to her Station; Captain [Roger] Curtis finding by Lieutenant Brown's Orders that the Dispatches he was charged with were of great consequence, and hearing that a Cartel Vessel had passed the *Tryal* bound for New London, he took them from Lieutenant Brown, and brought them to me.

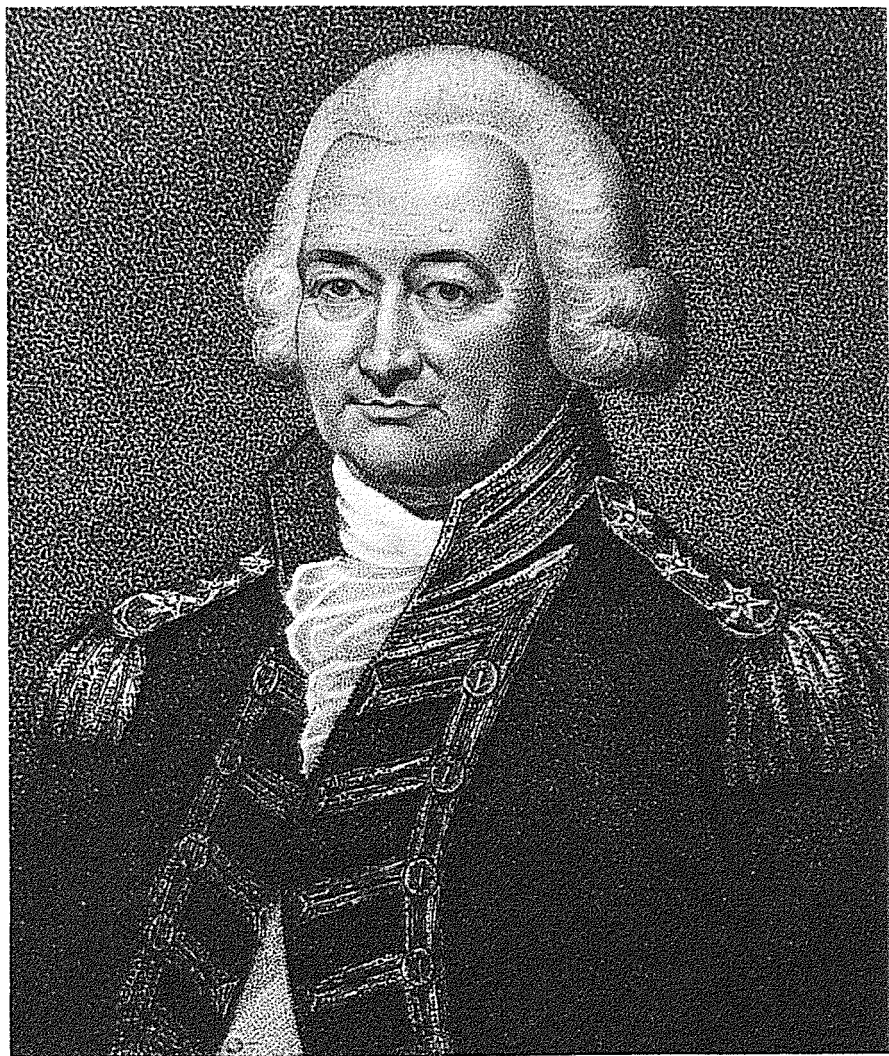
I have delivered to Captain Caulfeild [Toby Caulfield] your Lordships Commission appointing him Captain of the *Bristol*, for which I must beg leave to return your Lordship my most grateful Thanks. Commodore Hotham has received your Lordships Order and separate Instructions: I have put the *Brune* under his Command, and shall send the *Emerald* after him, as soon as she can be spared. December the 14th a Consultation was held, at which the Generals Clinton, Lord Percy and Prescott, Commodore Hotham and myself were present; it was then determined that the Season was too far advanced, and the Weather too severe for the Troops to act. It therefore becomes me in the first Instance to provide against the Escape of the Rebels from Providence and Taunton Rivers; In the former I am told there are about Fifteen small Privateer Sloops, from Eight to Twelve Guns, besides all the Ships and Vessels mentioned in the List I had the Honor to transmit to your Lordship by the *King's fisher*, Except the Ship *Jane* of Twenty Guns, which I am informed is now at Swansey up Taunton River; and as from the several Services your Lordship requires to have performed many Frigates will be wanted, I shall keep as few here as the important Service of blocking up the Rebel Vessels will demand. And for this purpose, I think that three Frigates, besides the Three Fifty Gun-Ships will be necessary; which I would propose to station after the following Manner, as established Guards. Viz: One Fifty in the West Passage, One off Newport, and one to the Southward of Dyer's Island. One Frigate to be advanced to the Northward of Dyer's Island, another to the Northward of Hope Island, and the third in the Seakennet Passage.

When all the Ships intended to sail soon are gone, we shall then have only the number left that I beg leave to recommend for an established Guard. Those Ships will be for the present – the *Chatham*, *Renown*, *Centurion*, *Diamond*, *Cerberus* and *Sphynx*. The *Diamond* arrived the 14th of December and I directed Captain Feilding to place her in the best Situation for blocking up the Passage between Warwick Point and Patience Island. The 2d Instant it blowing hard at S E, the *Diamond* was obliged to veer to a whole Cable, and the Ship having hardly more than Room to swing from it, and the Wind shifting suddenly to SWbW, she tailed the Ground on the Ebb-Tide, the Anchor coming home a little, being in loose Ground. She got off the next Day without any apparent Damage, except from five Shot which hulled her, as by Account enclosed. The *Sphynx*

is at present to the Northward of Hope Island, and when the *Diamond* has stopped the Shot-Holes under Water, and is ready to move from this place; she will be stationed to the Northward of Dyers Island, and the *Emerald* will proceed to join Commodore Hotham. The Rebels drew some Cannon down to Warwick Neck, and sent a Gally and a small Sloop² down from Providence, but these last did not venture within Gun-Shot. This Garrison being in great want of Wood, and the General having contracted for a Supply from Shelter Island, near Long Island, the *Ambuscade* sailed the 25th December for Shelter Island with ten Transports under Convoy. The *King'sfisher* has Orders to see the *Tryal* Schooner (Lieutenant Brown having Dispatches from General Clinton and myself to your Lordship and Sir William Howe) as far as Plumb Island, and then proceed to Shelter Island, and take under his Direction such Transports as may remain there after Captain [John] Macartney sails from thence with as many as are now loaded. As the *Carysfort's* Cruize is almost finished, should the *Ambuscade* arrive before the *Niger*, I shall send her off New London, and the *Niger* to block up the Ports in Buzzard's Bay.

I have dismissed Mr Stelle with the Cartel Sloop and he seems well satisfied with the Reasons for his De[tention] I have apprised him that the further Exchange of Prisoners on either Side hereafter will be conducted under my Direction. We have settled the Account of the Thirty six Prisoners enlarged by your Lordship, and the Balance is Thirteen due on the part of his Employers. In my Instructions to the Captains of the Cruising Ships, they shall be permitted to exchange Prisoners, agreeably to the Mode adopted by your Lordship. I shall use every Means in my Power to make known and explain to the Inhabitants of the Elizabeth Islands and the adjacent Coasts of the Continent, the Reasons for our Ships proceeding to such Severities on their unwarrantable Treatment of our Flag of Truce. I have from my first Arrival granted Licenses for Fishing; but the Weather has been so bad, that we have not as yet benefitted by them. The 6th Instant the *Kingsfisher* arrived with the Nine Victuallers mentioned in your Lordships Instructions; I have appointed Mr John Read the Purser of the *Chatham* Deputy Agent Victualler at this Port, and shall be particularly attentive to have the Ships unloaded and discharged here, or sent home at the Option of the Masters, as soon as possible. I have paid due regard to the Flat-Boats, and indeed every Care is necessary to keep them in order. Many of them suffered the Day after the landing; it blew hard at NW. They are hauled up on Goat-Island, and repairing under the Inspection of the Carpenter of the *Chatham*. They will all except Two or Three be soon I hope in excellent Order. I never saw a place so bare of Naval Stores of every kind. We have found Plank sufficient for the purpose, but are in Want of Tar, Nails and Iron-Work; the Tar cannot be procured as yet, tho' many Stores have been searched; but the Nails and Iron-Work we shall be able to make with two of the Ship's Forges, which are now employed for that purpose. Your Lordship knows how We are circumstanced with respect to Slops and Naval Stores.

I shall be glad of your Lordship's Instructions relative to the payment of Artificers, and also for any Naval Stores that may be got here. Your Lordship will receive herewith the following papers: Viz: Sentence and Minutes of a



Sir Peter Parker

"A LIST OF PRIZES TAKEN, AND VESSELS RETAKEN BY HIS MAJESTY'S SHIPS
ISLAND THE 11TH OF

When Taken	By What Ship Taken	Where Taken	Name of the			No of		
			Vessel	Master	Owner & Residence	Tuns	Men	Guns

1776

Decr 7	<i>Experiment</i> Capt Jas Wallace	{Newport Harbour Rhode Island }	<i>Polly</i>	Robt Nelson	{Robt Nelson Eddington No Carolina }	160	12	-
18	<i>Chatham</i>	off Newport	{ <i>Betty</i> retaken Transport }	Jas Sutton proper Mastr	-	-	-	-
29	<i>Cerberus</i>	Block Island	<i>Success</i>	Giles Peirce	{Jno Page Providence }	36	4	-
	Do	{Do NWbW. 7 Leagues }	<i>Betty</i>	T. Brice retaken	{Londonderry }	120	-	-
30	Do	{Montauk pt Long Island }	<i>Liberty</i>	Solo Phipps	Bradley & Burr Fairfield	120	8	-

1. PRO, Admiralty 1/486.

Court Martial held the 14th of December last on Mr Francis Goold, Boatswain of the *Ambuscade*. State and Condition of His Majesty's Ships &ca List of ten Transports gone to Shelter Island for Wood under Convoy of the *Ambuscade*. List of Prizes and Vessels retaken. Account of Shot fired at the *Diamond*. An Account of Stores taken out of the *Asia* and *Experiment* – Also of Marines &ca

Your Lordship will see in the List of Ships retaken &ca the *Betty* Transport, which was under Convoy of His Majesty's Ship the *Flora*: the Master was suffered to remain in her, but all the Crew were taken out. She has been pillaged by the Rebels, and her Sails and Rigging so bad, that she is not fit for Sea, nor do I believe she can be tolerably fitted here for the purpose of being taken again into the Service. Some Men from the *Chatham* have the Care of her, and the Master continues onboard.

There are Precedents to go by in these Cases, but as I do not know any, I beg to be instructed by your Lordship, and to receive your Directions. By the Charter Parties, the King pays a Value stipulated for Ships that are taken, when in His Service; and I am doubtful whether she now belongs to the King, or

UNDER THE COMMAND OF THE COMMODORE SIR PETER PARKER – RHODE
JANUARY 1777”¹

From Whence	Where bound	Loading	How Riggd	To what Port sent	To whose care Consign'd
No Carolina	Lisbon	{ 60,000 Pipe Staves 5,000 Hogshd do 3,000 pds Beeswax }	Brig <i>Fashion</i>	Rhode Isld	Mr John Read
Spanish River Cape Breton	{ New York	Empty	Ship	Do	{ Taking by the <i>Alfred</i> Rebel Privateer 5 Decr 1776 off Louis- burgh hav- ing partd the day be- fore from the <i>Flora</i>
Chas Town So Carolina	{ Providence	Rice, Indigo & Leathr	Schooner	Do	{ Mr John Read & Mr Jno Townshend
Jamaica	Londonderry	Rum	Brigg	Do	{ Chas Fouace Esqr of Man- ners Street Chelsea to receive the Salvage
New London	Wt Indies	Horses, Flour & Lumber	Brigg	Do	{ Mr Jno Read & Mr Jno Townshend

P: Parker

whether she ought to be given up to the Master, who is willing to take her in behalf of the Owners, and They to settle the Damages with the Crown. The *Experiment* sailed the 8th Instant and the *Asia* will receive General Clinton on-board to-morrow, and proceed as soon as possible. I have the Honor to be
With true Respect My Lord [&c.]

P. Parker

[Endorsed] In Lord Howe's Lre of 13 Febr'y 1777

1. PRO, Admiralty 1/487.
2. Continental Navy sloop *Providence*.

JOSEPH TRUMBULL TO JARED TRACY¹

Sir

Hartford 11th Janry 1777

By the foregoing Resolve of Congress you will See that a number of Vessels are wanting immediately to carry that resolution into execution.² For that purpose I hereby Request you to go to Dartmouth in Massachusetts bay State & from thence to the several Sea ports in that State, where Vessels are and probably may

be had for the Voiage & Procure enough if to be had to transport 30,000 bbs flour & 11,000 Casks Rice from the Southern States to New England for the use of the Continental army. You'll either make agreements of Charter or affreightments as you shall find best, or both as you can agree in both Cases taking the whole risque on the Continent, & I hereby authorise & Impower you to Sign such agreements in my behalf, which shall & may Esteemed, I hereby making the Same to all intents & purposes in Law or equity as Valid as If I my self Sign'd the Same. You will lose no time in Executing this Order. I here with give you One thousand pounds Lawfull money to be improv'd in Defraying expenses thereon, to be Accounted for. I also give you herewith letters to the Honle James Bowdoin, on him you must Call and request a Liberty for these Vessles to Sail notwithstanding the Embargo, when you shall have got any Vessles ready you will direct them, Eight or ten of the first that Sail to go into Potomack River as I have notified the Governor & Council of Virginia agreeably to that. I shall hear from them and must hear from you by every opportunity, direct to me at Hartford. You'll purchase provisions for the Vessles at the places where you take them up or apply to Mr. Charles Miller in Boston for them as you may find best on examination The Vessles will go in Ballast, let as little be Said of the Matter as may be & execute it. Give only a short order to the Master to go to Potomack & there take further orders from the Governor & Council of Virginia or such persons as they shall appoint. You'll have all the Vessles duly apprais'd by good men to Assertain the Sum to be paid in Case of Loss and have the agreements made accordingly, in all things you will use your best skill and Judgement & greatest dispatch in executing the Orders. I am wishing you Success [&c.]

Jos. Trumbull

1. Miscellaneous Letters, Force Transcripts, LC.

2. The Congressional resolve of December 26, 1776, reads:

Resolved, That J. Trumbull, Esqr commissary general, be empowered to import, at the continental risque, from Virginia and Maryland, and the other southern states, such quantities of flour and other provisions as he may judge necessary for the support of the army.

Ford, ed., *JCC*, VI, 1040, 1041.

GOVERNOR JONATHAN TRUMBULL TO THE OFFICERS OF THE CONNECTICUT BRIG
*Defence*¹

Gentlemen

It is Represented to the Govr & Council of Safety that the Enemy are Cutting and Loading Wood on Shelter Island and that some Armed Vessells might Act in Consort against them with Safety and Greatly annoy those Plunderers

You are therefore with the Advice of my Said Council of Safety Directed to Consult with the Officers of the Armed Vessells in N London Harbour on the Subject and if they Judge they Can with Prudence Join and Attack the Enemy with Success you will Act with them in that Service (if you think fit): otherwise your Whole Attention will be Immediately Turned to Promote the Cruise now Ordered

Give under my Hand in Middletown the 11th Day of Jany 1777

J: T ——— 1

[Endorsed] Directions to the Comission Officers on board the Brig *Defence* re Shelter Island Wood Cutters—

1. Conn. Arch., 1st Series, IX, 89, ConnSL.

GOVERNOR JONATHAN TRUMBULL TO CAPTAIN SETH HARDING ¹

Sir

On Receipt of this you will with all possible Dispatch Sail with your Crew on Bord the Brig *Defence* on a Cruise for three months on the High Seas against the Enemies of America and take seize and Make Captures of Such Vessells and their Cargoes within your power as by the Laws and Resolves of the Congress of the united States of america and Liable to be taken and held as Lawful Prize and them Send into this or such other of these States as you Judge may be Done with the greatest Safety—and in Case your want of Health will not admit of your takeing the Command in Person for this Cruise you will Order Lt Smedley to Sail with the Command for the Cruise aforesaid with these orders —

Wishing you a Prosperous Cruise and Safe Return—

Given under my Hand in Middletown

the 11th Day of Jany Anno Dominie 1777

Jonth Trumbull

To Seth Harding Esqr of the }
Brig *Defence*

A true Copey Test Samul Smedley

1. Harding Papers, MHA.

GOVERNOR JONATHAN TRUMBULL TO LIEUTENANT EBENEZER BARTRAM OF THE
CONNECTICUT BRIG *Defence* ¹

Sir

the Govr & Council of Safety [are] Informed That you are Infirm & Incapacitated for your Command on Board the Brig *Defence* though your Skill, Courage, and Faithfulness are well Approved of —

Your are therefore Discharged from your Office and Place on Board with our Thanks for your Past Good Service

Given under my Hand in Middletown the 11th Day of Janry 1777 —

J. T — 1

1. Conn. Arch., 1st Series, IX, 127, ConnSL.

ROBERT MORRIS TO SILAS DEANE ¹

Dear Sir

Philada Jany 11th 1777

I have written you along letter on the present State of public affairs & intend this on Commircial matters. Your favour dated paris 30th Sept^r last is the only one I have from you and from the tenor of it I judge that several of yours to me & mine to you must have miscarried. I have long been aware that you wou'd suffer vexations for want of remittances & have often told the Committee so, yet such has been our situation and Circumstances it was not possible to mend the matter, in a former letter I told you of the several Captures of ships & Cargoes intended

for different parts of Europe to provide you with Funds, our Ports were shut the greatest part of the Summer & now again when we expected them certainly to be open, the Enemy are Cruizing at the mouths of our Bays and along the Coast with more industry than ever, I have told you in my other letter that the Eastern States had little fit for exportation to Europe, their Fisherys being prevented, there is no Oil, Fish, Whale Bone &c as formerly, they are not employed in making Pot & Pearl Ashes as usual & in short there is nothing for an European Market but Masts & Spars from New Hampshire, some little Bees' Wax & Flaxseed in Connecticut & Rhode Island. The Secret Committee gave orders to Mr. Langdon to Ship Masts & Spars on the Public Account & to John Bradford Esq at Boston to purchase Such Prize Goods as wou'd serve for remittance, they Commissioned Mr Shaw at New London to buy Flaxseed &c but all to little purpose. Mr Langdon has done something the rest have not, at New York nothing cou'd be done you must be sensible, indeed Genl Washington was obliged to stop for the use of the army some Cargoes that Mr Livingston and Mr Lewis had shipped there. here we were blocked up the best part of the Season and lost several Valuable Cargoes intended for you indeed the principal part of our Trade was obliged to be carried on in small Vessels & these were hardly sufficient to pay for the necessarys we imported from the West Indias, in Maryland & Virginia we have been buying much Tobacco & as fast as Vessels cou'd be got to carry it to market they have been sent off but they are very scarce in all the States to the Southward of this, and Seamen, Cordage, Canvass, & other materials still more scarce, to send them from one part of the Coast to another was extreemly hazardous whilst our Enemies Cruizers covered the Seas in their very track however we have been obliged to adopt this mode & buy or charter Prize Ships in N England to go in Ballast for Virginia, Maryland & Carolina whether they will get safe or not is very doubtfull but if they do, we hope you will still be provided in the Course of this Winter with satisfactory remittances for we have many thousand hogsheads of Tobacco ready, & that article of all others will make the best remittance from Carolina they had no trade at all untill very lately that some small vessells have gone from hence with flour & Iron to them, & some few French Men from the West Indias have Ventured thither, however the Committee have lodged Funds & orders with Messrs Levinus Clarkson & John Dorsius² to ship largely in Rice & Indigo, and if they can get Ships this will be done, the same from Virginia & Maryland, and from hence when we can but our River is now full of Ice & our Bay pestered with British Men of War, in short you may perceive clearly that it is absolutely necessary the French shou'd send us aid in the Naval line, A few Line of Battle Ships under our direction last Summer wou'd have totally destroyed Ld Howe's fleet & Transports & a few of them next Summer will command our Rivers & Bays so that Ships may get in and out when once at Sea they must take their Chance & that we are content to run, but whilst they can ride securely Masters of the Mouths of our Rivers & Bays it is next to impossible to escape and so we have found it. These Considerations induce me to wish you may have negotiated some loans with the French Court that they may become so interested as to send their Men of War, in order to Cover their

own remittances. We did not find it necessary to direct remittances for you into Holland as France cou'd draw on Lisbon, Cadiz & equally well, but unluckily little has arrived for them to draw.

I am very sensible of your difficulties and I think those you are Connected with must be sensible of ours and that they will exert themselves to get them removed, however I wish you may have negotiated a loan & shipped the Goods and Stores you mention for the West Indias that we may get em from thence in small fast Sailing Vessells unless you cou'd send them out in Men of War of the Line. In the late Confusion and alarm at this place I sent all my Books & papers out of Town where they still remain so that I cannot at present have reference to what I wrote you the 5th June, but I am much concerned that you depend on Insurance being made here this business has been totally dropped this Summer for altho the Underwriters might otherwise have been willing to Continue it, yet the ample employmt every body have found either in public or less hazardous business, induced them to lay it oneseide, and as things are now Circumstanced it wou'd be impossible to prevail on them to take it up again in this City. New York is in the Enemies hands, so that there is no place but Boston where there is the least chance of getting Insurance done & even there they are not fairly got into their geers again. I hope my Brother has Communicated to you what I formerly wrote him on the Subject of Insurances & that you will have got them done in France or Holland on whatever property you may have Shipped this way —

As yet nothing has arrived nor do I know of any thing you have shipped being taken Capt Morgan was taken near Cape May & is but just discharged from the Man of War³ he tells me he had but little Goods on board & that the dispatches were all sunk, the Young Man that was passenger with him is still detained at New York a Prisoner I suppose it was by him you wrote respecting the Loan I had mentioned &c. Shou'd you have engaged in a plan of sending out Goods to the Value mentioned & we are tollerably lucky in getting them in, great things will be done, they will sell for enormous prices and I will invest the Money in Tobacco Indico, Rice &c which shall be shipped back fast as possible. The things intended for your Family I suppose were on board Capt Morgan but have not come to hand. I shou'd have been proud to had an opportunity of sending them forward. I had the pleasure of seeing one of your Brothers here some time since who told me all your family were well —

Tobacco is to be sure a fine price in Europe and I hope we shall benefit thereby before long, both for the Public & in some degree for ourselves also. Shou'd you obtain a French Fleet to come out here, then will be the time to Speculate and I wou'd have you to charter & send out some Ships with Salt for Virginia Maryland & this place to carry Tobacco back, my Brother will Conduct the business & you and he must fix the Concern or Shares, but if no fleet, send no Ships let us wait & look further first — The Congress give me too many employments & heap vastly too much on me for any Man living to do as it shou'd be, if they had left me to manage their Commercial Matters & those only I cou'd have done great things, but instead of that all their active business is pushed on me, much against

my judgement altho inclination prompts me to do what I can in any line that promotes the service of my Country.

