

Naval Documents of The American Revolution

Volume 8

AMERICAN THEATRE: Mar. 1, 1777–Apr. 30, 1777

EUROPEAN THEATRE: Jan. 1, 1777–May 31, 1777

AMERICAN THEATRE: May 1, 1777–May 31, 1777

Part 1 of 4

**United States
Government Printing Office
Washington, 1980**

Electronically published by
American Naval Records Society
Bolton Landing, New York
2012

AS A WORK OF THE UNITED STATES FEDERAL GOVERNMENT
THIS PUBLICATION IS IN THE PUBLIC DOMAIN.

Naval Documents of The American Revolution

Volume 8

AMERICAN THEATRE: Mar. 1, 1777–Apr. 30, 1777

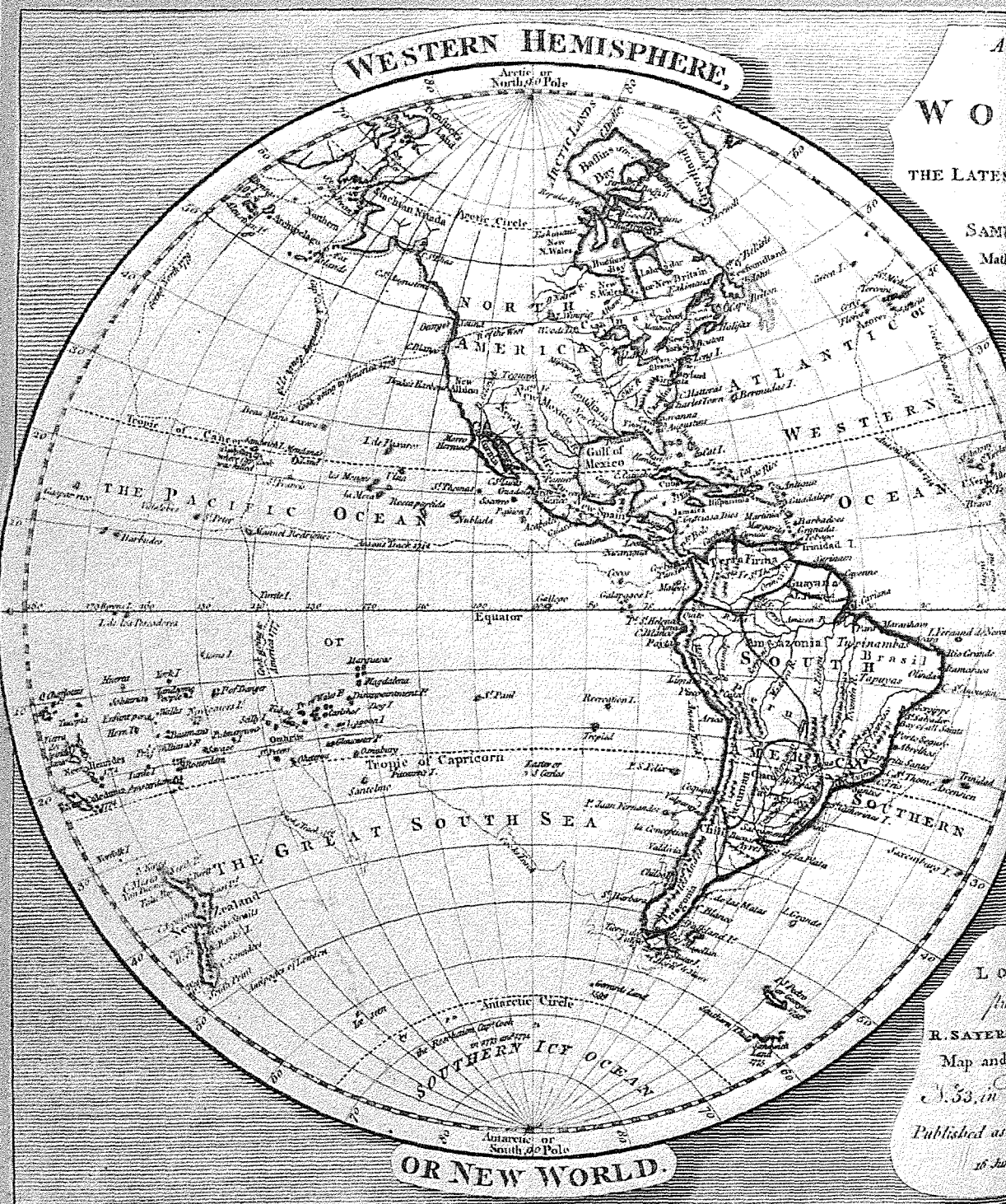
EUROPEAN THEATRE: Jan. 1, 1777–May 31, 1777