I wish for time & opportunities to write you much oftner than I do and I am also very impatient to hear from you again being Dr Sir [&c.]

Rob^t Morris

1. Deane Papers, ConnHS.
2. Continental agents for South Carolina.
3. *Mary*, J. Morgan, master, from Bordeaux to Philadelphia, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487, and see journal of H.M.S. *Lively*, November 1, 1776.

MASTER'S LOG OF H.M.S. *Roebuck*¹

January 1777

Do [Cape Henlopen] N 24 West 16 Lgs

Saturday 11th

A M. at 7 Saw a sail to the SE & gave chase at 9 got one of the 9 Pounds on the Gangway & Fire'd several 6 & 9 Pds shot at the chase, at 11 Brot too the chase which was a Brig from Cape Nichola Mole to Virginia Sent hands on Board & took the prisoners out²

First part dark Rainy Wr Latter Fresh gales & cloudy, P.M. at 3 Saw a Sail to the SE gave chase ½ pt 5 lost sight of the chase by night coming on.

1. PRO, Admiralty 52/1965.
2. Brig *Adventure*, Lawrence Sandford, master, with powder and sail cloth, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

VICE ADMIRAL CLARK GAYTON TO PHILIP STEPHENS¹

Copy
Sir

Antelope Jamaica

Jany 11h 1777.

Since I closed my dispatches, I have received Information of two American Privatiers having cut out a Ship nearly loaded, from one of the Harbours on the North side of the Island, which obliges me instead of sending the *Winchelsea* to follow the *Maidstone*, for the Protection of the Convoy expected from England (which I inform'd their Lordships was my intention) to station her on the North side, in order to prevent the Rebels again Visiting that part of the Island, I also beg leave to inclose their Lordships a Copy of a Letter, I this day received from Captn Davy [Thomas Davey]² relative to the French supplying the Rebels with Ammunition Captn Davy acquaints me that their fears of an Invasion in West Florida, seems to be all subsided, And am, with great respect &c

Clark Gayton

[Endorsed] In Lords of the Admiralty of 13th March 1777. (1)

1. PRO, Colonial Office, 5/126, Part 1, 223.
2. Davey commanded H.M. Sloop *Diligence*, based on Mobile.

THOMAS WARNER TO VICE ADMIRAL JAMES YOUNG¹

(Copy.)

Antigua 11th January 1777.

Sir, On the 8th Instant I was favoured with your first Letter of that date, and on the 9th with your Second Letter of the same date, and in the first of those Letters you are pleased to acquaint me, that an Armed Sloop had taken two Vessels on the

high Seas, and brought them into the Port of St John in Antigua, and give me leave, Sir, to inform you that the Owners of that Armed Sloop (which is called the *Reprisal*) acquainted me therewith, as soon as She had brought in those two Vessels, and I did, with the utmost expedition in my power, proceed against them and their Cargo's as rights and perquisites of the Admiralty, by affixing Monitions up against them, and taking the preparatory examinations usually taken upon the like Occasions, And I am extremely concerned, that you should look upon the Captors of those Vessels and the Owners of the *Reprisal*, as Robbers upon the High Seas, as I do, with the greatest Submission and deference to you, think that they have not been guilty of the horrid Crime, which you lay to their Charge, and if they have been guilty of any Crime, it is at most only an infringement upon the prerogative of the Crown, but I do not even think that Crime imputable to them, and if it was, I humbly conceive his Majesty would be most graciously pleased to Overlook it, as he has by his Royal Proclamation for suppressing Rebellion and Sedition, dated the 23d of August 1775 thereby declared that not only all his Officers Civil and Military are obliged to exert their utmost endeavours to Suppress such Rebellion, and to bring the Traitors to Justice, but that all the Subjects of his Realm and the Dominions thereunto belonging are bound by Law to be aiding and Assisting in the Suppression of Such Rebellion, and as the King and Parliament of Great Britain have thought that the prohibiting all Trade and intercourse with the Rebellious Colonies would be an Effectual means of Suppressing that Rebellion the Act of the 16th of his Present Majesty was passed, whereby all Ships and Vessels with their Cargos trading contrary to that Act become forfeited to his Majesty as if the same were the Ships and effects of Open Enemies, and for the reasons I have humbly offered to you by my letter of the 7th Instant I do think any of his Majesty's Subjects have a right to distress the Rebels by taking their Ships and Vessels with their Cargos which are found trading Contrary to the Act, and therefore I must decline paying that Obedience to your first Letter, which you require of me of prosecuting the persons concerned in the *Reprisal*, as Robbers on the high Seas, and give me leave with all due deference to the Station with which his Majesty has honored you, further to add; that it does not lie within your Province to give Orders to me as Attorney General of his Majesty's Leeward Islands to Carry on the prosecutions, which you expect I should do, but that such orders and directions ought to come from his Majesties Commander in Chief for the time being if he should Coincide in Opinion with you, that the present Captures must be considered as Robberies on the high Seas, And if he should be of that Opinion and should direct those rigorous prosecutions to be carried on against the Persons concerned in the *Reprisal*, as you conceive they are liable to, I would with great Submission to the Commander in Chief absolutely decline being concerned in them, for if I was, I should expect Actions to be brought against me for setting on foot malicious and groundless prosecutions.

I know some of the Owners of the Sloop *Reprisal*, and from the Characters they have hitherto supported, they would detest the imputation of being looked upon as Robbers upon the high Seas, and if they have erred in fitting out an armed

Vessel, such error has proceeded from their Zeal for his Majesty's Service in distressing his Rebellious Subjects by taking from them their property and delivering up the same into his Majesties Court of Vice Admiralty of this Island to be disposed of in the manner that he shall order and direct in case the same shall be adjudged to be Prize of War, and as it has been usual where Seisures have been made of the Enemies property by Noncommissioned Vessels or perso[ns] for his Majesty, to allow them a Bounty according to the trouble and expence they have been at in making them I do not doubt but the Owners of the *Reprisal* expect to receive such Bounty.

If the Owners of the *Reprisal* should apprehend that they have been guilty of any offence for which they are Subject to a Civil or Criminal prosecution and it should be thought adviseable to Set on foot such prosecutions against them I am Confident there will be no necessity of Calling in a Military power to make them pay proper Obedience to whatever Sentence or Judgement should be given against them upon such prosecutions. I most earnestly entreat you Sir to lay all those matters before the Commander in Chief of these Islands for his consideration, as he has the honor not only of being Appointed Commander in Chief thereof but also Vice Admiral of the same, by a Commission from the Commissioners for executing the Commission of high Admiral of Great Britain, and the Plantations; and should the Commander in Chief think it unlawfull for Armed Vessels to distress the Enemy he will in all probability point out a proper measure to restrain them from going to Sea But I confess I am at a loss at present what Steps to take for that purpose, and if those Vessels are permitted to go to Sea to Cruize upon the Rebels and the Commanders officers and Mariners belonging thereto should do any Injury or Damage to his Majesty's Subjects or to the Subjects of any foreign power they as well as the Owners of the Armed Vessels would be liable to make good those Injuries and Damages although they have not entered into any Security for that purpose, and the Securities which are given by Privateers upon the breaking out of an Open War between the Crown of Great Britain and any foreign powers are only given in Conformity to particular treaties which are subsisting between Great Britain and the other powers of Europe not at War, but the Prohibitory Act cannot in my humble Opinion be looked upon as a Denunciation of War, but as a merciful Measure to punish his Majesties Rebellious Subjects by the forfeiture of their Vessels and their Cargos which are taken trading contrary to that Act; and in order more effectually to punish them, all intercourse between them and all other Nations is cut off by making the Vessels and Cargos of the Subjects of the Nations confiscable if they are found trading Contrary to the Act. – As to the Legislature of this Island they have no Judicial power or Authorities whatever, and consequently cannot interfere upon the present Occasion and so tender has his Majesty been of the property of his Subjects that such Legislature cannot pass any Bill to affect such property without a Clause is therein inserted to suspend the Execution thereof until his Majesties pleasure is known.

I must again repeat to you Sir the Concern I am under in being obliged thus to interfere in the present Dispute, and I flatter myself that you will not impute my

Motives for doing it to a want of proper respect to your Station and Person for both of which I have the greatest honor. I am with the greatest respect, Sir [&c.]

Thomas Warner.

To The Honble Vice Admiral Young &c. &c. &c.

[Endorsed] (No 4.) 11th January 1777. Copy of a Letter from the Attorney General of the Leeward Charibbe Islands to Vice Adml Young. In V.A. Young's Letter Dated 8 March 1777.

1. PRO, Admiralty 1/309.

12 Jan. (Sunday)

CAPTAIN JOHN PAUL JONES TO THE CONTINENTAL MARINE COMMITTEE ¹

Gentlemen

Boston 12th Jany 1777. —

I had the honor of writing to you yesterday — but as the express did not set out as was expected I shall now add what I there Proposed and give you a particular Account of my late Cruise — the inclosed copies of my letters will explain what preceeded the 16th of November — on the 18th we had a Gale from the N E with Snow — it could not be called a hard Gale — however to Prevent seperation I spoke with the *Providence* and *Mellish* and Ordered them to Lay too — but to my great Surprise the next Morning I found that the *Providence* had disappeared. Previous to this Step there had been an Unaccountable murmuring in the Sloop for which I could see no Just foundation And in Vain had I represented to them how much humanity was concerned in our endeavours to releive our Captive ill treated Brethren from the Coal Mines. — Since my Arrival here I understand that as Soon as Night came on they Put before the Wind. — Being thus deserted the Epidemical discontent became General on Board the *Alfred* — the Season was indeed Severe and every one was for returning immediatly to port but I was determined at all hazards while my provision lasted to persevere in my first plan. — When the Gale abated I found myself in sight of the N E Reef of the Isle of Sable & the wind continuing Northerly Obligated me to beat up the South Side of the Island — After exercising much Patience I weathered the N W Reef of the Island and on the 22d being off Canso I sent my Boats in to Burn a Fine Transport with Irish Provision Bound for Canada she having run aground within the Harbour — they were also ordered to Burn the Oil warehouse with the Contents and all the Materials for the Fishery which having effected — I carried off a small fast sailing schooner which I purposed to Employ as a Tender instead of the *Providence*. — on the 24th off Louisburg, it being thick Weather, in the Afternoon I found myself Surrounded by three Ships. — Every one Assured me that they were English Men of War and indeed I was of that Opinion myself — for I had been informed by a Gentleman who came off from Canso that three Frigates on that Station had been Cruising for me ever Since my expedition there in the *Providence* — Resolving to sell my liberty as dear as possible I stood for and Took the nearest — I took Also the Other two 'tho they were at a Considerable distance Assunder. — these three Ships were Transports Bound from the Coal Mines of Cape Briton for N. York Under Convoy of the *Flora* Frigate — they had Seen her a few hours before and had the weather been clear She would then have been in Sight. — they left no Transports behind

them at Spanish River but they said the *Roe Buck* man of War was Stationed there and that if there had been any Prisoners of ours there they had entered.²

I made the best of my way to the Southward to prevent falling in with the *Flora* the next day – and on the 26th I fell in with and took a Ship of Ten Guns from Liverpool for Hallifax. – I had now on Board an Hundred and Forty Prisoners – So that my Provision was consumed very Fast – I had the *Mellish* – the three Ships from the Coal Mines – and the last taken Ship under Convoy – the best of my Sailors were sent on Board these Five Ships And the number left were barely Sufficient to Guard the Prisoners – So that All circumstances considered I concluded it most for the intrest and Honor of the Service to Form the Prizes into a Squadron and proceed with them into Port. I was unfortunate in meeting with high Winds and Frequent Gales from the Westward – I however kept the Squadron together 'till the 7th of December on St Georges Bank – when a large Ship Gave us chace –³ as She came so neare before Night that we could distinguish her as a Ship of War – I ordered the *Mellish* (the Clothing Ship) and the rest of the Fastest Sailors to Crowd Sail and go a Head – I kept the Liverpool Ship with me as She was of some Force and her Cargo by invoice not worth more than £ 1100 Sterling – in the Night I tacked and afterwards carried a Top light in order to lead the Enemy away from the Ships that had been Ordered a head – in the Morning they were out of sight and I found the Enemy two points on my lee Quarter at the same distance as the night before. As the *Alfreds* Provisions and Water were by this time almost entirely consumed so that She sailed very ill by the Wind – And as the Ship I had by me (the *John*) made much less lee Way I ordered her to Fall a Stern to Windward of the Enemy and Make the Signal Agreed on if She was of Superiour or inferiour Force – that in the one Case we might each make the best of our Way – or in the Other come to Action. –

After a considerable time the Signal was made that the Enemy Was of Superiour Force – but in the intrim the wind had increased with Severe Squalls to a Hard Gale so that in the Evening I drove the *Alfred* thro' the Water Seven and Eight Knots under two Courses a point from the Wind – towards Night the Enemy Wore on the Other Tack – but before that time the Sea had risen so very high that it was impossible to Hoist out a Boat – So that had he even been near the *John* it would have been impossible for him to have Taken her unless they had Wilfully given her up and continued Voluntarily by the Enemy through the Whole of the very dark and Stormy night that ensued. –⁴

On the 14th Ulto in the Evening the wind blowing hard Northerly and fearing to be driven out of this Bay without Provision if a Gale Succeeded, I resolved to run into Plymouth – but in Working up the Harbour the Ship Missed Stays in a Violent Snow Squall on the South Side which Obligated me to Anchor immediatly in little more than three Fathom. she grounded at low Water and Beat considerably but we got her off in the Morning – and Arrived the 15th in Nantasket Road with a tight Ship and no perceptible damage whatever – I had then only two days provision left and the Number of my prisoners brought in equalled the Number of my Whole Crew when I left Rhode Island – I had the precaution to Order the *Mellish*, in case of Seperation, to proceed thro'

Nantucket Shoals – as the Prize Master was Acquainted. this saved that Capital prize from being retaken by the Enemy at Rhode Island. –

Thus have I laid before you a particular and Faithful Account of all my proceedings My Success hath indeed fallen far short of my wishes – Yet all Circumstances considered I am perswaded that you will not blame my conduct which I do and shall always Submit with becoming deference to Your Censure or Aprobation – as my wishes lead me to the most Active and enterprizing Services I shall always be Ambitious to receive and Obey your Commands – I have the Honor to be Gentlemen [&c.] J.P.J.

1. Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 107–11, NA.
2. Actually at this time H.M.S. *Roebuck* was cruising off Delaware Bay.
3. H.M.S. *Milford*.
4. Lieutenant Robert Sanders, prize master of the *John*, did not surrender “wilfully” to the *Milford*. Sanders was taken to Halifax as a prisoner, and he later shared in the prize money from capture of the *Mellish*, *Independent Chronicle*, Boston, July 10, 1777, and Revolutionary Rolls, vol. 52, 84, Mass. Arch.

CAPTAIN JOHN PAUL JONES TO JOSEPH HEWES ¹

Honored Sir

Boston 12th Jany 1777 –

Inclosed I send a copy of my last to you before I left Rhode Island with the *Alfred* and *Providence* ² Since, as I now understand, you were not at that time returned from Carolina to Congress so that the original hath not perhaps found it's way to your hands. – I would not wish the Sentiments in it to escape your perusal for tho' I have expressed myself with a freedom becoming an honest Man Yet every word is dictated from a Heart that Esteems you with Perfect Gratitude. – for the particulars of my late Cruise I beg leave to refer you to my letters to the Marine Board: I took a Prize which by the Within letters you will See I intended for No Carolina – but to My no small concern the prize-Master hath thought proper to break his Orders and to go into Dartmouth in this State Altho' he had on board a full Sufficiency of every thing to have enabled him to pursue his Voyage ³ – in like manner the Captain of the *Providence* thought proper to dispence with his Orders and give me the Slip in the Night which entirely Overset the Expedition – If such doings are permitted the Navy will never rise Above contempt! – the aforesaid Noble Captain doth not understand the first case of plain Trigonometry yet it is avered that he hath had the Honor and that his Abilities have enabled him to command a Passage Boat Between Rhode Island and Providence long before the War Begun – ⁴

There is a Fellow who calls himself a Commodore ⁵ and who keeps us at Awful distance by Wearing an English Broad Pendant – he had lately the Honor of being a Stick officer Vulgarly Called Boatswains Mate in an English Man of War and was duely Qualified for that heigh Station, if Fame Says true as appears by his not Deigning to Read English Besides among many evident proofs of his Abilities as port Captain that Might be enumerated – this notable one may perhaps be Sufficient – for it seems that in his Absence he directs the First Lieüt to take Orders from the Boatswain – Nay 'tis that on certain occasions he takes the Speaking Trumpet out of the Lieutenants hand on the Quarter Deck and delivers it on the Fore Castle to the Boatswain. – To be very serious, that

such Despicable Characters should have Obtained Commissions as Commanders in a Navy is truly Astonishing and [might] Pass for Romance with me unless I had been convinced by my Senses of the Sad Reality. – I could easily enumerate many other characters as truly Original as Commission Officers but it gives me extreme pain to be Under the necessity of Attacking private Characters. – it is however some Consolation – indeed a great one that this depravity is not Universal – Among other deserving Characters that belong to the Fleet – I am happy from personal acquaintance to mention Captain [Hector] McNeill as a Gentleman who will do Honor to the Service – I have conceived a Very good Opinion Also of Captain [Thomas] Thompson from some accounts which I have heard – I need not therefore name this great Man this Commodore! tho' I will if call'd upon and in the Meantime I aver that he is Altogether Unfit to Command a Frigate of thirty two Guns. – As I will probably write you again Very soon I will add no more at this time I am with Gratitude and Esteem Hond Sir [&c.]
J.P.J.

[Endorsed by Jones] Boston Jany 12th 1777 Copy of a letter to the Honble J. Hewes Esqr by Express from Council.

1. Papers of John Paul Jones, 6523, 6524, LC.
2. See Volume 6, 1473–75.
3. *Brig Active*, Walter Spooner, prize master.
4. Captain Hoysteed Hacker.
5. Captain John Manley, Continental frigate *Hancock*.

CAPTAIN JOHN PAUL JONES TO ROBERT MORRIS ¹

Honored Sir

Boston 12th Jany 1777 –

I am happy in this Opportunity of thanking you for the kind and favourable mention which Mr [Abraham] Livingston informs me you have made of my former letters, –

Should Mr H[ewes] be at present Absent from Congress I must beg you to look over the Inclosed letters for him before you forward them Should the expedition Spoke of in my last to you be put in execution, as it may take up eight Months or upwards and as the Season is now So far Advanced it will be most Advisable to Set out early in the Spring so that the Prizes may reach the Continent in the beginning of the ensuing Winter. –²

I need not observe to you that Secrecy is Above all things to be attended to in every expedition – None besides the Principle in Command ought to be made Acquainted with the plan or d[e]stination – the bounty Offered by the Artillery who are enlisting here being from 26 to £36 lawful Money for three Years Service induces all the Seamen to Enter. – the Seamen have been [very] ill used and the Navy hath been much hurted by [the cursed] Association for the Joint Share of Prize M[oney] [illegible] the Fleet whither present at t[he capture or absent] the Gentry who Set that Agreement on Foot and who Carried it thro' the Fleet at Reedy Island have taken Care to keep out of harms Way themselves ever Since our Grand Affair with the *Glasgow* – Nay one of those Arch Patriots when Ordered to Philadelphia told the Commodore who repeated it to me, that if the other two were willing himself would Agree to be Broke if the Congress would Allow

them half pay – the Same Gentleman kept his Ship Eight months in Providence River and then left her with a Fished Main Mast and only one Common pump that would work.³ – But we Surely never can have a Navy Under good disciplin or well Manned Untill Some effectual expedient is Adopted to induce the Seamen to enter for an Unlimited time – perhaps it might answer if the Seamen in America were Numbered and formed into a certain Number of Classes Subject to serve in their turns – but the most infallible method is to give them All they Take – I will add something more as I shall have Another Opportunity in a day or two I have the Honor to be with Grateful Esteem and Respect Sir [&c.]

J.P.J

N.B. If you please to – look over the inclosed copy of my letter to the Council here and of their Answer or rather Order to me you will See the treatment which I have had from that House – I wish to know [whether] they Ought or ought not to Assume Authority over the Navy.

[Endorsed] Boston Jany 12th 1777 Copy of a letter to the Honble R. Morris Esqr by Express from Council

1. Papers of John Paul Jones, 6521, 6522, LC.

2. Jones' proposal for a cruize off the coast of Africa. See Jones to Robert Morris, October 17, 1776, Volume 6, 1302–04.

3. Jones is apparently referring to Captain Dudley Saltonstall.

JOURNAL OF H.M.S. *Chatham*, CAPTAIN TOBY CAULFIELD¹

January 1777

[Moored off Newport]

Sunday 12

7 AM saw a Sail in the Offing – ordered the *Kingsfisher* Sloop to slip & make Sail after her at 11 came in a flag of Truce from Providence & anchor'd under our Stern²

1. PRO, Admiralty 51/192.

2. Flag carrying British prisoners from Massachusetts; see Journal of Lieutenant John Trevett, January 5–15.

JOURNAL OF H.M.S. *Phoenix*, CAPTAIN HYDE PARKER, JR.¹

January 1777

Sandy Hook No 11W Distance 63 Leag

Sunday 12th

at 10 AM three Sail in sight, Out all Reefs set Studingsails & gave Chace at Noon Modt and Cloudy Fresh Breezes & Cloudy in Chace as before at 4 PM came up wth and Brot too the Chace found it to be a Sloop from Bermuda Loaded with Salt bound to Virginia,² Brot too took the Master & crew out, Scuttled & Sunk her, at ½ past 8 Wore Ship & made Sail.

1. PRO, Admiralty 51/694.

2. Sloop *Royal George*, Jere. Burrows, master, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

JOURNAL OF H.M.S. *Perseus*, CAPTAIN GEORGE KEITH ELPHINSTONE¹

January 1777.

Cape May WbS 4 Leags

Fresh breezes and hazey. At 4 (PM) gave Chace to 2 Sail.

TKd: at diff't times. At 8 Came up with the Chace which proved a Snow from Jamaica taken by the *Andrew Dorea* American Privateer – took charge of her.²

1. PRO, Admiralty 51/688.
2. The *Thomas*, Thomas Nicholson, late master, with a cargo of logwood, fustic and mahogany, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777. Lieutenant Joshua Barney was prize master, Manuscript Autobiography, DARL.

ROBERT MORRIS TO JOHN LANGDON¹

[Extract]

Philadelphia Jany 12th 1777

. . . The letters I recd from you in answer to my proposals for speculating in prize goods &c &c are in the country with my other papers and such variety of business has gone through my hands since that I do not perfectly remember their contents, but think you had made some purchases which I very much approved at the time and wished you to proceed, being certain that goods bought with judgment at moderate prices must answer very well – I continue of the same mind and authorize you to proceed not doubting your utmost care and attention as to quality and prices as well as to the safety of the goods after bought.

I wish also that you would buy a good prize vessel, double decked and pick up a cargo for her suitable for France, dispatch her for Bordeaux consigned to Messrs Saml and J H Delap with orders to make sale of both vessel and cargo provided that vessel can be sold for a sum equal to her first cost which I am in hopes will be very reasonable, you'll put in a prudent, careful master and send her away soon as possible because I think the risk of the voyage inconsiderable during the winter. I do not particularize the articles to comprise this cargo because I don't know what you can get, but masts, spars, oak plank, beeswax, pearl and potash, fish, oil &c &c are wanted in that country and will answer well if laid in at moderate prices and unless this can be done, I would drop the plan altogether, but if it can be executed reasonably, the sooner the better and the value of vessel and cargo not to exceed three thousand pounds lawful money. you'll tell Messrs Delap to hold the proceeds in their hands subject to any orders and if they cannot sell the vessel to send her back to you with a cargo of salt. . . .

1. William Whipple Papers, Force Transcripts, LC.

WILLIAM RICHARDS TO THE PRESIDENT OF THE PENNSYLVANIA COUNCIL OF SAFETY¹

[Extract]

[Philadelphia, January 12] 1777²

Should General Washington be so lucky as to drive the Enemy out of the Jerseys, will they not make a bold push to attack us by water, and that much Earlier in the Spring than we are aware of? Is not Billings Port by nature Capable of being made very Strong, so as to support the Cheveux de Frise that may be sunk in the Channel, that, with our other Force may be a means of keeping them back, with the help of the Fire ships and Boats? Suppose they should surmount all these Difficulties and get a breast of this Town, have we not a second Chance, and I think a very good one, namely, a Number of Fire Ships and Boats to be plac'd above and below this Town, with small Batteries on Every Wharf, with the men well Cover'd?

When the Ships get before your Town, they must stay; they cannot Slip and run of[f]; the Channel is so narrow that one of there largest Ships Cant Come to sail without keeping in the middle of the Channel, which is not to be done unless they are favour'd in a particular manner with Wind and Tide.

1. *Pennsylvania Archives*, 1st series, V, 166, 167.

2. The date is approximated. Content indicates that letter was written shortly after the Battle of Princeton.

JOURNAL OF H.M. SLOOP *Badger*, LIEUTENANT CHARLES HOLMES EVERITT ¹

January 1777 The French Roy NE 1 Mile Caucos Bank No Distce
3 Mile

Sunday 12th 4 A.M. Spoke a Turtle Vessel from Turks Island who Inform'd us, their was many American Vessels through the Passage of Turks Island,

At ½ past one P.M. Fir'd Two half Pounders to bring a Sloop Too, sent the Boat on Bd found she was an American Vessel from Cape Francois bound to No Carolina, Laden with Powder Salt &c sent her down to Jamaica.

1. PRO, Admiralty 51/78.

13 Jan.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Boston] Monday January 13th 1777.

Petition of John McDonnell setting forth that he is inform'd by some of the Honble Members of each House, that his late Petition praying Liberty to proceed to Ireland has Indulgently got your Assent, its my Duty to acknowledge it, and can only say the Extraordinary favor shall be retain'd in a Grateful mind Im Conscious that an Indulged Petitioner should avoid giving his Benefactors trouble at any time but Necessity obliges me to mention a Circumstance Annexed to the recited priviledge (vizt there is about Sixty poor Distress'd prisoners at Plymouth which I am to take with me, about thirty of them may be able to make some Compensation for their Provisions on the Passage, about thirty I believe is intirely Destitute of property – I would humbly request your Honors to Consider my Situation as been long in the Country at Expenche, almost drained of Money & Property (my Vessell excepted) it is hard on me these dear times to Victual & Equip a Vessell to carry thirty men free of Charge, therefore would humbly request your Honor's goodness in ordering Your Agent at Plymouth to assist me with Provisions Necessary, water casks &c for twenty five men & I will chearfully Contribute what Else is in my power to make the whole Comfortable and take them all with me I hope none will think I complain or is insensible of the Indulgence granted, let my fate be what it may I'm willing to take as many with me as are Content to put up with the same wt of provisions p Week I shall allow myself, and depend on Providence for a Passage provided your Honors is against giving any Assistance – I am very Gratefully your well wishg friend. –

John McDonnell

In the House of Representatives. – Resolved that the Prayer of the Petitioner be so far granted that the Agent for the Southern district of this State supply the said Petitioner with six Barrels of Beef, two Barrels of Pork, Ten Hundred [pounds] Bread, and Six Water Hogsheads, of one Hundred gallons each, and Charge his Account to this State and be Allowed for the same.

In Council Read & Concurred

Consented to by fifteen of the Council. –

1. Mass. Arch., vol. 36, 432, 436–37.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR ¹

Boston 13th Jany 1777 – [A.M.]

Order'd That Mr [Ellis] Gray deliver one Box Tin to Thomas Cushing Esq: for the use Ship *Hancock* – Capt Manly to be return'd –

1. Mass. Arch., vol. 148, 108, 109.

MARTIN BRIMMER TO THE MASSACHUSETTS BOARD OF WAR ¹

Boston 13 Jany 1777

Martin Brimmer begs leave (as Agent to the Honbl James Warren Esqr & others) to inform the Honbl Board of War, that he had nearly fitted out a Privateer, at great Expence & Trouble, to cruise against the Enemies of America, when the Embargo frustrated his Designs. he now proposes to carry any Merchandize, on Acco of this State, freight free, to any West India Island, provided he can have a Commission for a Letter of Marque, or, if this favor is unprecedented & thought incompatible with the public Good at this Crisis he then offers to sell them the Privateer, a Sloop of about 70 Tons, a prime Sailer, with 8 Carriage Guns 12 Swivels wth their Ammunition & Provisions for 50 Men for 5 Month's Cruise, or any part of her Stores, on reasonable Terms –

The Sloop supposed to be worth	400 L
8 double fortified 3 pounders cost	835
12 Swivels cost about	130
250 lb Gun powder (in Cartridges) 6/1	76
Rammers Spongies Spoons &c	

1. Mass. Arch., vol. 152, 28, 29, Board of War Letters, 1776–1777.

SAILING ORDERS TO CAPTAIN NEHEMIAH SOMES ¹

Boston Jany 13. 1777

Capt Nehemiah Somes

Sr you being mastr of the Schooner *Runfast* & all things Ready for Sailing our orders to you are to Imbrace the First wind & weather, & Sail & proceed Directly For Baltimore in Maryland, and there deliver What goods you have onboard to Mr Cumberland Dugan, & Receive from him such other goods as he may order onboard you & As soon as you are Loaded, Sail & proceed directly for Boston Again – you are Sensable of the Danger, on bothe Coast of the Kings

Ships, you, therefore be Sure to Keep a good look out, – we Shall Rely on your good Conduct, & are wishing you a good Voyage your friends & owners —

Cushing & White for selves
& Hubbard & Greene

[Endorsed] The Above is a true Copy of my orders which I promise to follow —
Nehemiah Some

1. Cushing & White Papers relating to ship *Runfast*, Andre de Coppet Collection, PUL.

LIBELS FILED AGAINST THE BRIGS *Countess of Eglington* AND *Britannia* IN THE
MASSACHUSETTS MARITIME COURT ¹

State of Massachusetts Bay. } To all whom it may concern.
Southern District. }

Notice is hereby given, That Libels are filed before me, against the following Vessels, their Cargoes and Appurtenances, viz. In Behalf of William Dennis, Commander of the private armed Sloop, called the *America*, his Company and Owners, against the Brigantine *Countess of Eglington*, of about 160 Tons Burthen, Robert Raid [Reid] late Master: – In Behalf of Thomas West, Commander of the armed Sloop called the *Joseph*, his Company and the Owners, against the Brigantine called the *Britania*, of about 70 Tons Burthen, Benjamin Francis Hughslate, Master. Which Vessels, so libelled, are said to have been taken and bro't into the Southern District aforesaid. And for the Trial of the Justice of these Captures, the Maritime Court for the said District will be held at Plimouth, in the County of Plimouth, on Friday the 17th Day of January 1777, at the Hour of Ten in the Forenoon, when and where the Owners of said Captures, and any Persons concerned, may appear and shew Cause (if any they have) why the same, or either of them, should not be condemned.

N. Cushing, Judge of said Court.

1. *Boston Gazette*, January 13, 1777.

JOURNAL OF H.M.S. *Scarborough*, CAPTAIN ANDREW BARKLEY ¹

Jany 1777 Nantucket Shoals N25E Dist 17 Leagues
Sunday 12th at 6 AM brot too Main TS to the Mast – at 8 wore Ship &
set the Fore & Mizn TS – at noon out 3d reef of the TSls
Fresh Breezes & Cloudy – at 2 PM in Chace of a Sloop – out
2d Reef of the TSls – at 3 brot too a Sloop from Martinico
bound to Philadelphia – at 1/2 past hove too at 1/2 past 4
made sail –

Monday 13th at 9 AM hove too Main TS to the Mast. empd. unloading the Prize Sloop at 11 set fire to her at noon hoisted the Boat in & made sail.

1. PRO, Admiralty 51/867.

COMMODORE ESEK HOPKINS TO JOHN BRADFORD, BOSTON¹

Sir

I Recd a Letter from a gentl man taken by the *alfred* and *Providence* and In Closed you have a Copey of my answer to him² and Sence I have recd a Second a Copey of which you have In Closed I am in formd by the officers that thare Was Upward of forty Bales and packiges markt with his Name and with out I Could be Informd [of] the Contents of them I Can be No Judge whare it would be prudent to give all of them or Not as I understand if thay are given him it will give Sume Oneasyness to the Officers Consarnd however you have my Leave as far as I am Consarnd to Do what is Right in that mater although I Know no ord of Congress to excuse aney property.

The Barer Capt [Elisha] Hinman as a Comision to Comand the *alfred* from the Congress and Comes Now to take Charge of hur Should he want aney assistance from you Dought Not But you will grant him Such Suplys as will enable him to gett hur to Sea with Despatch Capt [Joseph] olney Likewise Comes to take Charge of the *Cabot* to which Vessel he is apointed by Congres who you will also Suply with what is Nisesarey to gitt hur to Sea I Should think the former Comanders Should take a Receipt of the Present Captens and Logg the Same with you for all the Sto[r]es and privizons which may be on Bord at the time they take them, so that Each may be accountable for what is Right I am Sr with grate Esteime [&c.]

E H

on Bord the *Warren* Jany 13. 1777

1. Hopkins Papers, RIHS.

2. See Hopkins to Edward Southouse, January 10.

COURT-MARTIAL ON BOARD CONTINENTAL FRIGATE *Warren*¹

The Examination of John Thomson for Theft and Desertion Onboard the *Warren* Monday Morning Jany 13th 1777 –

John Thomson being brought before the Court martial – his Accusation was read to him as follows –

That on Sunday Eveng the 5th instt abot 6 oClock he the said Thomson – together with Jos Robinson contrary to the rules and regulations of the honl Contl Congress respectg the American Navy cut and Stole away from along Side the Ship *Warren* to which Ship he belong'd the Yawl Boat with Oars with a design of deserting to the Enemy at Rhode Island and give them all the Intelligence in his Power respectg our Fleet – and he has thereby transgress'd agai[n]st the 25 Article of Congress –

Questn Where was it your Intention to go with the Boat when you took her from along Side the Ship –

Answr To get onboard some Transport of Merchantmen –

- Quest Would you not have Sold the Boat if you could have found a Person to buy her –
- Answer No –
- Questn Which of you made the first proposition of taking the Boat you or Jos Robinson
- Answr Myself –
- Questn What time did you make the proposition to Robinson
- Answr About an hour before we went off.
- Questn Which of you Cut the boats Painter
- Answr Myself

The Examination of Joseph Robinson (a Prisoner)

Joseph Robinson being brought before the [illegible] the following Questions were asked him –

- Quest Did John Thomson ever ask you to go with him before that night
- Answr Not until that Eveg –
- Questn Where was your Intention to go with the Boat
- Answr Onboard one of the Transports
- Questn What did you intend to do with the Boat afterwards
- Answr I don't know what we should have done with her

The Opinion of this Court is that John Thomson, have a pun[ishment] of Sixty four Lashes upon his bare back with a Cat of nine tails – to [be] inflicted along Side the Several Vessels in the Fleet – vizt 19 Lashes [along] Side the Ship *Warren* – 15 Lashes along Side Ship *Providence* – 15 Lashes alo[ng] Side the *Columbus* – and 15 Lashes along Side the Sloop *Providence* – That John [sic Joseph] Robinson have 12 Lashes on his bare back with a Cat of nine tai[ls] at the Gangway onboard the Ship *Warren* – And that Gyles Brownell have a punishment of forty nine Lashes on his bare Back with a Cat of nine Tails – to be inflicted along the several Vessels vizt 13 Lashes along Side the *Warren*, 12 Lashes along Side *Providence*, 12 Lashes along Side the *Columbus* and 12 Lashes along Side the Sloop *Providence* ² That the Prisoners receive their punishment to morrow Morning between the hours of Nine & twelve – Ship *Warren* Jany 13. 1776 [sic 1777]

1. Hopkins Papers, RIHS.

2. Charges against Brownell not indicated in document.

JOURNAL OF H.M.S. *Renown*, CAPTAIN FRANCIS BANKS ¹

January 1777 Moor'd in Narhighanset Passage, Rhode Island

Monday 13th Sail'd hence His Majs Ships *Preston*, *Asia* and *Brune* Longbt Empd as before

P M Came on board from the *Chatham* Lieut Robert Deans, appoint'd by Commdre Sir Peter Parker to Command the Ship in my absence, having the Commadore's leave to Stay on shore for the recovery of my health.

1. PRO, Admiralty 51/776.

New-York Gazette, MONDAY, JANUARY 13, 1777

New-York, January 13.

On Wednesday last, the 8th Instant; the *Bristol*, Vice Admiral Lord Shuldham, sailed for England; and, as the Wind was fair, got out to Sea immediately.

Many Prizes have been sent into the Harbor in the Course of the last Week; and the Ships are playing Havock with the Rebel Privateers. Some of the Frigates with Copper bottoms outsail every thing they see; and the swiftest Privateers of the Rebels find it impossible to get away from them.

Capt. Hammond, of the *Roebuck*, has taken the *Lexington* Privateer, one of the swiftest Vessels the Rebels had fitted out, and converted her into a Tender for his Majesty's Service.¹

It is said, that the British Fleet is so disposed upon the Coast of this Continent, that it will be very difficult for any Ships of the Rebels in future to escape them.

1. Continental brig *Lexington* was actually taken by H.M.S. *Pearl*, but she made good her escape.

JOURNAL OF THE CONTINENTAL CONGRESS¹

[Baltimore] Monday, January 13, 1777

Resolved, That the committee of Congress at Philadelphia, be empowered to purchase the prize sloop of war, taken by the *Andrew Doria*, with her guns, apparel and furniture, and fit her out as a continental cruiser

1. Ford, ed., *JCC*, VII, 31,32.

JESSE HOLLINGSWORTH TO THE MARYLAND COUNCIL OF SAFETY¹

Sirs.

Baltimore January 13th 1777.

I shall have the Ship *Liddia* delivered to mee to Mored at £4400 Pounds. I think shee is a bargain, and that I should beee very glad, if Capt. Celty [John Kilty] could beee acquainted with it, as hee promist hee would go out in her, if the Counsell of Safety got her. Pleas acquaint him by first oportunity, or by expres, as there must beee god men got for her emedetly and I think him fit for that task. Pleas send by him a sum of mony fit for her purchase and cargo. I shall prepare for her Tobacco, flour and Bread, but Want your more perticular orders, how much of eether. from [&c.]

Jesse Hollingsworth.

1. Correspondence of Council of Safety, Md. Arch.

WASHOR BLUNT'S ACCOUNT AGAINST THE MARYLAND STATE SLOOP *Molly*¹

1777 January th 13	Messrs Hooe & Comp[y]	Dr
to Washer Blunt for Sloop <i>Molley</i>		Virga Curry
To 2 Searveing Malletts & 2 pump Brakes		0..9..0
To 1 Water pump and Nosel and Ring		0..6..0
To 10 Single and 2 double Blocks of 6 Inches		0.17..6
To 1 dozen of Large hardwood pins		0..6..0
To 6 Belaying pins		0..2..0
To New Leathering 3 Upper and 2 lower boxes		0.11..6

To 1 Large Sheape Skin for Spunges	0..6..0
To 1 Gunner hand Spicke	0..1..3
To 2 long hand Spickes	0..4..0
To 1 Staff and 3 heads for the Guns	0..4..0
To 30 hanks	0..6..0
To a Quantity of pump Leather Spare	0.12..6
To 28 tomkins for the Guns	0.14..0
To 1 Gunners Mallet	0..2..0
To 8 heads of hamers and Spunges	0..5..0
To 1 Large Single takle Block	0..4..0

£ 5.10..9

Allowed P Rob^t Conway

Recd Contents P Washor Blunt

1. Revolutionary Papers, Box 2, Accounts, 1777, Md. Arch.

THOMAS CLAGETT TO DANIEL OF ST. THOMAS JENIFER ¹

Sir

Piscataway 13th January 1777

The Bearer Nathaniel Clagett a Brother of mine will deliver you this, in which I beg leave to inform you that he is anxiously dispos'd to Serve his Country in the Naval department, provided he can obtain Friends whose assistance may enable him to procure an Appointment as a Subaltern Officer in the Marein Service —

I have therefore taken the Freedom of troubling you in this Manner, on purpose to beg that you will be kind enough to render him any Services that may lay in your way towards his obtaining Such a Commission. — I do not for my own part know to whom the Application is to be made, and if I did, I apprehend it would not be in my power to introduce him to the Gentlemen —

I hope you will be good enough to excuse this freedom on my part & believe that I am with esteem Sir [&c.]

Thomas Clagett

1. Red Book, XIX, Md. Arch.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD ¹

Navy Board [Charleston] Monday 13th January 1777 —

The Board Mett According to Adjournment

Present Edward Blake Esqr. first Commissioner

Josiah Smith, George Smith, Thos Corbett, Thos Savage Esqrs

A Letter to Capt Edward Darrell

Capt Edward Darrell Sir

The Commissioners of the Navy desire that you will apply to Mr Clerkson for Fifteen Barrels of Irish Beef and Acquaint him, the Commissioners will allow the same price the rest of the Beef sells for at Vendue Youl also furnish Capt. Allen with a Barrel of Mollasses & Endeavour to furnish all the stores wanted for the *Comet* tomorrow Mornig

Janry 13th 1777 –		Edw ^d Blake first Commissr
To Edwd Darrell Esqr Comisary for Naval Departmt –		
Ordered that the following Accots. be drawn for on the Treasury – viz –		
No 23	In faviour of McCulley Righton Amot. to the 31st Decemr	£202 .. 3 .. 9
24	— — Geo Monk repairing Public boats	47 .. 19 .. 6
25	Ann Holmes makg Colours for the <i>Defence</i>	37 .. — .. —
26	{ — — Capt Edward Allen Rendevous	£366
	ditto a Silver Call for the Boatswain	10
	ditto Advance wages paid by him	379 .. 5
		755 .. 5 .. —
		£ 1042 .. 8 .. 3

1. Salley, ed., *South Carolina Navy Board*, 34.

ARCHIBALD BULLOCK TO GOVERNOR RICHARD CASWELL ¹

Sir

Savannah 13th Janry 1777 –

I rec'd your favor of the 30th November last respecting the Sloop *Polly*, whereof Alexander McAuslen was late Master. The Sloop was libelled in the Court of Admiralty, and has been condemned, not from any suggestions of the Owners, being inimical to the American Cause but from its appearing the Master was carrying on that commercial intercourse with our Enemies – which is repugnant to the Resolves of the Continental Congress as well as our Convention.

Every Attention will always be paid here to the property of any of the friends of the United States and you may depend, that every thing has been done in this Affair, as far as is consistent with those regulations, that have been adopted for the Government of the Continent. I am with respect, Sir [&c.]

Arch^d Bullock

1. Governors Letter Books, 2, Richard Caswell, 333, NCDAB. Bullock was president of the Georgia Provincial Congress.

JOURNAL OF H.M. SLOOP *Otter*, CAPTAIN MATTHEW SQUIRE ¹

January 1777

Moored in St Marys River East Florida

Monday 13

Sailed hence the *Rebecca* Sloop in order [to] protect a Planter on the River St Marys with his Negroes to get his Stock of Corn. Employed occasionally.

1. PRO, Admiralty 51/663.

HENRY TUCKER TO ST. GEORGE TUCKER ¹

[Extract]

Bermuda Jany 13. 1777.

. . . The *Nautilus* & *Galatea* are here, & the *Repulse* expected they are to Cruize off this Isld it is said for 2 Months & then to go to the West Inds – they have taken 8 prizes since they left N York, 7 of which are sent in here besides one that they Suppose is lost in a Gale of Wind & a Provincial Privateer of 10 or 12 Guns

which the *Galatea* Sunk² amongst their prizes are David Burch who was formerly taken from Carolina & Giles Musson both from Virginia & North from So Carolina to the West Indies said to be loaded chiefly with Indigo. —³ It will be very dangerous to come near this Island. . . .

1. Tucker-Coleman Papers, Earl Gregg Swem Library, CWM.

2. Maryland schooner *Buckskin*, Joseph Handy. See journal of H.M.S. *Galatea*, December 25, 1776.

3. Schooner *Peggy*, Edward North. See journal of H.M.S. *Galatea*, December 19, 1776.

14 Jan.

JOURNAL OF THE MASSACHUSETTS COUNCIL¹

[Boston] Tuesday January 14th 1777

In the House of Representatives Resolved, that, the following be the form of an Inlistment for the Seamen and Marines to serve on Board the Armed Vessels belonging to this State, viz.