AMERICAN THEATRE: May 1, 1777–May 31, 1777

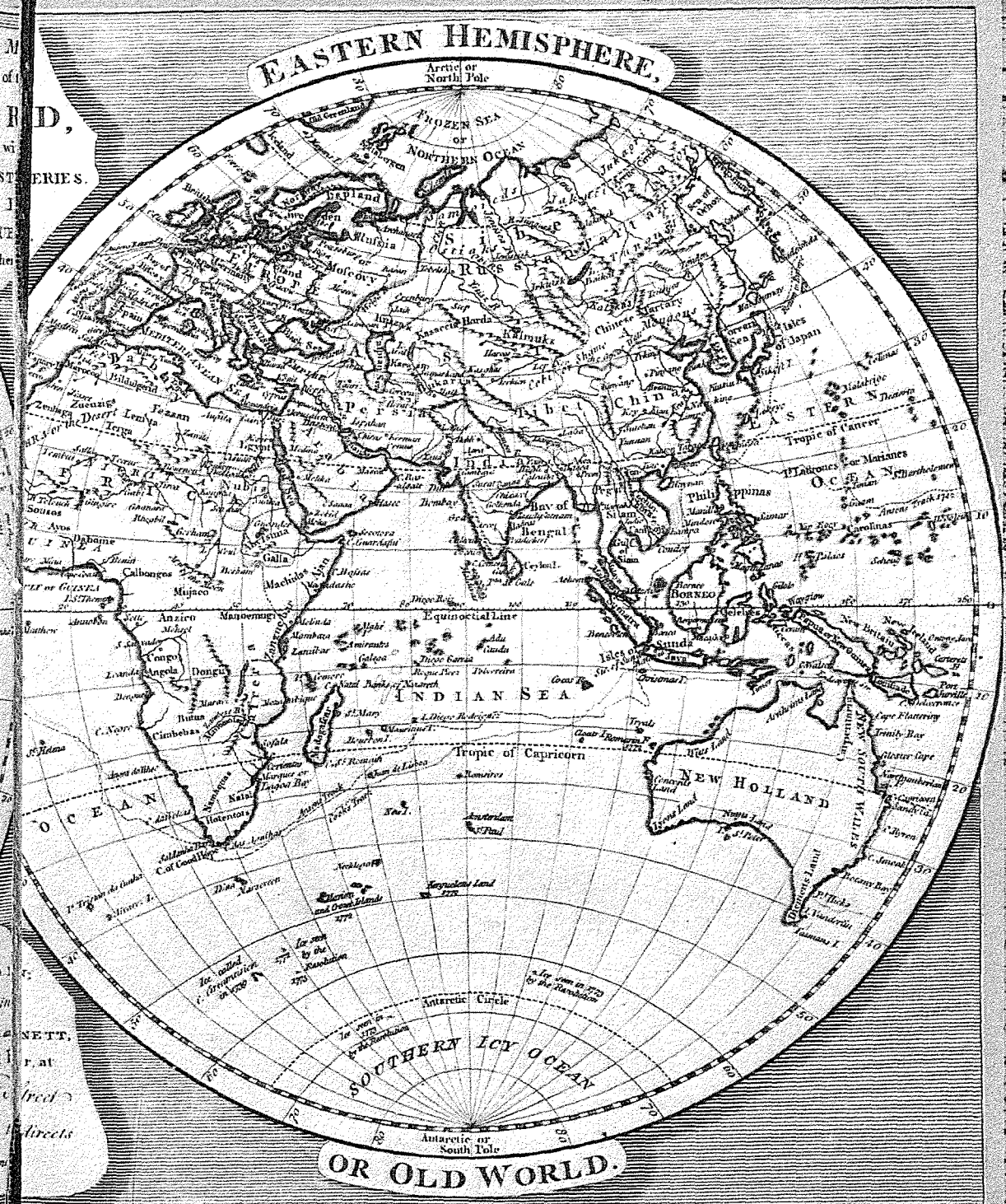
**United States
Government Printing Office
Washington, 1980**