We the Subscribers do hereby severally engage and inlist ourselves as Seamen and Marines on Board the _____ called under the Command of Capt. _____ in the Service of the State of Massachusetts-Bay, for the Defence and Protection of the said State, to serve faithfully on Board the said _____ and her Boats, and on Board any such Vessel or Vessels as may be made Prizes of by said _____ from the Day of our Inlistment until the last day of December² next, unless sooner discharged, if the Service should require it, on the Establishment made for that Purpose, and we do hereby oblige ourselves to submit to all the Orders and regulations of the Navy of the United States of North America, and faithfully to observe and obey all such Orders and Commands as we shall receive from time to time from our Superior Officers on Board of or belonging to said [blank]

1. Mass. Arch., vol. 36, 438, 439.

2. The same day the House revised the enlistment form leaving the termination date blank.

MASSACHUSETTS BOARD OF WAR TO ELBRIDGE GERRY, A MASSACHUSETTS DELEGATE IN THE CONTINENTAL CONGRESS¹

Honble Elbridge Gerry Esqr
Sir,

War Office,
Boston Jan'y 14th 1777

In Consequence of yr Letter of the 28th Nov Last to the Honble General Warren, respecting the Effects of the Schooner *Rockingham* now in the hands of Messrs Gardoque & Sons; — The General Court before whom your Letter was laid, have referr'd the Affair to the Board of War, ordering that the same be invested in Military Stores; —

As this Board are apprehensive there may be a difficulty in Messrs Gardoque shipping Military Stores, we should in that Case desire that the Effects be invested in Duck, Cordage, and Blankets, agreeable to the following Schedule, & shipt this Board as soon as may be, in some good Vessel bound to this State, preferring there

coming to this State, or some port to the Northward thereof. I am Sir with great Esteem

Sam^l Phps Savage Presdt

By order & in behalf of the Board

If Military Stores are to be had the Board would choose Fire Arms, six Brass Feild Peices 3, 4, & 6 pounders, & powder, if not Russia, Ravens Duck, & Blankets, fit for the Army. —

1. Mass. Arch., vol. 151, 16–17, Letters from the Board of War, 1776–1780.

COMMODORE ESEK HOPKINS TO CAPTAIN JOHN PAUL JONES ¹

Sir

Onboard the *Warren* Jan'y 14th 1777 —

I received yours of the 10th and 11th Instant and observe the Contents — by the bearer you will have the foot of each Mans Account in the Sloop *Providence* untill Capt [John] Hazard left her — and your Accounts since Mr [Samuel] Lyon ² has not Enter'd in the Books because he did not understand some part of the rough Memorandums you left with him —

As to the *Columbus's* Men you will [give] them your Accounts against them, and the time they Served onboard the *Alfred*, and send them here to Settle the remainder of their Accounts as the *Columbus's* Articles and Books are here —

You may tell your prisoner of the Law ³ that I have Sent forward his first Letters, and shall do the same by the last to Lord Piercy the first Opportunity — If he or you will give me an Account of what he has had return'd of his property, and what more he Claims, if it is not more than I think I can answer I will give Orders that they may be restored to him but without that knowledge I can give no Sensible determination in the Matter —

You will pay or give Orders on Mr Bradford for the ballances of the Wages of any Men you may discharge, and not draw any more Orders upon me who have no Money of the Continents in my hands and I expect that every Officer will do the duty Order'd him by Congress —

Capt'n [Joseph] Olney comes down to take Charge of the *Cabot* to which Vessel he is appointed — and the bearer Capt Elisha Hinman comes down to take Charge of the *Alfred* for which Ship he has a Commission from Congress for, and has this day applied to me for an Order to take Command of the Ship he was appointed to — and as I have recd no directions from the hon Marine Board to Contradict this Commission I do not think I have any power to displace him — If you choose to return to the Sloop *Providence* which Vessel your Commission is for She is now in good Order and you may return to her as soon as you please or any other Vessel that is in my power to give you —

You will Settle with as many Men whose time is expird as you can and Settle the remainder of the Sloop *Providences* Books up while you Commanded her — and the *Alfreds* from the time Captain Saltonstall left her, the Copy of his Books is in your Clerks hands if the Months pay Advanc'd which they all received in Philadelphia [is not charged] you will take Care to Charge it — and such Men as were Shipp'd in Philadelphia who you think are likely to have drawn Wages of Mr [James] Read the paymaster, it will be best for you to give them Orders on him for

the ballances of their Accounts, so that it may be in his power to Stop whatever they may have had I am sir [&c.]

Esek Hopkins

P S. You will take an Inventory of the Stores and provisions onboard the *Alfred* – and Capt. Hinmans receipt for the Same which you will lodge with Mr Bradford –

herewith you have an Account of Sundries advanced some of your Men from Mr [John] Manley and Capt [Hoysteed] Hacker –
[Endorsed by Jones] Orders from Commr Hopkins – for the *Alfred* dated on Board the *Warren* Jany 14th 1777 – recd at Boston.

1. Papers of John Paul Jones, 6525, 6526, LC.
2. Lyon was Hopkins' secretary.
3. Edward Southouse. See Hopkins' letter to Southouse, January 10, 1777.

COMMODORE SIR PETER PARKER TO COMMODORE ESEK HOPKINS ¹

Sir Chatham Rhode Island Harbr 14th Janry 1777 –

I have received your Letter of the 9[th] instt by Captain [John] Ayres, acquainting me that you have in your Custody a number of Prisoners whom you will exchange if agreeable to me, and that you will send them as soon as may be – I have sent several Prisoners in the Cartel with Captain Ayres who has engaged to return with the same number as soon as possible I am Sir [&c.]

P: Parker

Esek. Hopkins Esqr on board the *Warren*

1. FDRL.

SAMUEL TUDER TO THE NEW YORK CONVENTION ¹

Gentlemen, Poughkeepsie, Jany 14th 1777

Agreeable to your directions we have kept the Most of our Carpenters employd on the Ships,² but as there is not much carpenters work now to be done on board and we cannot employ them without great disadvantage to the Ships: would recomend to have them employed cutting Ship Timber to be rode down to some landing when the Slaying is good, which will be ready whenever wanted – Phillip Livingston Esqr informs Mr [Lancaster] Burling that had not this State been invaded we Should have had a Seventy four Gun Ship to build and from the Success of our Arms in the State of New Jersey gives us reason to think that the Timber wont be lost. If we keep the Carpenters on the Ships it will make them come much higher and be a disadvantage to this State in future. Mr. Burling the bearer one of our master builders can give you the fullest information.

There is not much above a week's work for all the Carpenters on the Ship *Genl Montgomery*. I am with great respect, Gentlemen, [&c.]

Sam^l Tudor

1. *Calendar of Historical Manuscripts, Relating to the War of the Revolution, in the Office of the Secretary of State, Albany, N.Y.* (Albany, 1868), I, 593. Hereafter cited as *New York Historical Manuscripts*.
2. Continental frigates *Congress* and *Montgomery* at Poughkeepsie.

MINUTES OF THE NEW YORK COMMITTEE OF SAFETY ¹

In Committee of Safety for the State of New York

[Fishkill] Jany 14th: 1777 —

Ordered that the Treasurer of this State advance to Capt Robert Castle the Sum of Eighty Pounds on Account of the Wages & Subsistence of himself & the Crew of the armed Sloop *Camben*; fitted out by Order of the Secret Committee for obstructing the Navigation of Hudsons River & for protecting the same against the depredations of the Enemy.

Attest

By Order.

Robert Benson Secry

James Livingston Chairman

January 14th: 1777. from P. V. B. Livingston

[illegible]d Bancker Eighty pounds

[illegible]

1. NYSL.

MASTER'S LOG OF H.M. ARMED VESSEL *Cherokee* ¹

January 1777

Along Side of the Flour Wharf Newyork

Tuesday 14

at 9 AM veerd away and hove up the Sl Bower Anchor, Do His Majs Ship *Carrisford* was put from her Anchors by the Ice and fell on board of us, Carried away our Formast Head, and main Yard, and two Swivel Stocks which occasiond the Lost of two Swivel Guns overboard, at Noon Hove Short & weighed the Bt Br and Wharpt the Ship into Flour Wharf, Do found the Sl Br Cable much Rubb'd 3 fm from the Clinch Do Cut it off, Modt and fair Wr PM Empd Lashing the Ship along side of the Wharf, and Repairing the Service of the Bt Br Cable that was much Rubbed by the Ice,

1. PRO, Admiralty 52/1662.

JOURNAL OF H.M.S. *Eagle*, CAPTAIN HENRY DUNCAN ¹

January 1777

Moored off the Town of New York

Monday 13th

At 7 AM a quantity of Ice came in from the No River, At 8 the *Tartar* and *Lively* came into the Et River, Arrivd here his Majestys Ship *Flora*, At 10 made the *Carysfort Daphne Tartar* & *Carcasses* Signals for petty Officers, Employed heaving the Ship in bet[w]een the Wharfs off the Fly Market to avoid the Ice

Light airs & Clear, Employ'd mooring the Ship head & Stern between the Wharfs off the Fly Market,

Tuesday 14

At 9 AM the *Solebay* came up the Et River

At 4 [P.M.] the *Daphne* made the Signal of distress having been drove from her Anchors by a large field of Ice upon the Rocks off Governors Island sent the launch to her Assistance At ½ past 5 she repeated the Signal with 2 Guns At 11 the Launch returned from the *Daphne*

1. NMM, Admiralty L/E/11.

JOURNAL OF H.M.S. *Greyhound*, CAPTAIN ARCHIBALD DICKSON ¹

January 1777 Moor'd in New York Harbour
 Mondy 13th Light breezes & fair Weathr at 2 PM Recd on board 50
 Prisoners from the *Whitby* Prison Ship
 Tuesdy 14th At 7 AM unmoor'd at 8 Weigh'd & came to Sail at ½ past 9
 Anchor'd the Ice coming up very thick at ½ past 11 Weigh'd
 & came to Sail.
 Fresh Breezes & Clear Weathr at 2 PM Sail'd thro, the Nar-
 rows at 5 PM fir'd a Gun & Made the Signl for a boat to
 take the Pilot out at ½ past Discharg'd the Pilot at 6 PM
 Sandy hook Light house WSW½W 1 Leag at 8 PM the
 Light house WBS 3 Leags ²

1. PRO, Admiralty 51/420.

2. *Greyhound* had departed for Rhode Island to deliver the prisoners to be exchanged.

JOURNAL OF H.M.S. *Solebay*, CAPTAIN THOMAS SYMONDS ¹

Jany 1777 Moord off New York
 Monday 13 at 7 pm a large quantity of Ice coming a thwart Hawse parted
 the Best Br Cable
 Tuesday 14 at 4 am the small Br was cut likewise by the Ice, loos'd sails
 & got the Ship under Command to clear the Ice, made the
 Sigl of distress at 6 drove ashore off Yellow Hook hoisted
 the Boats out & carried out the stream Anchor & Cable at
 7 made the Sigl for a Pilot & Repd distrs Gun, ½ past 8
 hove the Ship off & got under sl the flood tyde making at
 10 Recd a Pilot, At [11] Run into the Et River & let go the
 sheet anchor off Franklin's Wharf Veer'd to a Cable steaded
 with the Stream Anchor & Hawsers ashore.

1. PRO, Admiralty 51/909.

LIEUTENANT COLONEL FRANCIS GURNEY TO MAJOR GENERAL ISRAEL PUTNAM ¹

Dear Genl

Shrewsbury 14th Jany 1777.

I must beg you will immediately send me one Field Piece, I find the Enemy have not got their Vessels out of the Creeke, and should the Artillery come in time have no Doubt of taking them we have more plunder or rather Kings Stores than we can get Wagons to carry off. I wish you would send forward all the Wagons you can collect.

I would advise a Company to be sent to the Court House in order to press Wagons and bring them down which they might also Guard up. I am Just now Informed that the Enemy have Landed a party at Red Bank to the Northward of Black point, and am Determined to march that way Immediately with about one hundred men. I am Dear Genl &c.

Francis Gurney

1. *Pennsylvania Archives*, 1st series, V, 186.

Pennsylvania Evening Post, TUESDAY, JANUARY 14, 1777

To be Sold, on Wednesday the 22d instant, at the Coffee-House, at six o'clock in the evening, the brigantine *Fame*, with a cargo consisting of nine hundred and two barrels and three quarters of Flour. She is a new vessel, having made only one voyage from here to South-Carolina, is a prime sailor, now lies at Mease's wharf, a little below the Drawbridge, and will carry in all about fourteen or fifteen hundred barrels of flour. An Inventory of her materials may be seen at Samuel Young's, or at the Coffee-House, on the day of sale. Should any person incline to purchase at private sale, they may know the terms of said Samuel Young.

MASTER'S LOG OF H.M.S. *Roebuck*¹

January 1777	Do [Cape Henlopen] N35W 51 Lgs
Sunday 12th	A M, at 6 saw a sail to the SE and gave chase at 9 Spoke the chase which prove'd to be our Prize sloop from Georgia First & Latter Squally with some Rain P. M. at 1 Saw a Sail to the South Wd & gave chase. at 3 came up With the chase which was a French Brig said to be from Gaudolupe to Mequilon Sent a Midshipman on board with people to Work her.
Monday 13th	A M at 8 Saw a sail to Wt & gave chase at 12 Fire'd several Guns & Brot too the chase which was a Schooner from Cape Nichola Mole to Boston First Modt and fair Latter Fresh gales & fair, P. M. at 3 Sent People to Man the prize and took the prisoners out. ²
Tuesday 14th	AM. at 12 all the prizes in Compy First & Latter parts Modt & fair P M at 1 Parted Compy with the Schooner last taken which proceeded to Barmudas at 4 the Prizes in Compy

1. PRO, Admiralty 52/1965.

2. Brig *Rose*, Joseph Costin, master, with molasses and wine, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

JOHN HANCOCK TO ROBERT MORRIS¹

[Extract]

Baltimore Jany 14th 1777.

The Comee have agreed that Mr [Benjamin] Dunn shall take the Command of the armed Prize taken by the *Andrew Doria* -² & I enclose a Commission, which you will please to fill up, we have agreed to call the Vessel the *Sur-prize* his Commission to be Lieut & Commander³

1. Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 19-20, NA.

2. H.M. Sloop *Racehorse*.

3. Dunn had been sailing master of the *Andrew Doria* under both Nicholas Biddle and Isaiah Robinson.

JOURNAL OF H.M. SCHOONER *Porcupine*, LIEUTENANT JAMES COTES¹

January 1777	Turks Island fm So to SWbW off Shore 2 Lgs
Monday 13	A M at 7 down all Sails & lay a hull at 9 saw a Sail to the

Nwd Out Sweeps & md Sail after her
 Light Airs & Cloudy Weather, Came up with the Chace She
 proved to be a Sloop from Turks Island bound to Nantucket
 loaded with Salt, sent 3 hands on board to take Charge of her
 Tuesday 14 A M The Prize in Co
 at 3 sent an Officer & 4 hands on board the Prize to Carry
 her to Jamaica ²

1. PRO, Admiralty 51/702.

2. Sloop *Sandwich*, John Elkins, master, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

JOURNAL OF H.M.S. *Portland*, CAPTAIN THOMAS DUMARESQ ¹

Jan'y 77 The Island of Mona So b S Wt Dist 22 Leagues.
 Tuesday 14th At 6 A M saw a Sail to the Soward gave Chace Fired 6
 Shott at the Chace to bring her too 1/2 past 10 the Chace brot
 too, hoisted out a Boat, the Chace prov'd he Brigg *Prince*
Frederick Saml McLellan mastr from Tortuga bound to St
 Croix.
 Fresh breezes and fair

1. PRO, Admiralty 51/711.

15 Jan.

CAPTAIN RICHARD PEARSON'S REPORT ON SEAMEN NEEDED FOR THE LAKES

A List of Seamen who will be necessarily wanted for Lake Champlain by
 the beginning of April 1777.

<i>Inflexible</i>	100	is to be observed this Calculation is made as small as possible particularly with respect to the Gun Boats Long Boats and Vessels to be built for the Conveyance of provisions & Stores.
<i>Maria</i>	50	
<i>Carleton</i>	45	
<i>Washington</i>	45	
<i>Thunderer</i>	30	
<i>Loyal Consort</i>	25	
<i>Lee Cutter</i>	25	
<i>Jersey</i>	20	
A Ship to be built to mount	100	
20 twelve pounders		
30 Gunboats 2 Seamen each		
20 Longboats 3 Men each	60	
Vessels which must be built	28	
to carry with the Army at least		
400 Tons of Stores & provisions		
seven to each hundred Tons		
Total	588	

[Continued]

A List of Seamen who it is presumed may be furnished from the under-mentioned Ships for the Lake by the beginning of April 1777.

His Majs Ships		<i>Boreas</i>	7
<i>Blonde</i>	120	<i>Fleetwood</i>	7
<i>Triton</i>	100	<i>Roseau</i>	7
<i>Garland</i>	60	<i>Nancy</i>	8
<i>Canceaux</i>	50	<i>Lord North</i>	8
<i>Magdalin</i>	20	<i>Thomas & Richard</i>	9
<i>Gaspee</i>		<i>Henry</i>	9
5 Treasury Brigs	50	<i>Content</i>	9
<i>Fell armed Snow</i>	30	<i>Lewrie</i>	9
<i>Isis still on the Lake</i>	40	<i>Lively</i>	10
		<i>Harmony</i>	10
	470	<i>Margt & Martha</i>	11
		<i>Three Sisters</i>	16
			120
In all from the Kings Ships & Transports			590

(a true Copy)

R^d Pearson

[Endorsed] No 10 In Lord Howes Lre of the 15 Jan'y 1777

1. PRO, Admiralty 1/487.

CAPTAIN SIR GEORGE COLLIER, R.N., TO PHILIP STEPHENS ¹[*Rainbow* at Halifax] 15th Jan'y 1777

In Addition to the preceding Letter [January 8], Sir, I beg leave to acquaint their Lordships that H M S *Lizard* arrivd here on the 9th Instant from the Bay of Fundy, in a very weak State, as their Lordships will see by her weekly return, & by her Defects mark'd No 5.

Lord Howe was pleas'd to signifye to me his Permission that I might send the *Milford* to England to be cleand, if Capt [John] Burr had resumed the Command of Her, & if She was not immediately wanted on this Station; but as Capt Burr is too ill at present to return to his Duty, & as the *Milford* is very fit to Cruize, I have thought it most for His Majs Service (& Commissioner Arbuthnot agrees with me) to continue the *Milford* on her former Station (i.e. off Boston,) & to send the *Lizard* to England in her Room; whose Frame is much out of Order from lying 8 Months ashore at Quebec, & whose other numerous Defects & Wants (particularly all her Masts & Boltsprit to be shifted) would make the giving Her proper Repair at this Yard (where we have very few Artificers) a Work of great Time, as well as considerable additional Expence to Government: I hope therefore the Measure of sending the *Lizard* home, will be approv'd of by their Lordships; I shall direct Capt [Thomas] Mackenzie to Convoy such Ships, &c., as are bound to England, or Ireland (from hence), so far, as their Way lies

together, & then proceed to Portsmouth at the Request of the Merchants of this Place who have shipped a Quantity of Specie on board Her, for London.

Geo Collier

1. PRO, Admiralty 1/1611.

JOHN LANGDON TO WILLIAM WHIPPLE¹

My Friend

Portsmouth January 15. 77 -

This is only to inclose you Letter & to inform I've received yours of the 24th Ultimo from Baltimore, am much obliged for the Intelligence I find many of my Letters have miscarried; I shall be obliged to send some person & for money to carry on the Business as I am entirely out and all my own expended I shall write you fully then am Cutting Timber for the 74 but no Snow to hall it am much afraid shall have but little this winter - Cap. Roche's Ship is raised but stand still for want of Snow to hall the Timber which has been cut six Weeks and hewed in the Woods the Weather has been such that neither Wheels nor Sled can pass

Two Days ago I received a Letter from the Honle [Marine] Committee that Capt [Thomas] Thompson was ordered to Sail immediately and to this order I find your name, which surprised me not a little as you must know by my Letters that we have not a gun nor the least prospect of one; those at Connecticut the Agent has let Mr Manly² have them I understand tho' we applied first and as I understood from your Letters a recommendation went from the Honle Marine Committee that I should have them If its in the power of Agents Committees or Captains to Superseed all the Orders of Congress or Marine Committee I must wait till every Ship is served, it's an odd way of doing business to say that the first Ship by Six Months that was ready shall be by some unaccountable fatality the last to Sea, however if this is the pleasure of the Committee Ive no more to say, by you, by Capt Falconer & all my Letters for one Year last past I should have tho't the situation of my Ship was known Ive received a Letter from Governor Trumbull by a Man I sent to him, who Says he could not furnish the Guns at present as those which he cast were delivered the Agent Mr Dean [Barnabas Deane] for the use of the Ship³ this I understand is the Case, Mr Manly goes after the Guns did not see Mr Dean at Connecticut, but when at Boston saw Mr Dean who agreed with him or Mr [Richard] Derby who was employed for to get the Guns, to let him have all the Twelve pounders he had for Cap. Manly at a certain Commission if these Guns belong to the Continent how they can be sold on Commission I know not unless the Continent is to pay for them twice in short nothing in all my Life has ever given me half so [much] the pain as the seeing this Ship lay here at Such an expence since June last and now not the least prospect of Guns all owing in my Oppinion to some unfair Dealing; why this Ship had not those Guns from Connecticut I know not unless because I could not afford to give a Commission on Guns which I tho't were the Continents If my business would admit of it I would Certainly go up myself & lay this matter before Congress such Damnable Conduct is not to be born with I shall get Capt. Thompson or one of his Officers to go to Baltimore about this Matter he is now at Boston seeing about the Guns, had I tho't of being Slighted so much in the Guns nothing

should induced me to have built her under the Heavens – My Good Friend, my blood now boils and so must yours at such Conduct I'm getting Vessels ready for Virginia I am Standing Still for want of Thirty or Forty Thousand Dollars –
Your Friend [&c.]

John Langdon

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.
2. Commander of the Continental frigate *Hancock*, at Boston.
3. Continental frigate *Trumbull* in the Connecticut River.

COMMODORE ESEK HOPKINS TO CAPTAIN ELISHA HINMAN¹

Captn Elisha Hinman
Sir

Providence Jany. 15th 1777

You are Immediately to proceed to Boston, and take Charge of the *Alfred*, to which Ship you are appointed by Congress – You will give Captn Jones a Receipt for all the Provision & Stores onboard her – and you are to deliver the *Cabot* to Captn Jos. Olney who is appointed to Command her and take his Receipt for the Provisions & Stores onboard her and Lodge the Same with Mr Bradford the Agent.

You will get the *Alfred* fixed in the best manner you can and proceed on a Cruise with her as soon as possible if you can Mann her, and Cruise for Store Ships bound to New York, agreeable to directions from the hon. Marine Committee, if you receive no directions to the Contrary – I am Sir [&c.]

E H Cr in Chief –

1. Hopkins Letter Book, RIHS.

COMMODORE ESEK HOPKINS TO CAPTAIN JOSEPH OLNEY¹

Captn Joseph Olney
Sir

Providence Jany 15th 1777

You are to go immediately to Boston, and there take Charge of the Brig *Cabot*, mann her as soon as possible and proceed directly on a Cruize against the Enemys of these States, and Chiefly for Transports – When you are near ready to Sail you will let me know, so that you may have the latest Instructions which I have from the hon. Marine Board – I am Sir [&c.]

E H Cr in Chief

1. Hopkins Letter Book, RIHS.

COMMODORE ESEK HOPKINS TO JOHN BRADFORD¹

Sir

Providence Jany 15th 1777

Captn Hinman and Mr Thomas Mumford have applied to me with a Power from the Officers and People belonging to the *Cabot* for their Prize Money – If the Ship taken by her and sent into your State by Capt Hinman is Sold, I believe it will be best to pay him the Captors part, so that the Men may be Satisfied, or it will be difficult to keep Men in the Service² I am Sir [&c.]

To John Bradford Esqr

E. H.

Continental agent in Boston

1. Hopkins Letter Book, RIHS.
2. Ship *Esther*. See Hopkins to Bradford, October 22, 1776, Volume 6, 1363.

JOURNAL OF LIEUTENANT JOHN TREVETT ¹[January 5 to January 15, 1777] ²

In a day or two after,³ I went over on a party to Capt. Nicholas Websters, to Rehobeth, while I was on this party Governor [Stephen] Hopkins & Com. [Esek] Hopkins sent over Capt. Henry Dayton to me, to come to Providence, immediately after, they informed me that they contemplated fixing out a Cartel, to send to Newport and for me to take out of the Sloop *Providence* 2 men to go with me, as there was some prisoners coming from Boston, and one Capt. Ayeres [John Ayres] of Boston was to go Captain of the Cartel, as he was not to know who we were, that was a going his men, from that time I began to let my beard grow so as to disguise me, I took 2 of our midshipmen from the Sloop *Providen[ce]* the time soon arrived when the British prisoners came with Capt Ayeres from Boston; we one and all disguised ourselves in the sailo[r] dress, and made sail for Newport, and came to anchor near the long wharf, when shortly a barge came from the ship *Renown* [*Chatham*], of 50 guns, laying outside the fort. I informed Capt. Ayers and the British officer, that our cable was so poor, we should be apt to go ashore, if we ware to go out side of the Fort-Island; by that means the barge went on board, and brought a Midshipmen, and some men with him to take charge of the Cartel, and the British allowed Capt. Ayres to go on shore, when the prisoners were landed, and he went to Mr: Thomas Townsends.

Very cold weather and the cove froze over, I had the pleasure of seeing the *Diamond* frigate lying on a crean [*careen*], below the long Wharf, stopping up her bruises we gave her the week before, at Warwick neck, and now I was contriving how I should get on shore, I says nothing to my 2 ship mates, but knowing we had but one gang cask of water on board, we had plenty of good rum and sugar, knowing that sailors liked a sling or can[t]hook, in the morning, such bitter cold weather, I stopt into the hole [*sic* hold] in the night, and turned the gang cask bung down, so that in the morning we had no water on board. You must think I went by the name of Jack, by my shipmates; so as to deceive Capt. Ares.

At daylight, as I expected, our British officer wanted a sling, as Jack was very attentive, they says to me have you got any good spirits on board? I informed as good as Jamaica could afford, then they says, "make a sling, well to the northward," I immediately told my shipmate Tom (as that was the name he went by then) to get the water, whilst I would get the rum and sugar ready, Tom went into the hol[d] and soon returned swearing, and said, by some accident the cask had got bung down, and there was no water on board, this was a short time after daylight, the officer turns to me and says "Jack; do you know where you can get water handy." I informed him that I had sailed from this place some time before, and told him there was some good water near the long wharf, "Jack;" says this officer, [""] step into the boat with 2 hands," (that was our midshipmen, Tom and William, them were the names we sailed by, then) and the officer gave us a strict charge, not to be gone more than 20 minutes. This was just what I wanted, I went into Mr. Philip Wantons dock, took out the gang cask, and my 2 midshipmen carried it up. I went with them into Mr. Wantons washroom, where they had a pump, with good water, who should I see there, but Mr. George Lawton, washing his hands, I asked him to lend me a funnel to fill the cask; he told me [he]

had none, but told me Mrs Battey had one, on the long wharf, I saw Mr. Lawton looked hard at me, but I made myself scarce. I went to Mrs. Batteys and found her alone, making a fire, I knew her well. I asked Mrs. Battey to lend me a funnel; she answered very short, no! As no soul was near I went up to her & told her she should lend me one; She knew my mode of speaking, and says for Gods sake, where are you from? I informed her from Providence "how did you leave my son?" meaning Capt. Henry Dayton, I informed her, well. "now," says she, "speak low, for I have got over head several of the British officers boarders with me, and I expect Mr. Battey ashore this morning, as he is a pilot on board one of the ships of war, and if he sees you he may know you, here is the funnel, will you eat or drink any thing," I told her no. I must remark 4 or 5 months before, I took up this same Battey for a tory. I had the cask filled in a short time, and carried the funnel back, [w]e had considerable conversation, and before I left her, she said she was afraid her son, and I, would be hanged, for the British certainly would beat the Americans, I laughed at her, and said that can never be, and never saw her more.

I then went to the longboat and got in the gang cask of water, and then the tide was about half down. I says to Tom & Will, let the boat now ground, for I want to take a cruise round town, which they did. I then went to Mr. Peleg Barkers, where the Commanders of the Hessians quartered, I found Sentries at the front door, and likewise at the wharf, I went down across two wharfs below, and went into the back door, I found the kitchen full of Hessians, as I was well acquainted with the house, I shaped my course for the S.W. room, there I found Mr. Barkers family & likewise Deacon Peckham from Middletown whom I was very glad to see, although they were very much frightened to see me there, I soon got them reconciled and told them to make themselves easy, for I beleive[d] I knew what I was about, We soon got into conversation, I made an enquiry concerning the troops on the Island, and where they were stationed, I was much pleased to get this account, which I had no expectation of. After I got all the information I could get there, I went to Mr. Waldrons, there I found a small family dog, my father had left behind, moving away in such haste, I let him stay there until I went to Capt. Lilibridges on the Parade, then it was about 11 o clock. He kept a tavern, I went in and called for a sling, the room was crowded with British and Hessian officers, I immediately went into the Kitchen where the family were, knowing that Capt. Lilibrige had been treated ill by the British, and had no regard for them. I in a short time followed him out to the barn, and no one near, I made myself known to him, he immediately left the barn and we went into the east room by ourselves, he gave me what refreshment I wanted; and there I could see all the British officers and soldiers, and old refugee torys, walking about the parade, but he could not help shedding tears for my safety for fear of one of our townsmen that visited his house all times in the day. I was viewing the Parade when this, one of the worst of villains (his name was Will. Crosen) came running up the steps and came right to the east door where we were, he was not soon enough for I stepped to the door and put my finger on the catch and he supposed it was fast went immediately through the bar room into the kitchen. I never bade my friend Lilibrige good bye, but stepped out on the parade and direct before me was Mr. John Wanton, he spoke

to me and called me by name, but I did not answer him, and went immediately down the long wharf, quick step. I went round the point to Mrs. Waldrons where my dog was. there I spent some time, got some refreshment, then it was about 3 o'clock I thought by this time our boat would be afloat. I then bid Mrs. Waldron and the family good bye, took my favourite dog, and went for the boat, just as I got near Mr. Jacob Richardsons, on the long wharf, I met the Midshipman just got on shore, he handed me out a few curses and damns. I informed him that our boat had got aground, he told me to go on board immediately, for says he, you have got some damn good friends here. I said but little, made the best of my way to the boat, found her afloat and my comrades waiting for me, we soon rowed off, but I must not forget I saw Mr. Peleg Barker and his son Peleg, going down the long Wharf and eyeing me and I well knew the anxiety they had to see me get on board the cartel, and as she lay off the head of the wharf, we very soon got on board. I had not been long on board, before Capt. Ares was ordered on board, as it was said I was at New Port, but few would beleive it. Capt. Ares said if it had not been for me, he could have staid on shore, I informed him I thought it must be a mistake, but the next day we took in some passengers and some American Prisoners, we were ordered for Providence the wind being partly ahead we were obliged to beat some before we got by a British Ship of war, that lay off from Prudence but as soon as we got by the upper ship I left tending the gib shee[t] and went aft. I says to Will. come now, take your turn forward, so I took the helm, I saw Capt. Ares eyed me, As I thought. it was not long before we got abreast of Patuxet, where our sloop lay. The barge came along side, I took 1 man in my room to work the Cartel up to Com. Whipples Ship, and I went on board the sloop *Providence*

I had then answered all, and more than all my expectation[s] for I had in my head all their ships of war and where they were station[ed] I immediately shaved and dressed myself in my sunday dress, I proceded immediately on board Com. Whipples Ship, where I found Capt. Ares; after Capt. Ares had gone through his conversation, the Com. turns to me and asked me what I had discovered. Capt. Ares looked at me and did not know me, after we had got through Capt. Ares turns to me and says, "I would not run the risk for the Cartel loaded with dollars," I told him I had answered all my expectatio[ns] and more than I expected.

1. NHS.

2. Dates are based on Journal content.

3. Meaning after the futile attempt against H.M.S. *Diamond* ashore near Warwick Neck.

MAJOR GENERAL PHILIP SCHUYLER TO CAPTAIN FREDERICK CHAPEL ¹

Sir,

Hd Qrs Fish Kill Jany 15th 1777.

You will immediately proceed to Connecticut or any of the Eastern States and use yor best Endeavors to recruit a Company of Seamen, whereof you are to be the Commander – Your pay will be ten pounds, two Lieutenants who will each be allowed six pounds, one Master six pounds, one Boatswain, one Carpenter, one Gunner and one Clerk four pounds ten Shillings each, one Gunner's Mate three pounds four one Cook three pounds twelve and forty Sailors each two pounds eight Shillings per Month, and all in lawful Money of Connecticut –

If Lieut: Thatcher and Lieut: Little incline to re-engage in the Service, you will offer them the Lieutenancies, if not, you will appoint such others as you shall think proper having a Regard to their Abilities Integrity and Zeal for the Cause of America – You are also empowered to appoint all the other Officers – The Wages of the Men to commence from the Time of Inlistment and one penny lawful per Mile for their Subsistence until they arrive at Albany to which place you will march the Company as soon as it is compleated – You and the two Lieutenants will be allowed the like Rations as Captains and Lieutenants in the Army – You will take Care to engage none but good Sailors – I have furnished you with eight hundred Dollars to pay the Bounty for which you are to be accountable – Two waggons or one Ox Cart will be allowed you to transport your Baggage and that of the Company to Albany – These you will pay taking Receipts that you may be reimbursed by the D Q M General at Albany.

1. Schuyler Letter Book (19 November 1776–1 July 1778), NYPL.

VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS ¹

Number 19.

Eagle New York

Sir

January the 15th 1777.

Being yet unable, from the Effects of a late Illness, to attend much to Business, I must hope their Lordships will permit me on the present occasion to refer them for Information respecting the State and Disposition of this Fleet, to the Returns and Copies of Instructions to the Commodores Sir Peter Parker and Hotham, herewith enclosed.

To those Papers I have added the Duplicate of a Letter I have lately received from Captain [Richard] Pearson, representing the present Situation and proposed future Employment of the Ships of War left to winter in the Saint Laurence.

Their Lordships will observe in the State of the Ships on this Part of the Coast, that the first Lieutenants are absent from the *Amazon* and *Flora*: The former having been appointed by Captain [Maximilian] Jacobs to command the *Lord Howe* Armed Ship, in the care of which the Lieutenant [George] Berkeley of the *Isis* (then on the Point of returning to England) had been placed; and the other by Captain [John] Brisbane to command the *Liverpool*, at Halifax; Captain [Henry] Bellew being by his ill State of Health unable at that time to proceed to Sea in the Ship. Thinking both these Appointments very unnecessary; And further, by weakening the Frigates destined to remain and be employed on Service abroad, as unwarrantable; I have judged it requisite to signify that Disapprobation to the two Captains concerned. I am, with great Consideration, Sir [&c.]

Howe

1. PRO, Admiralty 1/487.

DISPOSITION OF VICE ADMIRAL RICHARD LORD HOWE'S FLEET IN NORTH AMERICA ¹

Eagle
off New York
15th January
1777

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

Rate	Ships Names	Guns	Men	Commanders	Appointments
3	<i>Eagle</i>	64	520	{ V. A. Lord Howe Cap. Duncan }	In the East River off New York.
Bomb	<i>Carcass</i>		70	— Dring	
—	<i>Thunder</i>		80	— Molloy	
F.S.	<i>Strombolo</i>	8	45	— Clayton	
H.S.	<i>Jersey</i>		140	— Halsted	
St. S.	<i>Adventure</i>		40	Lieut Hallum	
5	<i>Juno</i>	32	220	Cap. Dalrymple	
—	<i>Carysfort</i>			— Fanshawe	
6	<i>Tarter</i>	28	200	— Ommanney	
Sloop	<i>Swan</i>	14	125	— Ayscough	
A.S.	<i>Cherokee</i>		30	Lieut Fergusson	
5	<i>Flora</i>	32	220	Capt. Brisbane	
—	<i>Orpheus</i>			— Hudson	
6	<i>Daphne</i>	20	160	— Chinnery	
—	<i>Lively</i>			— Bishop	
—	<i>Solebay</i>	28	200	— Symonds	
					{ Refitting the <i>Carysfort</i> having lost her Foremast. Ordered to proceed with a Convoy to the Leeward Islds & to careen & refit at Antigua Under orders to join Sr P. Parker Do Commodore Hotham. { Under orders to call off [f] St Mary's River and then pro- ceed to refit at Jamaica. Ordered to Convoy a Transp to St Augustine & then pro- ceed to Jamaica to refit.
6	<i>Syren</i>	28	200	— Furneaux	At Sandy Hook.
5	<i>Niger</i>	32	220	— Talbot	{ Stationed in the sound.
6	<i>Rose</i>	20	160	— Reid	
Sloop	<i>Merlin</i>	18	125	— Burnaby	
—	<i>Senegal</i>	14	125	— Curtis	
Brig	<i>Halifax</i>		40	Lieut Quarme	
Sloop	<i>Raven</i>	14	125	Capt. Stanhope	{ In Prince's Bay Staten Island for the Protec- tion of the Transports stationed there.
—	<i>Scorpion</i>			Lieut Reeve	— In Hallet's Cove Long Island for Do
4	<i>Bristol</i>	50	370	{ V. A. Shulldham Capt Raynor }	{ Sailed for England from New York
Sloop	<i>Tamar</i>	16	125	— Mason	
6	<i>Mercury</i>	20	160	— Montagu	Do Rhode Island
4	<i>Isis</i>	50	350	— Douglas	{ Do the River St Laurence.
5	<i>Blonde</i>	32	220	— Pownoll	
A. S.	<i>Bute</i>	20	110	— Parrey	
—	<i>Lord Howe</i>	24	100	—	
3	<i>Asia</i>	64	500	Capt Vandeput	{ Ordered to proceed to England from Rhode Island
4	<i>Experiment</i>	50	320	— Wallace	

[Continued]

Rate	Ships Names	Guns	Men	Commanders	Appointments
6	<i>Milford</i>	28	200	— Burr	} Do Halifax
—	<i>Liverpool</i>			— Bellew	
Schr	<i>Tryal</i>	4	20	Lieut Brown	} Sailed to Rhode Island with Dispatches for Sir Peter Parker.
—	<i>St Lawrence</i>	6	30	— Wallbeoff	
5	<i>Amazon</i>	32	220	Capt. Jacobs	} Sailed from New York to join Sr P. Parker
6	<i>Greyhound</i>	28	200	— Dickson	
—	<i>Scarborough</i>	20	160	— Barkley	Do for Halifax
4	<i>Chatham</i>	50	367	{ Commo Sr P. Parker Cap. Caulfeild	} Stationed under the orders of the Commodore Sir Peter Parker from the Sound Eastward on the New England Coast.
—	<i>Renown</i>		350	— Banks	
—	<i>Centurion</i>			— Brathwaite	
5	<i>Diamond</i>	32	220	— Feilding	
—	<i>Ambuscade</i>			— Macartney	
6	<i>Cerberus</i>	28	200	— Symons	
—	<i>Sphinx</i>	20	160	— Hunt	
Sloop	<i>Kingsfisher</i>	14	125	— Graeme	} Stationed under the direction of the Commodore Hotham on the Coasts of the Southern Colonies from the East Point of the River Delaware.
4	<i>Preston</i>	50	367	{ Como Hotham Capt. Uppleby	
5	<i>Brune</i>	32	220	— Ferguson	
—	<i>Emerald</i>			— Caldwell	
5	<i>Roebuck</i>	44	280	— Hamond	} Stationed off the Delaware whilst that River continues open and then to repair to Antigua to careen and refit.
—	<i>Pearl</i>	32	220	— Wilkinson	
Sloop	<i>Falcon</i>	14	125	— Linzee	
6	<i>Perseus</i>	20	160	— Elphinstone	} Under Capt. Hamond's orders off the Delaware.
—	<i>Camilla</i>			Phipps	
5	<i>Repulse</i>	32	220	— Davis	} Appointed to cruise from Bermuda Westward to the American Coast whilst their Provisions & Water will last & then to repair to Jamaica to refit.
Sloop	<i>Nautilus</i>	16	125	— Collins	
6	<i>Galatea</i>	20	160	— Jordan	} Appointed to cruise with those Ships whilst her Provisions & Water will last & then return to this Port
5	<i>Phoenix</i>	44	280	Parker	Stationed in Chesepeak Bay.

Rate	Ships Names	Guns	Men	Commanders	Appointments
Schr	<i>St John</i>			Lieut Grant	at St Augustine unfit for further Service
Sloop	<i>Otter</i>	14	125	Capt. Squire	In St Mary's River. The <i>Otter</i> ordered to repair to Antigua to careen and refit & the <i>Hinchinbrook</i> to Jamaica if absolutely necessary.
Schr	<i>Hinchinbrook</i>			Lieut Ellis	
5	<i>Rainbow</i>	44	280	Cap. S. G. Collier	Off the Nantucket Shoals. At Halifax & on the Coasts of Nova Scotia & New England.
-	<i>Lark</i>	32	220	Smith	
-	<i>Richmond</i>			Gidoïn	
6	<i>Lizard</i>	28	200	Mackenzie	
-	<i>Mermaid</i>			Hawker	
-	<i>Unicorn</i>	20	160	Ford	
Sloop	<i>Albany</i>	16	125	Mowat	
-	<i>Hope</i>	8	80	Dawson	
-	<i>Hunter</i>		110	—	
-	<i>Vulture</i>		125	—	
Brig	<i>Diligent</i>		30	Lieut Dodd	
6	<i>Triton</i>	28	200	Capt. Lutwidge	Dismantled in the Cul de Sac at Quebec.
-	<i>Garland</i>	20	160	Pearson	
Sloop	<i>Viper</i>	10	110	Graves	
Brig	<i>Canceaux</i>		55	Lieut Schank	
-	<i>Gaspee</i>		30	Scott	
Schr	<i>Magdalen</i>		30	Ley	
-	<i>Brunswick</i>			Longcroft	At Chamblée

In the River St Laurence

Howe

[Endorsed] Disposition of the Squadron employed in North America Dated 15th January 1777. No 4 In Lord Howe's Lre of the 15 Jan'y 1777

1. PRO, Admiralty 1/487.

RESOLUTION OF THE CONTINENTAL MARINE COMMITTEE ¹

In Marine Committee [Baltimore] 15th January 1777

Ordered that Messrs Purveyance & Stewart the Continental Marine Agents in the State of Maryland be directed to proceed immediately to provide Timber for building the two thirty six gun Frigates ordered to be built in the said State,² and to proceed in other respects to provide materials for the completion of said Frigates. —

John Hancock Richard Henry Lee W^m Whipple
[P. S.] The particular Dimensions shall be deliver'd you

1. Emmet Autograph Collection, NYPL.

2. Congressional resolution of November 20, 1776.

MARYLAND COUNCIL OF SAFETY TO JESSE HOLLINGSWORTH ¹

No 108

Sir, Captn Kelty comes up to take the command of the Ship you purchased for us the other day. – also to look out for men, we should be obliged to you to let us know whether a cargoe of Tobo could be got for her Speedily at Baltimore Town and at what Price, also in what Time she could be loaded with flour and the Price of it. – Be pleased to let us hear from you, we request you would buy a Quarter-Cask of good Wine, and a hogshead of Rum, and send [do]wn for the Hospitals as soon as you can, we have many Sick soldiers, and they are in want of both Spirit and Wine We are &c.

[Annapolis] Jany 15th 1777.

1. Council of Safety Letter Book, No. 2, Md. Arch.

JOURNAL OF THE VIRGINIA COUNCIL ¹

[Williamsburg] Wednesday January 15th 1777

Mr John King Naval Officer for Elizabeth River District having offered Mr William Armistead Bayley for his Deputy, & he being approved of by the Board; His Excellency administered unto him the Oath of Office & gave him a Commission as Mr King's Deputy.

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 314.

JOURNAL OF H.M.S. *Antelope*, CAPTAIN WILLIAM JUDD ¹

January 1777

Moord in Port Royal Harbour

Wednesday 15 PM Arriv'd the *Diligence* and *Florida* Surveying Sloops from Pensacola, which Saluted with 13 Guns Retd 11 Do

1. PRO, Admiralty 51/39.

16 Jan.

CAPTAIN SIR GEORGE COLLIER, R.N., TO PHILIP STEPHENS ¹

Sir

Rainbow at Halifax 16th Jany 1777

In Addition to my Letter of yesterday, I beg leave to inform their Lordships that Capt John Burr of His Majestys Ship *Milford* dyd at Halifax last Night; Capt [Henry] Mowat commands the *Milford*, & Mr Michael Hyndman (first Lieut of the *Rainbow*,) the *Albany* Sloop in his Room, till their Lordships, or Vice Admiral Lord Viscount Howe's Pleasure is known concerning the Appointment. I am Sir [&c.]