Electronically published by
American Naval Records Society
Bolton Landing, New York
2012

AS A WORK OF THE UNITED STATES FEDERAL GOVERNMENT
THIS PUBLICATION IS IN THE PUBLIC DOMAIN.

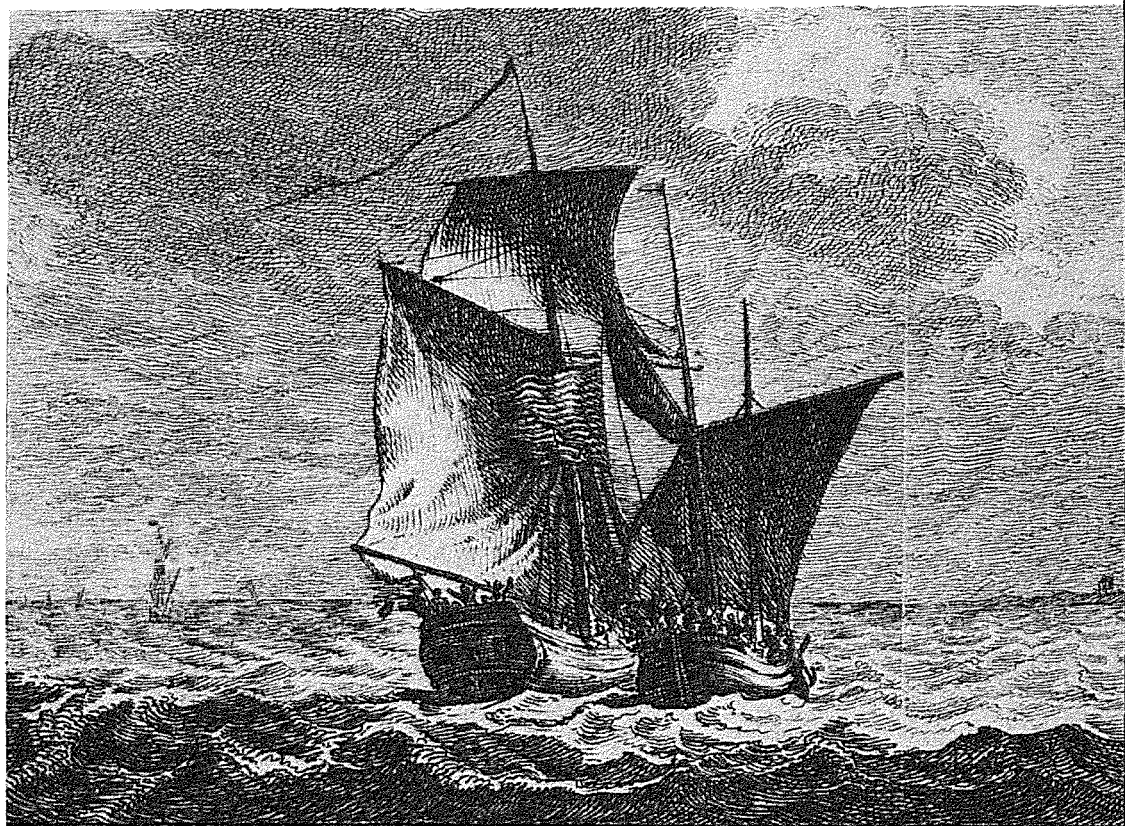


W O R L D ,
THE LATEST SERIES.
SAMUEL MATHIAS



R. SATER NETT,
Map and Printers at
33, in Street
Published as Directs
16 June

NAVAL DOCUMENTS
OF
The American Revolution



J. K. 1777. 1777.

Een Engelsche Paket-boat door een Americaansche Kaaper gevangen
den 2. Maj 1777.

Capture of English mail packet Prince of Orange by Continental lugger Surprise, Captain Gustavus Conyngham

NAVAL DOCUMENTS OF
The American Revolution

VOLUME 8

AMERICAN THEATRE: Mar. 1, 1777–Apr. 30, 1777

EUROPEAN THEATRE: Jan. 1, 1777–May 31, 1777

AMERICAN THEATRE: May 1, 1777–May 31, 1777

WILLIAM JAMES MORGAN, Editor

With a Foreword by

PRESIDENT JIMMY CARTER

And an Introduction by

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

Director of Naval History