Geo Collier

[Endorsed] Rd 24 feby

1. PRO, Admiralty 1/1611.

WILLIAM BARTLETT'S ACCOUNT WITH THE MASSACHUSETTS PRIVATEER
Revenge AND PRIZES ¹

Dr	Capt William Bartlet with the Sloop <i>Revenge</i> and her Prizes		Cr
	To Sundries Goods		By a 22d part of one half
	bid off at Auction		the Net Proceeds of the
1777	P Bill	£ 330..17..5	Ship <i>Anna Maria</i> – Brigt
January 16	To Cash	690..--..-	<i>Fanny</i> & Sloop <i>Isabella</i> and
			their Cargos & the Cargo
		£1020..17..5	of the <i>Polly</i> amountg P
			Estimate to 20013..18..1
			the one half
	Salem January 16:1777		936.19.11
	Errors Excepted		By a 22d Part of the whole
	Miles Greenwood Agent		of the Sloop <i>Revenge</i> her
			Stores &c being
			1192..9..1½
			54..4..-
			By one bag Cotton contained
			in Capt Bartlets Bill, charged
			to Benj Moses. 211 a 3/5
			36..0.11
			1027..4.10

1. Privateers, vol. 1, BHS.

THOMAS CUSHING TO JOHN HANCOCK ¹

Dear Sir

Boston Jany. 16 1777

In my last of the 13 Instant P Express I wrote you that I had received your Favor of the 28 december last, & that I was obliged to you for kindly offering to me the Care & management of Building the Two Ships, one for 74 Guns & the other for 36 Guns which the Congress had determined to build in this State & that I chearfully Accepted the offer & should endeavor to execute your orders with respect to the Building of them with dispatch and fidelity, as to the Terms I left it to your Honor & the Congress to determine what allowance they would make me for transacting this business being fully persuaded that they will do that which is reasonable and just – I have agreeable to your directions taken the advice of Council as to the most suitable pl[aces] for building these Ships & they upon Considering the Matter have advised me to build the 74 Gun Ship at Boston & the 36 Gun Ship on Merrimack River, I wish they had advised me to build both Ships in Boston for the sake of the poor people, Cannot the Marine Committee give me discretionary orders about this matter? The Council apprehended it woud be too great a risque to build both Ships at Boston & also thought they could not be built so Cheap in Boston as in Merrimack river –

I have sent a person into the Country to engage proper Persons to fell the Timber, I hope you will immediately send me the dimensions as they will be wanted directly in order to determine the size of the Timber & in what manner it shall be hewed, please also to send me drafts for each Ship – It will be extreemely difficult if not impossible to procure within this Government the necessary materials for the Ships – No Iron is to be had here, the last sold for the enormous price of Eighty pounds lawful money P Ton, pray send me fifty Tons of Bar Iron from Baltimore immediately, as many of our northern Vessells

are there, you may easily prevail with some of them to take a quantity upon freight – It will certainly turn out vastly cheaper for the Continent, nay I do not see how I shall obtain it any other way – You may send some also from Philadelphia, I hope the Congress will also take Care seasonable to provide the Duck & Cordage for these Ships, Cannot the Hemp be sent from Baltimore or some part of Maryland or from Philadelphia, Cordage is got up to the Enormous price of Nine pounds P hundred & is Still Rising – As Capt Bradford & the other Agents cannot at present pay me any Money I have been obliged yesterday to draw a Bill upon you for Thirteen hundred Dollars in favor of Messrs S[amuel] White & Jo[seph] Cushing which I doubt not will meet with due honor – I hope dayly to receive from you some money to discharge [all] Bills relative to the Ships *Hancock & Boston* & that you w[ill] also furnish me with Cash to pay for the Timber & other materials for the Ship now about to be built. I remain with great respect [&c.]

Thomas Cushing

1. Society Collection, HSP.

THOMAS CUSHING TO JOHN LANGDON ¹

Dear Sir

Boston Jany 16. 1777

I have lately received orders for building a Seventy four Gun Ship in this State. I hear you have received simalar orders. I should be obliged to you to Inform me, in What manner you have contracted for building this Ship, how you are to give for Timber & plank, What wages you are to allow the Builders or Master workmen & the Common workmen – What price you allow the Blacksmith for his work &c &c – Where we are to get the Duck, Cordage & Iron, Cannon Anchors &c – I congratulate you upon your late Promotion as Speaker of your Assembly – hope you will be able to do your Country much service I remain with respect [&c.]

Thomas Cushing

1. John Langdon Papers, Captain J. G. M. Stone Private Collection, Annapolis.

CAPTAIN JOHN PAUL JONES TO ROBERT MORRIS ¹

Honored Sir

Boston Jany 16, 1777

As I am not well assured of your having received my first letter in the *Providence* – I have taken the liberty of inclosing a Copy. – I must here Assert that it is both Unjust and inimical to the intrest of the Service that any Person or persons belonging to the Navy should share in Prizes when they were themselves Absent and out of harms way when the Capture was made – by this ~~damned~~ Unprecedented Association ² which was effected by Fellows who have consulted their Personal Safty ever since, the Navy hath received more real injury than the sum Total of all the benifit which hath Accrued from their past or which is likely to Accrue from their future Services – for prize-money is thereby become so very intricate and perplexed – that the greatest part of the Seamen deserted immediatly After their return from New Providence – And those poor fellows who have faithfully Served the term of their Enlistment Are detered from Entering as they have

not recd, nor is their any prospect of their receiving a Shilling of Prize Money – so that it makes my heart Bleed to See them half Naked at this Severe Season. – Such an Association was never known to be binding for more than a Single cruise therefore in the present Case it is hieghly requisite that it Should be Set Aside and Some happy expedient fallen upon to induce the Seamen to enter chearfully into the Service for an Unlimited Time.

I did not 'till a few minutes ago hear of this Opportunity by Mr Cumberland Dougall [Dugan] of Baltimore and As he is to set out immediatly I am obliged to curtail My letter otherwise I had considerably more to Add –

I Inclose in this Packet a Copy of my letter lately forwarded to the Marine Board with an Estimate of the Expençe of Altering the *Alfred* – But I must repeat my Opinion, that She is now much better calculated for the Merchant Service than She can be made for War and as She is calculated for Stowing Tobacco She would make a good remittance to France. – My prize the *Mellish* Transport, as she was lately a Bomb in the English Service, would make a better Ship of War than the *Alfred* from the Ben[d]s downwards She is one Solid Bed of Timber She sails as well as the *Alfred* and is not near So Crank so that her lee Guns would be servicable when the *Alfreds* will not. – I understand that there is a Quantity of Nine Pounders to Spare at New London – and the *Mellish* would Mount 18 or 20 on one Deck – the *Alfreds* Guns are of such a Variety of lengths and Sizes that it is both difficult and dangerous to Fight them and the Nine pounders are all too long for Sea Service – should You resolve to convert the *Mellish* into a Ship of War I believe she may be fitted better here than at Dartmouth where she now is. – I will esteem the honor of hearing from you as soon as may be convenient – and it will Always give me pleasure to receive and Obey your Commands. – I understood by the report of Captain [Nathaniel] Falconer that I was Appointed to one of the Ships at Philadelphia – And Mr [Abraham] Livingston is Also of that Opinion. – Perhaps they have been mistaken – however I submit My Appointment as well as my Rank and destination entirely to You – As I am well Assured that if I have any Merit or Abilities they will not be Overlooked or Superseded – I have the honor to be with Grateful Esteem and Respect Sir [&c.]

J. P. J.

[Endorsed] Boston Jan'y 16th 1777 Copy of a letter to the Honble Robt Morris Esqr by Mr Cumberland Dougall. –

1. Papers of John Paul Jones, 6528, 6529, LC.
2. See volume 3, 891.

JONATHAN JACKSON TO ELBRIDGE GERRY¹

Dear Sir

Boston 16th Jan'y 1777.

Having no Friends among the Gentn at Congress, Delegates from this Government, I can claim so much personal Acquaintance with, as yourself, I take the Liberty to call off your Attention a few Minutes from the more weighty Concerns in Politics, to ask your Friendship to one or two Friends of mine, who have a Veiw to some Appointments by your honble Body – Capt James Tracy a Friend of mine & Kinsman to Mrs Jackson, is desirous of being appointed to the Command of

one of the Continental Frigates – he was bred up in the British Navy & is perfectly well acquainted with the Regulations of a Man of War – tho' not born in the Country, he is a warm Friend for it's Liberties; & discovered such personal Bravery & Coolness of Temper in the Action he so long & vigorously maintained against the *Milford* Frigate, in the *Yankee Hero* Privateer the last Summer,² (the Circumstances of which I suppose did not wholly escape you at Phila), that I believe few Men this way are better qualified for such a Command as Capt Tracy wishes for – I inclose you an Extract of a Lr to Genl Washington wrote by Council when my Bror Nat went to solicit an Exchange with Ld Howe of the Offrs & Men of the *Y Hero* – by it you will perceive the Opinion of the honble Board as to their Merit, while the Action was fresh in their Honour's Memory – Capt Tracy has declined several advantageous Offers to command sundry private Vessels of War & those the most respectable here fitting out – he has Ambition, & perhaps has formed some pleasing Veiws of a rising American Navy, in which Merit may be preferred – I refer you to my Bror Nathl Tracy, should he meet you upon his present Journey to the Southward, for any Enquiries you may please to make respecting Capt Tracy (who is his Companion in this Journey) & if you can satisfy yourself he has sufficient Merit, you will oblige me to give him your Friendship & Influence for such an Appointment as I have mentioned, & in him I think you will recommend a deserving, capable Man, & may thereby do a real Service to the Country –

My Friend Mr Martin Brimmer of this Town wrote some time since mentioning to his Friends at Congress that the Appointment of Auctioneer for all Prize Contl Goods bro't into this State would be acceptable to him – I know of no Man more capable of the Business or more deserving of it, if any Profit is annexed to it – permit me to ask your Friendship for him in this particular you'll please to excuse my Freedom in this & my other Request – I give you Joy of the favourable Turn in our Affairs – may our Success continue, & we learn to deserve it –

I write you not the State of Things with us, not only because I should not know where to begin or where to end, but because I suppose you have corresponding Friends here, who can in this Respect serve you much better I am Dr Sir with regard & Esteem [&c.]

Jon^a Jackson

1. Privateers, vol. 1, BHS.

2. See Volume 5.

MASSACHUSETTS BOARD OF WAR TO THE MASSACHUSETTS COUNCIL ¹

[Boston, January 16, 1777]

The Board of War having fitted out the Sloop *Republic* Allen Hallet Master, navigated with ten hands for the West Indies, mounting two 4 pd Cannon & ten Swivel Guns, & apprehending it may be of Service if the Master be furnish'd with a Commission for a Letter of Marque, do desire a Commission for him as such

By Order of the Board

Sam Phps Savage Prest

The Vessell will have 10 bbs provisions & 20 Ct of Bread. –

1. Mass. Arch., vol. 166, 195.

Independent Chronicle, THURSDAY, JANUARY 16, 1777

Boston, January 16, 1777.

We learn from Halifax, That the Brig *Independence*, in the Service of this State, commanded by Captain [Simeon] Sampson, was lately taken, by [George] Dawson,¹ in Company with a Transport Ship, after a smart Engagement, and carried into Annapolis Royal, in Nova-Scotia. – The Brig engaged Dawson for near Two Hours, when the Transport Ship, having 100 Soldiers on board, concealed, came up, and fired a Volley of Small Arms into the Brig, which obliged her to give over the Contest.

Captain Sampson, would undoubtedly have taken Dawson, before the Ship came up, had his Men stood to their Quarters; two or three of whom, he Shot for deserting their Post.

1. Captain of H.M. Sloop *Hope*.

Continental Journal, THURSDAY, JANUARY 16, 1777

Boston, January 16.

. . . the Captains of the frigates at Philadelphia, with their brave tars and a number of pieces of cannon, had joined them [Washington's army], who were willing to beat the enemy by land as well as by sea, provided the General would let them be commanded by their own officers, and fight their cannon their own way, whose request was granted, and they swear they will never flinch while the General finds them in Rum, Beef and Biscuit.

JOHN AND THOMAS PEASE TO NATHANIEL SHAW, JR.¹

Edgartown January, 16, 1777

Sir we are Inform'd that you Are Appointed Agent for the Arm'd Sloop Called the *American Revenue* Samuel Champlin Commander now on a Cruize Against the enemies of the United States of America – These are Therefore to inform you that we have Several men in the Privateer which we have hired & have their Agreements now in our Possession as well as a Power of Attorney from them – if Agreeable to you we now, Appoint you as Our Agent & Factor, for which we mean to Allow you a Customary Commision Should receive it as a favour you would Se, that those sheres comes all, into our hands, & not one Farthing of either of there sheres paid to Any Person Except Ourselves, Let their Pretentions be what they wi[illegible] – we tell you this in Consiquence of these men being Black, perhaps they may dispose of their Sheres Several Times before you here from us. – please to Keep the Amounts of those Sheres in your Pocession untell You have Orders from us. we Shall call on you for the Amounts of all Those Sheres, where we Shall expect to find all, without Any payment being made to Any Other Person. – we am Sir with the greatest Respects [&c.]

John Pease 3d Thos Pease Jr

The Names of those People

Vizt	Jno Rotch		{ Eben[e]zer Codudy
	Jos Wamsley	&	{ Solomon Wainer
	Powers Wamsley		{ Silas Mackway
	Jethro Sowmog		

1. Nathaniel and Thomas Shaw Letters and Papers, Portfolio 21, NLCHS.

Newport Gazette, THURSDAY, JANUARY 16, 1777

Newport, January 16.

A Flag of Truce arrived here last Sunday from Providence, with a Number of Persons whom the Rebels have had Prisoners, to be exchanged. By One who arrived, we are informed that the Rebels were removing a Number of Whale-Boats over Land; and that all their Talk was of their Intention to attack this Island! -- Probably, by the Arrival of the next Account, we shall hear of their Intention to attack the Moon.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY ¹

Middletown, January 16th, 1777.

Voted, To purchase all the blankets and the suitable white linens imported in the Dutch vessell at N. London, also fifteen pipes of wine if to be had at a reasonable price, also shirts and stockings, and medicine to be chosen by the doctors, and such other articles as are necessary for supplying the army with arms, ammunition, refreshments &c., excepting gunpowder. And Messrs. Nathl Shaw junr and Andrew Huntington are appointed to purchase the same for the publick as reasonably as they can.

1. Hoadly, ed., *Connecticut State Records*, I, 156, 157.

CONGRESSIONAL COMMITTEE IN PHILADELPHIA TO JOHN HANCOCK ¹

[Extract]

Philada Jany 16th 1777

. . . Albany & all the Country round it is famous for Slays & Sleds, and we have no doubt but General Schuyler cou'd with ease collect a sufficient Number to carry 1000, or 1500 Men across the Lakes, with such Stores Provisions & Artillery as may be necessary, the quantity of these need not be very considerable because the Movement in Slays will be very rapid & the Sole object of this expedition shou'd be to burn all the Enemies Vessells in the Lake which we apprehend may be effected with ease & when once done, let them return. the Surprize of the Enemy will prevent their following We hope this matter may deserve attention & if the plan be adopted Some Sea officers might be found here that wou'd be usefull Congress will excuse us for troubling them with our thoughts, we shoud do it were we with them.

We have the pleasure to inform you of the safe arrival of the Sloop *Sachem* Capt James Robison from Martinico, but the letters are not yet come up, so that we know not what stores or advices she brings, You shall be informed soon as possible, the Men of War have been chasing her about the Coast for ten days past, but she slipt in at last & we believe is got into Morris's River from whence we shall order up her Cargo in Waggon.

You have herein the Copy of Capt Jones's Acc[ount] of his last expedition in the *Alfred*,² he is a fine Fellow and shou'd be constantly kept employed, If

the Congress please I will propose to him one or two expeditions & leave him to take his Choice of them . . .

[Endorsed] R. Morris & Letter from Comee of Congress at Philada 16 Jany 1777 read 20th

1. Papers CC (Letters and Reports from Robert Morris), 137, Appendix, 88-89, NA.
2. Probably the account printed in the *Independent Chronicle*, Boston, December 19, 1776, rather than Jones' report to the Marine Committee written January 12, 1777 which could not have reached Morris by January 16.

ROBERT MORRIS TO THE PENNSYLVANIA COUNCIL OF SAFETY¹

Gentn,

Philada Jany 16, 1777.

As there are some masters, mates & mariners here that have been taken in Merchant Vessels, & wish to be sent into New York, I think your Board had best send them in discharge of your promise to Capt Hamond of the *Roebuck*, with a passport to that purport or if you decline doing it, I will grant them a pass to Genl Putnam to be sent over by South Amboy. I have the honor to be very respectfully Gentn, [&c.]

Rob. Morris.

1. *Pennsylvania Archives*, 1st series, V, 190.

JOURNAL OF THE CONTINENTAL CONGRESS¹

[Baltimore] Thursday, January 16, 1777

[Resolved] That a copy of the letter from the convention of New York, dated at Fish Kill, 28 December last, be sent to General Washington; and that he be empowered to take such order in the several matters therein contained, as he shall think best; and that a letter be written to the said convention, informing them of what Congress has done in compliance with their several requests:

That it would much contribute to the Defence of Hudson's River, if the Frigates built on the same were fitted with Guns and other Necessaries, which would enable them to repulse any Ship or Vessel that might pass the Batteries erected on, and Obstructions which may be made in, the said River.

That so much of the letter from the convention of New York, as relates to the defence of Hudson's river, by means of the frigates or otherwise, be referred to the Marine Committee

1. Ford, ed., *JCC*, VII, 40-42.

JESSE HOLLINGSWORTH TO THE MARYLAND COUNCIL OF SAFETY¹

[Extract]

Baltimore January 16 - 1777

I this Day am Aplid to By Capt kook for Sum Sutable plase as a Standing Warfe With Warehouses and all Other Convenient howses yards and Convenien[cies] of all kinds for the Province use to Contain Provisions Sales Riging of all Sorts

a Dwelling hous yard and Weell to Bee Cept for the Statès use With a Proper Man to Recve and Deliver Stores and Neseryes of a[ll] kinds I have the Conveniensies Compleat and a Man Proper for that Purpose and as the State has [a] Number of Vessells it Would Bee a hom for them and their Men at all times as to the Conveniensies Capt kook Can Inform you – and the Man I Will undertake for his honesty and Care –

1. Red Book, XVII, Md. Arch.

LIEUTENANT HENRY AUCHENLECK TO CAPTAIN GEORGE COOK ¹

Sir

When I mentioned to you my Intentions of Leaving the Ship *Defence* You Was Desirous to Know my Reasons for so doing I have here Sent you them in writing. In the first place I need Expect no further Preferement in the Servise As I find the officers of the Soldiers are prefered before the Sea officers An Other Objection is I doe not think the Ship will be mand for Sea this winter And I Look on it to be Losing time to Continue by hir when I may have an opportunity of expending the Time to more Advantage. Not but I have the Greatest Esteem for the Servise and would doe all that in my powr Lyes for the Benifite of the Same. With respect to you Capt Cook I Must Allways in Point of Honour, & gratitude A'knoledge you the Officer Seaman & My friend therefore Must request you to Continue the Harmony that has Subsided betwixt us & Am Yours to Command.

H. Auchenleck ²

Ship *Defence* 16 Jany 1777

1. Red Book, XVII, Md. Arch.

2. First lieutenant of the Maryland ship *Defence*.

Maryland Journal, THURSDAY, JANUARY 16, 1777

Baltimore, January 16.

Captain Thomas Lilly, in a Cruiser of the State of Virginia, has brought into Hampton, a large Ship which he took on her Passage from Tortola to London, — Wallace Captain. Her Cargo is valued at about 6000 l. Sterling, consisting of Rum, Sugar, &c.¹

The *Montgomery*, a New-England Cruiser, has also sent into Hampton, a Schooner Prize, laden with Woollens, British Porter, Cheese, &c. bound from Halifax, Nova-Scotia, to New-York.²

1. Lilly commanded the Virginia state brig *Liberty*, and his prize was the ship *Jane*, David Wallace, master.

2. The sloop *Montgomery* was owned by the state of New York, and commanded by Captain William Rogers.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY ¹

[Annapolis] Thursday, January 16. 1777. –

Commission issued to Clement Smith appointed Surgeon's Mate to the Ship *Defence*.

1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

JOURNAL OF THE NORTH CAROLINA COUNCIL OF STATE ¹

[New Bern, January 16, 1777]

Resolved That it be recommended to His Excellency the Governor to give the following Instructions to the Agents appointed for the purpose of Purchasing Salt for this State to wit

Instructions for the Agents for this State

You are to proceed immediately to the Island of Bermuda or any other Island or Islands in the West Indies (the Dominions of Great Britain only excepted), there to purchase or otherwise agree for on the faith and Credit of this State and send into the Same for the use of the Inhabitants thereof Twenty five thousand Bushels of Salt each. And to that end you are to Charter Vessels to bring the same into the different Ports in this State, consigned to the Commissioners appointed for the different Ports in this State to receive the Same and if you cannot procure and send into this State the Quantity of Salt above mentioned without Insuring such Salt and the Vessels in which it comes; You are then and in that Case to insure for that Purpose on the best Terms to any Amount not exceeding in the whole ten thousand pounds on the faith and Credit of this State.

You are to observe the directions laid down in the resolve of the last Congress a Copy whereof you have herewith and Govern Your Selves accordingly.