NAVAL HISTORY DIVISION
DEPARTMENT OF THE NAVY
WASHINGTON: 1980

L.C. Card No. 64-60087

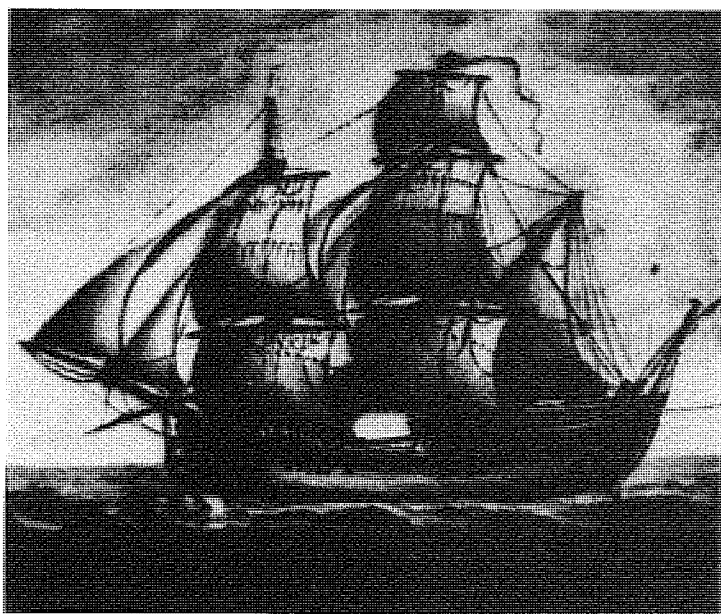
Each volume of this series is a reminder of the key role played by the late William Bell Clark, initial editor. Drawing upon his deep knowledge of the Navy in the American Revolution, his initial selections and arrangements of materials compiled over a devoted lifetime provided a framework on which subsequent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

SECRETARY OF THE NAVY'S ADVISORY
COMMITTEE ON NAVAL HISTORY

Whitfield J. Bell, Jr.
Francis L. Berkeley, Jr.
James A. Field, Jr.
Joy Bright Hancock
Caryl P. Haskins

Jim Dan Hill
John H. Kemble
Richard W. Leopold
Augustus P. Loring
Forrest C. Pogue

Gordon B. Turner



This drawing and others of similar nature throughout the Volume are from journals kept on board the snow *Minerva*, Nicholas Pocock, Master. (Courtesy of the Mariners Museum, Newport News, Virginia.)