1. Governors Office, Minutes of Council, 1777-1780, NCDAH.

SOUTH CAROLINA NAVY BOARD TO CAPTAIN EDWARD ALLEN, BRIGANTINE *Comet* ¹

Sir/

The Brig of War *Comet* of which you are Captain having received on board provisions and Other Stores for near three Months and having nearly a full Complement of Men, We desire that you will embrace the first favourable Opportunity to proceed to Sea. And after you are Clear of the Barr of Charles Town We recommend your steering to the Southward Cruizing a Long the Coast as farr as St. Augustine, After which you are at Liberty to Continue your Cruze not Exceeding Two Months from your departure from Charles Town Barr in such station as shall appear to you most promising of Success, during which time, You are to Take, Sink, Burn, or Destroy, any Ships, Vessells, or Goods belonging to the King of Great Britain, or to any of his Subjects, Excepting the Vessells and goods belonging to the Islands of Barmuda & new Providence, and should you be so fortunate as to take any Prize be carefull to put on board a proper officer as Prize Master, with Orders to proceed to Chas Town, or some Convenient Inlett within the State of So Carolina and give directions for Treating your Prisoners with the greatest Humanity, and Tenderness, you are to Advise the Commissioners by Letter (Directed to the first Commissioner) of Every Transaction worth Communicating during Your Cruze and to prevent any Inconvenience that may Arise for want of Credit in Case you are Obligated to put into any French, Dutch, or any other Port, There is put on board the *Comet* under your Care Three Casks

Containing pounds weight of Neat Indigo which you are to place in such Hands as shall appear most Capable of Rendering You the Services that may be required or Dispose of it yourself, & the Neat proceeds invest in such Articles as Your Vessell may stand in [need] of or may be most usefull for the Navy of this state, Otherwise it is to be redelivered on Your Return [to Charles] Town, We recomend to you to use your best endeavours to Inlist as many Seamen for the *Comet* as will Compleat [her] number to Eighty, and that you do frequently Cause to be read to the Vessells Company the Rules of the Navy of this State, and the Third Article of the Rules of Discipline, and good Government, and that you Endeavour all in your power to Cultivate Harmony, and good Order among the Officers and Seamen, – We not only recommend that you Steer to the Southward of this Coast on your going Out, but also on your Return, if the Circumstances of the Cruze will permitt by Order of the Board [Charleston] 16th January Edward Blake first Commissioner

1. Salley, ed., *South Carolina Navy Board*, 35, 36.

JOURNAL OF H. M. SLOOP *Badger*, LIEUTENANT CHARLES HOLMES EVERITT¹

January 1777

NW Pt Grand Caucos NEbE 4 Leags

Thursday 16

7 A M TKd discovered a Sail in the SE Quarter gave Chace out T Gt Sails, in Chace of a Sloop standing to the Southwd P M Fir'd 5 Four Pounders to bring a Sloop Too. she proved to be the *Porcupine* Prize bound to Jamaica

1. PRO, Admiralty 51/78.

VICE ADMIRAL JAMES YOUNG TO GOVERNOR CRAISTER GREATHEAD¹

(Copy.)

Antigua 16th January 1777 –

Sir, I am to acquaint you, that certain Inhabitants of the Island of Antigua, have lately fitted out an Armed Sloop called the *Reprisal*, from the Port of St Johns; and without Commission or any Lawful Authority from the Crown, have caused her to proceed to Sea; and to Cruize for and make Capture of any American Vessels She can meet with; three such Vessels, She has already taken upon the High Seas, and sent them into the Island of Antigua to be prosecuted in the Court of Vice Admiralty as Prize of War; and it seems expect to be rewarded both by the Court of Admiralty, and by the King, for the making such Captures.

I am likewise informed that several other Adventurers belonging to the different Islands within your Government, Stimulated thereto, by what they think the Success of the Owners of the Sloop *Reprisal*; are Determined to fit out Several other Armed Vessels, in like manner; it is said, that Seven others will be ready to Sail from the Island of Antigua before the end of the present Week.

In the Course of my Service, I never before heard of any self appointed Cruizer; and am of Opinion the Measures these are pursuing, are not only illegal, but highly derogatory to the Kings Authority; and will be attended with many dangerous and Alarming Consequences to the Nation in general.

I likewise know that repeated application for Arming Private Vessels to act Offensively against the Americans, has been positively refused in England. – I

must therefore request that you will be pleased to take such Measures for putting an immediate Stop, to these proceedings within your Government, as you may think most proper and Effectual. I beg to receive your Answer to this requisition as speedily as Possible, to enable me to transmit Administration a particular Account of these transactions. I have the Honour to be Sir [&c.]

Jam^s Young -

P. S. Captain [Henry] Bryne of His Majesty's Ship *Hind*, who lately returned here from Barbados, acquainted me, that, Governor Hay of that Island, had assured him, He had directions from England, on no account to Suffer any Armed Vessels to be fitted out within his Government to Act offensively against the Americans.

The Honble Craister Greatheed Esqre

Commander in Chief &ca St Christophers.

1. PRO, Admiralty 1/309.

SURVEY OF THE CAPTURED PRIVATEER *Putnam* ¹

Pursuant to an Order from James Young Esqr
Vice Admiral of the Red, and Commander in
Chief of His Majesty's Ships and Vessels,
employed & to be employed, at Barbadoes,
the Leeward Islands, and Seas Adjacent,
dated the 13th Instant.

We Andrew Anderson, Master Shipwright of His Majesty's Yard at English Harbour, Charles Owens Master Shipwrights Assistant, William Tauranac Carpenter of His Majesty's Ship *Seaford*, John Newsam Master of the said Ship, and Domingo Figarella Boatswain of His Majesty's Yard at English Harbour; have been on board the Brigantine now lying in English Harbour, (Called the *Putnam* lately an American Privateer, taken by His Majesty's Ship *Portland* and Condemn'd as Prize in a Court of Vice Admiralty at this Island) and there taken a Strict and careful Survey, of the said Brigantine and thoroughly examined the condition of the Hull, Masts, Rigging, Sails, and other different Stores, belonging to her (an Inventory and Condition of which is here after inserted,) and having Measured the Tonnage, We have also set a Just and Equitable valuation on the whole to the Best of our Judgement.

The Vessel is new and in good condition the frame of Oak, the Outside of the Bottom and the ceiling Planked with Oak, the Masts, Yards, Boom and Gaffe are in good order and she is of the following Dimentions - Vitz

Length of the Keel for Tonnage	Fifty One feet.
Length of the Gun Deck	Sixty four feet, Two Inches
Breadth Extreme	Nineteen feet, Nine Incs
Depth in the Hold	Seven feet, Nine Inches
Burthen in Tons	One hundred Tons -

And it is our opinions that by some little Additi[ons] and repairs the said Brigantine will be capable of Carrying Ten three Pounders, and that she has Conveniencies sufficient to Stow forty five Men -

SURVEY OF THE CAPTURED PRIVATEER *Putnam* [continued]

Boatswains Stores —

Bowsprit	Bobstays	Unserviceable
	Jibb Stay	Serviceable
	Guys	Unserviceable
	Sheets	ditto
	Downhaul	ditto
Fore	Stay	Serviceable
	Shrouds	ditto
	Catharpins	ditto
	Puttock Shrouds	ditto
	Pendants	ditto
	Runners	ditto
	Falls	Unserviceable
	Jeers	ditto
	Lifts	Serviceable
	Braces	ditto
	Sheets	Unserviceable
	Bowlins	Unserviceable
	Clewgarnets	ditto
	Buntlines	ditto
	Leech lines	ditto
Top	Stay	Unserviceable
	Shrouds	Serviceable
	Standing Backstays.	Unserviceable
	Brest Backstays	ditto
	Tye	ditto
	Lifts	Serviceable
	Braces	ditto
	Halyards	Unserviceable
	Sheets	Serviceable
	Bowlins	Unserviceable
	Clewlines	ditto
	Buntlines	ditto
Fore Top	Reef Tackles	Unserviceable
	Staysail Stay	ditto
	Halyards	ditto
	Sheets	Unserviceable
	Downhauls	ditto
Gallant	Stay	Serviceable
	Shrouds	Unserviceable
	Backstays	ditto
	Tye	Serviceable
	Halyards	ditto
	Lifts	Unserviceable
	Braces	ditto
	Bowlins	Serviceable
	Clewlines	Unserviceable

	Sheets	ditto
Royal	Stay	Serviceable
Main	Stay	ditto
	Shrouds	ditto
	Catharpins	ditto
	Puttock Shrouds	ditto
	Runners	Unserviceable
	Throat and Peak Tye	Serviceable
	Downhaul	ditto
	Staysail Halyards	Unserviceable
	Sheets	ditto
	Downhaul	ditto
Top	Stay	Serviceable
	Shrouds	ditto
	Standing Backstay	Unserviceable
	Brest Backstay	ditto
	Tye	Unserviceable
	Lifts	ditto
	Braces	Serviceable
	Halyards	Unserviceable
	Sheets	Serviceable
	Bowlins	Unserviceable
	Clewlines	ditto
	Buntlines	ditto
	Leechlines	ditto
Main Top	Reef Tackles	Unserviceable
	Staysail Stay	ditto
	Halyards	ditto
	Downhaul	ditto
Gallant	Stay	Serviceable
	Shrouds	Unserviceable
	Standing Backstay	ditto
	Tye	Serviceable
	Halyards	ditto
	Lifts	Unserviceable
	Braces	ditto
	Bowlins	Serviceable
	Clewlines	Unserviceable
	Sheets	ditto
Royal	Stay	Serviceable
Cross Jack	Lifts	Unserviceable
	Braces	Serviceable
	Cable 8½ Inches	Half Worn
	4½	Unserviceable
	Spritsail Course	Serviceable with repair
	Flying Jibb	ditto

SURVEY OF THE CAPTURED PRIVATEER *Putnam* [continued]

Fore Course	ditto	[Serviceable with repair]
Topsail		ditto
Gallant Sail		ditto
Main Sail		ditto
Topsail		ditto
Gallant Sail		ditto
Staysail Fore Top		ditto
Main		ditto
Top		ditto
Middle		ditto
Anchors	Two	No Serviceable
Yawl	One	Serviceable with a little Repair
Iron Potts	Two	No Serviceable
Hand Pumps Complete	Two	ditto

All which, to the best of our Judgements we have estimated at Five hundred Pounds Sterling.

And we do further declare that we have taken & made the said Survey and Valuation with such care and Circumspection, as to be Ready (if Required) to make oath to the Impartiality of our Proceedings –

Given under our Hands, at English Harbour, Antigua, this 16th January 1777 –

And: Anderson

Ch^s [Owens]

W^m Tauranac

Jn^o Newsam

Domingo Figarella

[Endorsed] Survey of the *Putnam* In V. A. Youngs of the 27 Jany 1777

1. PRO, Admiralty 1/309.

17 Jan.

JOHN BRADFORD TO THE SECRET COMMITTEE OF THE CONTINENTAL CONGRESS ¹

Gentlemen

Boston 17 Janry 1777

I have the honour to inclose you an Account of goods sent forward to the Army six weeks since, out of the *Livelys* Cargo. On the Arrival of Messrs [Abraham] Livingston & [William] Turnbull we consulted on the most Eligible method of furnishing them Gentlemen with the remaining part of that Cargo wanted by the Army, and concluded to sell at Auction, Accordingly we began the publick sale – Mr Turnbull attended it – Mr Livingston being out of town and on a declaration made by Mr Turnbull that what he bought was for the Army – such was the generosity of the people that no one bid upon him, excepting one of the Captors once or twice – Mr Turnbull it seems got a large quantity of Check shirts at six shillings – a large quantity of shoes at 6/. – this occassion'd a noise among the Captors and I saw an impending storm – I talk'd to Mr Turnbull on the subject & give him my opinion that it was not the wish of the

Honble Congress to debar the Captors of any advantage that might arrise to them from the high price of goods – as two thirds of the Cargo already belong'd to them. I expected from what past he would have given a more generous price the second day – but it seems on the finishing that days sale the Captors with their Agent came open mouth'd and bitterly complained of the unfair method taken to sell the goods – Mr Turnbull on the other hand complain'd he is obliged to give more than he could wish and fears his Constituents will blame him – I stand in such a scituation that its difficult to shun blame from the one part or the other however I don't know that either party have yet found fault and hope to stear clear of reflections – it happens to be very unluckey that this should happen just at a time when the two frigates are getting their hands for the sailors propagate it that the Continental prizes were given away for half price – it seems at the close of the second days sale a Gentleman offerd Mr Turnbull a hundred Pr Cent on his purchase – this got among the Tarrs & created great bickerings & uneasiness among them – however – I have with the assistance of some friends calm'd them with a promise that the other part of the cargo should be an open fair sale were no one will be ahd for bidding – ² as the goods sent forward where not appris'd here, as soon as I know the amount of them from those who valued them at head quarters I will pay of[f] the sailors – we sent a man forward with them to get them valued, but such was the scituation of matters then that our man returned with only a receipt for the goods – I know not till an hour since of this opportunity by express – who is just agoing of[f] – therefore must conclude with the greatest Respect Gentlemen [&c.]

J B

N B Notwithstanding an estimate is sent forward of the cost of altering the *Alfred* ³ I am of an opinion the Ship *Mellage* [Mellish] with an equal some [sum] will make a much better ship of war –

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

2. The protesting seamen were the crews of Washington's armed schooners *Franklin* and *Hancock*, captors of the *Lively*, a rich prize. See *Independent Chronicle*, November 21, 1776.

3. Estimate was prepared by Captain John Paul Jones, and forwarded with his letter of January 11, 1777, to the Marine Committee.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Boston] Friday January 17 1777

Capt Daniel Souther's Roll Commander of the Brigantine *Massachusetts* from the Time of Entry to the time of Discharge

Read & Allowed & Ordered that a Warrant be drawn on the Treasury for Seven hundred and Seventy Six Pounds three shillings and four pence $\frac{1}{2}$ in full of said Roll – and a Warrant was given and Signed by fifteen of the Council.

Petition of a number of Prisoners in Ipswich Goal

Read & Committed to Joseph Cushing and Daniel Hopkins Esqrs to consider the same & Report who reported as follows which was Read & Accepted Vizt The Committee to whom was referred the Petition of Monroe Roberts and others prisoners in Ipswich Goal give it as their Opinion that said Prisoners together with those in Salem Goal and as many others as can conveniently be conveyed in one

Vessel be immediately sent to Providence in the State of Rhode Island to be exchanged for the like Number of Prisoners of the same Rank and Condition now at Halifax belonging to this State in the hands of the Enemy –

J Cushing P Order

1. Mass. Arch., vol. 20, 188, 189, 190–91.

LIEUTENANT WILLIAM GRINNELL TO CAPTAIN JOHN PAUL JONES¹

Sir.

Providence Jan'y 17, 1777

I Congratulate you on the Success of the Cruise, altho I had the Missforting to be Taken.² the Scenes I went through, I have not Time to Tell you, at Present, however at the Risque of my Life I Made my Escape, and Got Safe to Philada whare I waited on the Merine Commte who Recd me Very Genteele, and Told me I had Done well to Git my Liberty So Soon, they ast me Sone Questens, Conserving you, I Gave them Sattisfactory aners, which I will Tell you when I have the Pleasure of Seeing you,

When I Made my Escape I was ablige to Leave Chest Bead Cloaths Books Instrments, &c which abliged me to Call on the Committe for a Little Contiroro, they Told [me] to Go to the Pay Master, and Git what I wanted, I being very Moddest onely ast for about fifty pounds, which they Readily Paid me, I ast for my accot which they Gave me, and I found Twenty Pounds 2/6 Charged me Deleverd to Capt John Paul Jones. I Told them it was a Mistake, and to Convince me Shew me your Recpt I Left it So, & Told them it was very Good, if I Ever Saw you aGain, they Told me they Could not Pay it aGain, wheather I Did or not – Excuse me Sir, if I Tell you that it was a Neglect in you, and of Some Consequence to, for you not, To Tell me, that you had Recd that mony becaus I Should have Left it on Shore, and not Risqued it at Sea, – no doubt you well Remember you Sent me Twenty Dollors from Philda to Chester and I Returned you Six at Cape may, – you Told us that what we Paid to wards Stoores, Should be Ree Paid us –

Mr Wm Hopkins³ Caried in his accot for his Part which, was Cast out with Disdain – I Could not find any way to Git it – I Shall Take it very kind if you will Let me Know how it is, and Send me, the Ballance by first opertunity, you think Safe, Pleas to Dered to me in Providence to the Care of Capt David Lawrence –

Now I will Tell you Some thing, that Prehaps you young Batcholers, my thing Strang, that is to Take wife these hard Times, but I asure you that it is a Grand Step, towards Soften[i]ng them, therefore I have Made that Leep, and Made Choyce of the one, that you Called the I Dol of my affections, who is now with me the Little angels at Salem are waiting for you Mrs Grinnell Begs you will Excuse her Boldness She will Give you Letters to Some Ladys that She is Sartain will be very aGreable to you and them –

Mrs Grinnell Joynes in Compliments to you I am Sir [&c.]

W^m Grinnell

Ps I Shold not have wrote you about the Mony, but I under Stand I Shall not have the Pleasure of Seeing you here this Cruise, and if one of us falls in this Glorious Caus I Shall Loose it, and faith I Dont See but we are to Loose all wee have been fighting for –

To John Paul Jones Esqr
Commander of the Ship *Alfred* Boston

1. Papers of John Paul Jones, 6530, 6531, LC.
2. Grinnell, first lieutenant in the Continental sloop *Providence*, was retaken as prize master of brig *Britannia*.
3. William Hopkins, sailing master of the *Providence*, was sent as prize master, September 4, 1776, of the brig *Sea Nymph*.

DANIEL TILLINGHAST, CONTINENTAL AGENT FOR RHODE ISLAND, TO
CAPTAIN JOHN PAUL JONES ¹

Sir Providence 17th Jany 1777

I received your favor of 5th Inst in favor of your Friend John Dunlap, to whom on application I have advanced 80 Dollars and Debit'd your Account for the same. -- Inclosed you have a minute of Cash pd by Mr [John] Manley & myself wch you'll please have enter'd to their Accots before Setled with. --

I have now to Inform you of my being serv'd with a Copy of a Writ agt Jno Paul Jones Esq Jno Rathburn [John Peck Rathbun] & Philip Brown to answer the Complaint of Sameul Aborn &c Owners of the Private Schooner of Warr called the *Eagle* in an Action of Trespass for that the Defts wth force of Arms & agst our Peace did enter the Schr & then & there weigh the Anchor & Cut away the main Sheet & knock out the Bulkhead & take out of said Schr 24 Men whereby the Cruse was entirely broke up & other Enormities the Defts did to the Pl[ain]t[iff]s to the Damage of the Plts Ten Thousand Pounds Lawfull Money -- In consequence of wch I have sued the Owners of the above Privateer in the Continents behalf for receiving & detaining the *Alfreds* Men for the same Sum -- I thought I would Inform you of the above as the Court is adjourned to the first Monday in Febuary 1777 --

Observe your Intentions of Visiting Providence in a Short Time -- nothing further Offering I rest Sir your [&c.]

Dan^l Tillinghast

1. Papers of John Paul Jones, 6532, LC.

CAPTAIN JOHN AYRES TO THE MASSACHUSETTS COUNCIL ¹

Gentlemen

Providence Janr 17th 1777

When I wrote You last I was at Bristoll Waiting for the Signal, to be Made On Board the *Emerald* Frigate, for Me to pass for Road Island which Was, On Sunday Morning last. I directly Weighd Anchor, & Made Sail for the *Emerald*, who Put An officer On Board & then we Steerd for R. Island And Anchord, under the Commodores Stern, & I went On Shore, & waited On Sr Peter Parker, who received Me Politely, & told Me he was Very Bussy, & desir'd I would Wait On him next day, Accordingly I did, & Exchang'd Prisoners, Rank for Rank, he gave Me twenty nine More than I carried, which I promis'd to bring the Next time the flag came, as this Govenour & Counsel would not let Mc Carry the Whole of the Prisoners at one time, but to Make two trips, So I am preparing to get away to Morrow Morning, to finish the Matter Sr Peter Parker has wrote to Lord How, to Send all the Prisoners to him from New York, I shall Make all dispatch

Possible. Inclos'd is a list of Prisoners Landed here, the Most Part belongs to the State of the Massachusetts Bay – I am [&c.]

John Ayres

To The Honble Counsel of the State of the Massachusetts Bay in Boston

P S Last Sunday Morning the *Asia* Sailed for England in Whome Went Gen Clinton Lord Cornwallice & two other Generals

1. Mass. Arch., vol. 8, 137.

AMERICAN PRISONERS EXCHANGED AT RHODE ISLAND ¹

Names	Places of Abode	What Vessels taken in
Sam Burges Sea	Cape Cod	<i>Wolf</i>
Thos Hays		do
Jos Loves Lieut	Hingham	do
Jos Lovit Surgeon	do	<i>Wolf</i>
James Biard Masr	Boston	do
John Hunt do Mate	Hingham	do
John Souther Carp	do	do
Hen Cambel Sea	Boston	do
John East do	Milton	do
James Cobb do	Middleburgh	do
John Caowen do	Sittuate	do
John Jarvis do	Newtown	do
Sam Hanes do	Sudbury	do
Josiah Stelton do	Vineyard	do
Ed Quinsey do	Boston	do
Abner Hathway do	Bedford	do
Sam Deckenfield do	Do	do
James Attorson do	Boston	do
Alex Bates do	Sittuate	do
John Remmick do	Cape Cod	do
Thos Hamilton Mar[ine]	do	do
Natt. Cook Lieut Ma[rine]	do	do
Richd Ralf Sea	do	do
Wm Badger Sea	Boston	do
Robt Williams	Lynn	do
Josh Snow	Cape	do
Natt. Cohoon	do	do
John Aldrige	do	do
Enoch Clark	do	do
Sam Badger	Boston	do
Wm McFadden Mast[er]	Philidelphia	Brig <i>Bores</i>
Rob Hutchinson Mate	do	
James Glasco Mast		Sloop <i>Granad[a] Packet</i>
Dan Kenney Mast	Vineyard	<i>Greenwich Packet</i>
Ben Jones Mast	Boston	Sch <i>Conception</i> ²

Name		Places of Abode	What Vessels taken in
Nath Thomas		do	
Abra Quennes	Sea	Marblehead	<i>Conception</i> ²
James Felton	do	Boston	do
Ben Jones	do	do	do
Jonathan Fleck	Mate	do	<i>Sea Horse</i> Brig
John Green		Vineyard	do
Emanuel Decker	Sea	do	do
Emanuel Coffin		do	do
Thos Coffin	master	do	do
Ed Flenres	Sea	Philidelphia	Brig <i>Maria</i>
Geo Tucker	do	do	do
Wm Carman	do	do	do
Thos Bambe	do	do	do
Edmond Fish	do		do

Received the Above Prisoners from On Board the *Grand Duke of Russia*, At Road Island, Janr 17th 1777 On Board the *Nancy* Cartel. John Ayres

1. Council of War Papers, Exchange of Prisoners and Miscellaneous Papers, 1775–1781, R. I. Arch.
2. The schooner was the *Connection*, not the *Conception*. She was bound from Boston for Baltimore and taken by H.M.S. *Perseus*, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY ¹

Middletown on the 17th day of January, 1777.

Voted, That Nathl Shaw junr be and he is hereby impowered and instructed to negotiate an exchange of the following prisoners:

[William] Hunter, captain of the <i>Gaspe</i> sloop.	James Cox.
Michael Stanhope, midshipman do	Duncan Macfarthing.
John Kent, Clerk	James Lilley.
Wm Kent,	Charles Patterson.
Wm Allen,	John Barber.
John Shaw,	Frederick Robertson.
John Birkley.	Peter Oring.

And in case an exchange cannot be effected, that he take their parole to return back again to this State immediately in the same vessell without going on shore.

1. Hoadly, ed., *Connecticut State Records*, I, 157.

Connecticut Gazette, FRIDAY, JANUARY 17, 1777

New-London, January 17.

Last Monday Capt. Tabaoda arrived here in a Sloop from Curracoa, which Place he left the 22d of November, and 13 Days after having sprung a Leak he put into Ocony; eight Days before he left Ocony a ship arrived there from Havre de Grace, the Master of which informed him that a Declaration of War had taken Place between Spain and Portugal, and that the same was daily expected between France and Great-Britain. The Cargo of the above sloop is very valuable, consisting

of Blankets, Duck, some Powder, &c. The sloop run into Newport Harbour last Saturday, and narrowly escaped being taken by the Enemy before they perceived the Harbour was in their Possession.

Last Monday four Ships and a Tender came down the Sound, and passed this Harbour in the Evening.

The following is an Extract of a Letter, from a Gentleman of Honor and Distinction, a Prisoner in New-York, dated 26 Dec. 1776.

The distress of the prisoners cannot be communicated by words, twenty or thirty die every day, they lie in heaps unburied, what numbers of my countrymen have died by cold and hunger, perished for want of the common necessities of life, I have seen it. This Sir is the boasted british clemency (I myself had well nigh perished under it.) The New-England people can have no idea of such barbarous policy, nothing can stop such treatment but retaliation. I ever despised *private* revenge, but that of the *public* must be in this case but just and necessary, it is due to the manes of our murdered countrymen, and that alone can protect the survivors, in the like situation, rather than experience again their barbarity and insults, may I fall by the sword of the Hessians. I am &c.

Deserted from the armed Ship *Oliver Cromwell*, belonging to the State of Connecticut, a Molatto Fellow named John Short, sometimes calls himself John Smith; is about 20 years old, and 5 feet 6 or 7 inches high, poorly cloathed, his only jacket blue. Whoever will apprehend and deliver him on board said ship, shall have all necessary charges paid, and a very handsome reward from

Wm Coit

(of the *Cromwell*)]

N. B. Whoever may apprehend him is desired to secure what money he may have about him, as he has stolen from Mr. Roger Gibson a considerable quantity of cash as he went off.

ROBERT MORRIS TO JOHN HANCOCK ¹

[Extract]

Philada Jan'y 17th 1777.

We have the pleasure to inform you that a Brig *Jamaica Packet* Cap [Benjamin] Wickes after running the most imminent risque of being taken by the *Roebuck* in several attempts to get into our Capes, & passing through a smart fire from her lower Tier, by the Bravery & good Conduct of the Captain has escaped & is got into Chester River in Maryland, this is one of the Vessells that was Stopped in Hamburg by Mr Mathias the British Minister there, we dont yet know what her Cargo Consists of but expect it is Valuable she was intended to bring 1000 bbls powder some Brass Canon & Muskets, but are apprehensive it has been the Condition of her releasement that those Articles Shou'd be taken out of her, & if so she will have Considerable quantities of Ravens & Russia Duck Oznabrigs, Drillings & other German Goods. The Captain writes that he wou'd take Horse & come up here soon as he had got the Vessell & Cargo safe to Chester & you shall be informed all particula[rs] soon as we know them . . .

1. Papers CC (Letters and Reports from Robert Morris), 137, Appendix, 93-96, NA.

CAPTAIN WILLIAM ROGERS TO ABRAHAM TEN BROECK, PRESIDENT OF THE
NEW YORK CONVENTION¹

Sir –

Baltimore, in Maryland, January 17, 1777.

We arrived in this port ten days ago, from a cruise with a schooner and a brig that we have taken; the schooner is from Halifax, bound for New-York. Enclosed you have a copy of the receipt the master gave for the cargo. She is a double-decked schooner of about sixty tons burden. I expect that she has many things in that are not in this account, as the owner is on board with his wife, and these are goods that was on freight. The brig is claimed in Baltimore, and I expect will be cleared, from what I can learn. Enclosed you have a true copy of all her papers; and if such vessels are cleared, what encouragement has men to cruise. I have libelled them both in the Court of Admiralty. I hope you will send Tom Pierson, or let me know who to appoint here for an agent. If the brig is not condemned, I expect that I shall not be able to get to sea again, for all hands will leave me, and there is no such thing as getting men here; that I shall want to know what must be done with the *Montgomery*. I hope to hear from you as soon as possible; and Am [&c.]

William Rogers.

1. *New York Provincial Congress*, II, 359.DIXON AND HUNTER'S *Virginia Gazette*, FRIDAY, JANUARY 17, 1777

Williamsburg, January 17.

Naval officers are appointed for the following districts:

Upper district of James river, Beverly Dickson, Esq; lower district, Jacob Wray, Esq; Elizabeth river, John King, jun. Esq; York, Jaquelin Ambler, Esq; Rappahannock, Hudson Muse, Esq; South Potowmack, Charles Lee, Esq; for the district of Northampton, Isaac Avery, Esq; Accomack, Isaac Smith, Esquire.

"EXTRACT OF A LETTER FROM ANTIGUA, JAN. 17."¹

Last Wednesday arrived here the brig *Peace and Plenty*, John Nalder, commander, belonging to this Island. The 8th inst. in the evening, she was brought to at sea by an American privateer, who put a boat's crew and an officer on board him, notwithstanding it blew hard, and the sea ran high, with orders for Captain Nalder to make sail after her; a gale of wind a short time after came on, which obliged the brig to take in all her sails, and the next morning the privateer was out of sight. The American officer ordered one of his men to take the helm when the gale had a little abated, and was going to shape his course for Boston, which Capt. Nalder perceiving, spirited up his crew, and with handspikes fell on the rebels, secured them under the hatches, and have brought them safe into this place. They say, the privateer, which is a snow of 12 carriage guns, and 16 swivels, called the *Achilles*, is commanded by one Williams, formerly a midshipman in the English navy, and they were going to Boston to refit, having been out a long time without any success. The vessel, they add, was very leaky, and her provisions were near exhausted.

The owners of the *Peace and Plenty* have rewarded Capt. Nalder for his spirit in saving their vessel.

1. *London Chronicle*, March 13 to March 15, 1777.

JOURNAL OF THE MASSACHUSETTS BRIG *Tyrannicide*, CAPTAIN JOHN FISK ¹

Remarks on Fryday 17 Jany 1777

Latter part pleasant weather at 11 A M saw a Sail to the Eastward

Course
North

Lattd by Obs 13..12 N
Longd in 56..59 W

In chase of the Sail at 3 P M made the Island of Barbadoes bearing west 9 Leagues

At 6 gave the chase a Shot she struck to the American Arms the Brig *Three Brothers* Arthur Holme Master from London for Barbadoes 8 weeks out sent a prize Master & men on board gave the people the Long boat to go to Barbadoes. at 6 the Island of Barbadoes bore West 5 Leagues distance stood to the Northward with the prize in Company ²

1. John Fisk Journal, AAS.

2. The prize was *Three Friends*, not *Three Brothers*.

18 Jan.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN ALLEN HALLET ¹

War Office,

Sir,

Boston Jany 18th 1777

You being Master of the sloop *Republic* now loaded and ready to sail your orders are to proceed direct from Martinico or St Lucia, where you are to dispose of your Cargo for the most you can obtain, and invest the proceeds in the several Articles in the annex'd Schedule, giving the preference to those first mention'd; – If you cannot purchase warlike Stores in either of the abovemention'd places, you will proceed for Cape-Francois, where you can without doubt procure what you may want.

You are to purchase two pair of Cannon Six, Four, or Three Pounders, Brass if to be had, if not Iron four Pounders, together with Ammunition, the Cannon you will mount on the Carriages you have with you, which together with the Cannon Swivels &c. you carry from hence together with the Crews of the several Vessels, that may have been sold, will put your Sloop in such a state of Defence as to keep off every Arm'd Vessel except Sloops or Frigates, and possibly enable you to take some prizes.

However, as the Effects you may have on board will be of the greatest Importance to us, you are by no means to go out of your way, upon any pretence whatever; But you are to observe not to take on board the proceeds of more than two Vessels besides your own, but as many of their Crews as you may want or can accomodate.

If you should not take on board any Effects besides your own, you are to purchase as much Salt as will Ballast your Vessel and come home, & on your Return you are to make the first Harbour in this State or New Hampshire, from whence you will give the earliest Notice to the Board by Express –

By order of the Board

Sam^l Phps Savage Prest

Good Fire Arms with Bayonets

Gun Powder – 20000 Flints

Ravens Duck Russia Duck Ticklenburgs Lead German steel if so low as a pistareen pr lb Soldiers Blankets Low pric'd Linnens 5 or 6 Boxes Tin 3 ps Flannel

[Endorsed] Boston Jany 18th 1777)– I acknowledge the above to be a true Copy of the orders I have recd from the Honble Board of War, and promise to obey the same

Allen Hallet

[Enclosure] Herewith you have deliver'd you Two promisory Notes the one given by D St Tour for 2581 . 11 . . 6 Livres The other by Mr Harrany for 10299 . . 8 . . 6 Upon your Arrival at Martinico You will apply to those Gentlemen & endeavor to receive payment for said Notes, which you are to invest in the Articles before directed – Upon this Transaction the Board consent to allow you five P Cent

Allen Hallet

1. Mass. Arch., vol. 151, 401–02, Letters from the Board of War, 1776–1780.

EMANUEL MICHAEL PLIARNE TO REGULE DE BASMARIN & RAIMBEAUX,
BORDEAUX¹

Gentlemen

Boston 18th January 1777

I shall set off tomorrow morning & hope to hear You take the Advantage of this and next Month to make the Remittances on France.

I pray You not to send any Cargoes out of the Bay of Biscay, till some News arrive from Europe, & I prefer to send the greatest part of the Cargoes to Nantes, where every precaution shall be taken for the other Markets & the direction at Nantes is

To Messrs J. Gruel & Compa Merchants at Nantes

I want, Gentlemen, Six Vessels, Ships, Snows or Brigs as most convenient from 100 to 200 Tuns, & under 100 Tons if it is possible You will send them with Sugar & Rum to Virginia, & the Board of War shall be owners of the half of the Vessels & Cargoes In the Southern States my Direction is

Messrs Pliarne & Compa Merchants in Baltimore To the Care of Doctor Cole

Messrs Pliarne & Co Merchants To the Care of Mr Custis in Alexandria

Alexander Gillon & Co Charlestown Carolina

Messrs Testard & Souchet Merchants au Cap Francois Isle St Domingue

Messrs St Martin & Diant Merchants at St Peter Martinico

I have the Honor to Remain Gentlemen [&c.]

Pliarne

1. Mass. Arch., vol. 152, 26–27, Board of War Letters, 1776–1777.

COMMODORE ESEK HOPKINS TO COMMODORE SIR PETER PARKER ¹

Sir

Warren Providence River 18 Jany 1777

I Recd your Letter by Capt Ayres together with a Number of prisners who brings the Number he was in arears and A Numbr more which you will Return an Eaqualety for tharr is a Number in the Cuntrey which were taken by the Vesels under my Comand who I have Sent for and Shall Send you as Soon as thay arive in Providenc Shall Send an officer in Rome of Mr Cranston thoug I do not Look on him as a Comision officer he being olney a Nomenol Leut with out aney Comision I must Request the faveor of you to Send me Mr Michl Knees a midshipman of the *Alfreed* and prize mastr of a Ship called the *Surprize* Retaken by the *Greyhound* Friget and Now on Bord the Prizon Ship at New york and Like wise his Crue or your Interposs[it]ion to gitt them put a Shore thair I am Sr [&c.]

E H

1. Hopkins Papers, RIHS.

Providence Gazette, SATURDAY, JANUARY 18, 1777

Providence, January 18.

Tuesday night last [January 14] some men from the enemy's ship that lay at Prudence set fire to a house on that island, which was communicated to one or two other buildings, and gave rise to a report that the enemy had burnt the town of Newport. These were the only buildings that remained on the island after [James] Wallace's expedition up the bay last winter.

Capt. Ayres, who lately went with a flag of truce to Newport, returned on Wednesday, and brought with him about 50 Americans, in exchange for a number of prisoners he delivered there.

On Friday morning, last week, a party of our troops from Seconet, with one 18 and one 12 pounder, drove the *Cerberus* man of war from Fogland ferry: She returned the fire briskly for some time, and was at length obliged to put to sea, and is since arrived at Newport. By certain accounts received from thence, we learn that she was considerably damaged in her hull, and had six men killed and a number wounded.

We hear that General Clinton has sailed from Newport for England, in the *Asia* man of war, and that Earl Percy (whom General Gage so highly commended for his *agility* in the Lexington retreat) now commands the ministerial troops at Rhode-Island.

MASTER'S LOG OF H.M.S. *Diamond* ¹

January 1777

Remarks onbd his Majestys Ship *Diamond* 1777

Saturday 18th

Am the Carpenters Making a New Mizentopmast

Modrat & fair Weather at 1 pm Fird 21 Guns in Comeration of her Majestys Birth Day But the Most unluckey Accident that Ever Could be hapnd the Shott not Being all Drawing out of our Guns in Firing Two of our Shott went Threw the *Grand Duke* Transports Sid and Kild five of ther Men and wounded Two more as they wer all Siting in the

Fore Castle at their Denner and the Ship Lyeing Close along-side of us

1. PRO, Admiralty 52/1699.

"A LETTER FROM ON BOARD HIS MAJESTY'S SHIP *Daphne*, AT NEW YORK,
DATED JAN. 18." ¹

We have been out on a cruise, and have taken 14 prizes, 12 of which we sent into this place, and two we burnt at sea, after taking out their cargo, for which I expect to share two or 300 pounds.

1. *London Chronicle*, March 13 to March 15, 1777.

BERNARD GALLAGHER TO CAPTAIN JOHN PAUL JONES ¹

Sir,

Philada 18th Jany 1777

I have the pleasure to hear you are save arrivd after a fortunate Cruize. When I came the length of Boston I wrote a letter and directed it to you as also a nother in Newport which I left in Mr John Manleys Care for you, including a Manifest of the Cash and other Articles Mr Lovie and Mr Bichup took into Custody belonging to me, unknown to you; ² Some of the Articles I see in Newport, where they had Sold them and also others they had Made presents off to the Widow Weeding which I left in the Sheriffs hands in Newport; as also power of [illegible] Attorney with Mr John Manl[e]y in Newport to act in my place in Every Respect, as they were guilty of so mean an action on board your ship without your knowledge, I hope in Case they do not Return the Articles they Embezeled and Carried away, you will stop thier wages and prize Money to the Amount of the same as they left me destitute of Every Necessary of life; an Inventory of which you have inclosed. I am Engaged Master of a private ship belonging to Conyngham and Nesbit Merchts here, or I should have the pleasure of Seeing you myself. I do Not expect to Sail for two Months at least, and as it is in your power to do me Justice, I hope you will do your Utmost endeavours in the same, and in Case you shall think proper to Stop thier prize Money, to the Amot [of] the goods please to Remit it to Merssrs Conyngham and Nesbit Merchts here on My Acct

the Brig *Favourite* is Retaken and Carried into Bermudas. I saw Mr Weesy [Joseph Vesey] here who run away from the ship he was prisoner on board as Also Mr [Joseph] Hardy, ³ in Case they Choose to Return the Articles I hope you will be kind Enough to Order them to be set up at the Mast. ⁴ I am with Respect [&c.]

Bernard Gallagher

John Paul Jones Esqr

Commander of the Ship *Alfred* at Boston

[Enclosure]

Inventory of Goods belonging to Bernard Gallagher on board the Sloop *Providence* John Jones Esqr Comdr taken into Custody by George Lavie Now Master of the Ship *Alfred* and James Bechup Midshipman on board of said Ship Viz

One Claret Coloured Suit of Cloaths

Cloth at 21 S. pr yd Sterg

One Dark Boutonnd Broad Cloath Coat

and Waistcoat best Superfine Cloath new,

1 pair best black everlasting Breeches new

2 pair of Corderoy Do

1 pair Serge denim Do

1 pair Brown fustian Do

1 pair Ankeen Do

1 White Corderoy Waistcoat

1 Do Serge denim both new

7 Ruffled Shirts and 1 plain Do almost new Cloath at 2/7 pr yd in Ireland

13 Check Shirts, about $\frac{1}{3}$ wore

2 holland Stocks

6 pair white th[re]ad hose

6 pair blue and white Do

1 pair white Silk Do

[6] pair Worstead Do

pair best Jean Gloves

pair Worstead Do

pair Buckskin Gloves

2 $\frac{1}{4}$ lb best white Sewing thread

Sold by James Backup to Isaac Dayton upon the point.

1 Blue Surtout Coat about $\frac{1}{3}$ wore

2 fine White Bordered Linen handkerchiefs

2 printed Linen Do

Check Silk Do

1 pocket book with Several Memorandums

1 Acct Do with Several Others

one Scale and Compass

1 White Linen Shirt new

2 Check Do

1 Double Rose blanket

1 Single Do

1 Covered

1 Feather bed Almost new

2 pair Striped Linen Trousers

1 pair blue Duffield Do

two new pair Shoes and [illegible] $\frac{1}{3}$ wore

3 broad cloath Jackets 1 blue Waistcoat

1 Rum case with 12 bottles with 3 Galls Speret which Co[st] 7/6 pr gall.
in Antigua

1 Cag qt 10 Gallons Do

1 barrel of Muscavado Sugar qt about 2 cwt

78 Dollars in Cash 1 Guinea and two pist[a]reens

1 Beaver hat	}	I understand is in Mr Mirgs [John Margeson]
1 Hadleys Quadrant		Custody Mate on board Sd Ship
1 fine Buff Coloured Cassmay Waistcoat		
1 Box Jewellery ware Which Cost in England Abt £ 10 Sterling		
1 Striped Silk and Cotton Waistcoat		
1 pair Silver Set knee Buckels		
1 Stock	Do	
1 shirt	Do	Garnet Stone
1 hair net		
two new Raisors		two Combs and Case
1½ yd fine new Linen	}	
1 White pillow Case		With Several other Articles wh
1 pillow and Case		I Cant Remember at pres[ent]
1 Diaper Towel		
a pattern of a Waist coat of Brown Silk		

1. Papers of John Paul Jones, 6534–6536, LC.
2. Apparently when Midshipman Gallagher left the Continental sloop *Providence* off Nova Scotia (see Volume 6, 1049), Lovie and Bechup helped themselves to his elaborate wardrobe and supplies.
3. Joseph Vesey, acting master of the *Providence*, was sent prize master in the brig *Favourite* on September 7, 1776 with Midshipman Joseph Hardy as his mate.
4. "Set up at the Mast" meant to auction off the articles to the crew.

JOHN SMITH, JR. TO THE MARYLAND COUNCIL OF SAFETY¹

Gentlemen

Baltimore 18th Jany 1777

My Brother who is Just Returned from Annapolis informs me that you have Occasion for & want to purchase a Vessel, I lately bought a Snow which I would be willing to part with, it not being in my power to put her into the Trade I at that time intended, She is English Built & will carry abt 1500 Bbbs Flour, She is exceeding well found & will want scarce any repairs, an Inventory I now inclose you, She cost me at public Sale £ 1720 – for which price you may have her allowing me the Commission you give to those who purchase Ships for you, I will be much Obligated for your Answer pr Mr Sterret who carries this or sooner if possible & am Gentm [&c.]

John Smith Junr

Inventory of the Snow *George* —²

Hull Masts Yards, Bowsprit Standing & Runing Rigger, One Boat – Two Bower & One Kedge Anchors & One Graplin – Two Bower Cables two hawsers – Two Fore Top Sails – Two Main Top Sails – Two Fore Sails, two Main Sails – One Trysail, two Top Gallant Sails One Fore Stay Sail, Two Jibs One Main Top Mast Stay Sail, One Middle Stay Sail One lower Steering Sail, two Top Gallant Royals One Camboose & Copper Boiler Ten Water Casks, Iron hooped – Four Compasses – Four ha Minute Glasses – Four Quarter Minute do – Two half hour do – One Two hour do – One Marline Spike – One Wood Ax – One Sett Caulking Irons Six Knives & Forks 3 Tumblers One Butter Boat 1 Butter dish One Spice Mortar two Cat Blocks Four handspikes Three pump Spears wth

Boxes Three lower pump Boxes Two Crow Barrs – One Spun yarn Reel One Grindstone One Sêrvg Mallet One log Line & Reel One hand Lead & Line Three Scrubbing Brushes One Bucket One Gun Screw 2 Jacks 2 Ensigns & Penant One Copper & One Tin lamp Two Tin Kettles One ladle One Gridiron One Pewter Bason One pine Table One Case with — One Stone pan, four Stone plates Two Decanters three Teapots 2 Stove pots 2 Chairs 7 Bottles One Stove dish – 1 Pewter Tureen – 1 Glass 4 Spoons –

1. Red Book, XVII, Md. Arch.

2. *George* was taken by the Maryland ship *Defence*, retaken by H.M.S. *Camilla*, and then recaptured by the Maryland privateer *Enterprise*. Jesse Hollingsworth noted: "I would Purchas'd the Snow But the Best Guges thought her too old," see Hollingsworth to Maryland Council of Safety, December 11, 1776.

JOURNAL OF THE VIRGINIA COUNCIL ¹

[Williamsburg] Saturday the 18th day of
January 1777.

Ordered that the Commissary of Stores be directed and empowered to purchase for the use of this Commonwealth the prize Ship *Jane* taken by Captain Thomas Lilly of the armed Brigantine *Liberty* belonging to this State.

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 317.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD ¹

Navy Board [Charleston] Saturday 18th January 1777 –

The Board Mett According to Adjournment

Present Edward Blake Esqr. first Commissioner –

Thos Savage, Thos Corbett, Josiah Smith, Esqrs –

Agreed that the first Commissioner do Order payment of the Following Accotts
Viz

No 27	To Saml Prioleau Junr & Co for Canvass	£ 318
28	Edward Oats for ditto	746..8.. –
		£1064..8.
No 29	To Peter Philip 2 Mos advce wages on } board the Brig <i>Comet</i>	42 [burned]
30	Myer Moses for Sundrys Supplied the Commissary	112 [burned]
		£1218.18..

The following Advertisement was sent to Mr. John Wells.²

Navy Board Charles Town January 18th 1777.

The Public are in want of a Number of Batteaus, that will Carry from Twenty to Forty men Each Any persons willing to Enter into Contract for Building the same are desired to send their proposals in writing to

Edward Blake first Commissioner

1. Salley, ed., *South Carolina Navy Board*, 36, 37.

2. Printed in the *South-Carolina and American General Gazette*, January 30, 1777.