THE WHITE HOUSE

WASHINGTON

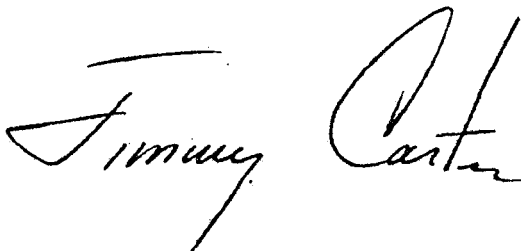
May 22, 1979

FOREWORD

My graduating class at the Naval Academy was honored with an address by Fleet Admiral Chester W. Nimitz, the World War II naval commander in the Pacific. He told us that the Navy must look to the future, ever alert to new ways to use our seapower far from our shores. Reading some of the fascinating documents found in this volume, I recalled his message. These accounts by participants in the Revolutionary War drama make it vividly clear that what Admiral Nimitz urged in June 1946 was exactly what American seamen and ships were doing in 1777 as they carried the war deep into British waters with telling effect.

From this very early period in our national experience to the present, the U.S. Navy has exercised this same capacity to protect our Nation's security in time of war, and, on other difficult occasions, to move to areas of turbulence as a peaceful and stabilizing influence.

The Department of the Navy must be accorded the highest praise for continuing to compile these Naval Documents volumes. They not only enrich the world of scholarship, but also make available to the men and women of the Navy and the American public the source materials of a maritime heritage so deeply rooted in the Nation's struggle for independence. Samuel Eliot Morison, celebrated historian and author, characterized this work as a "great historical enterprise." I fully agree with his assessment.

A handwritten signature in dark ink, reading "Jimmy Carter". The signature is written in a cursive, flowing style. The first name "Jimmy" is written with a large, sweeping "J" and "i". The last name "Carter" is written with a large, sweeping "C" and "t". The signature is positioned in the lower right quadrant of the page.

INTRODUCTION

The court of inquiry report into the loss of the Continental Navy brig *Cabot*, printed in this volume, was released publicly on 19 April 1777. Unnoted in the rush of events was the fact that this date also marked the second anniversary of Lexington and Concord. These first two years of open warfare had experienced unfolding events of singular moment, none with more far-reaching impact than the Declaration of Independence, and the emergence of the new embattled United States of America.

Within weeks of the first exchange of fire between British regulars and local militia, the rebellious colonists took their fight to the water on Lake Champlain and at Machias, Maine. General Washington, in the fall of 1775, set a small schooner offensive in motion against British supply ships making for Boston harbor. Individual colonies moved to form their own navies, privateering was sanctioned, and Congress authorized the beginnings of a Continental or national navy. These were bold and momentous steps in the genesis of American seapower, particularly when launched by an embryo government against the might of the Royal Navy. To be certain, it was not the intention or wildest hope of the most sanguine patriot that these efforts on the water could or would challenge the Royal Navy in the line of battle. But as America's maritime defensive-offensive expanded in size and operational reach, it would annoy, distract, and distress the enemy, and help provide the material means to sustain the light of resistance at home.

Events in the European Theatre during the first five months of 1777, treated here in Volume 8, show clearly that American naval vessels and privateers, out of French ports, were successfully cruising in British home waters in ever increasing numbers. England, in the words of Benjamin Franklin, was being "insulted on her own coasts" much to the discomfort of the North government and the Admiralty. Convoy coverage and search patrols by the Royal Navy had to be intensified.

Capture of the King's mail packet *Prince of Orange* in the English Channel by the Continental lugger *Surprize*, Captain Gustavus Conyngham, was particularly galling. Conyngham unwisely sent his prize into the treaty port of Dunkerque, and this action unleashed a virtual blizzard of diplomatic protests blowing from London to Paris. Of course, on balance, it must also

be recorded that enhanced British naval vigilance netted a bountiful harvest of captured rebel vessels.

Across the ocean in America, defenses on the Delaware were readied to meet the expected sea and land assault on Philadelphia by the Howe brothers. Two more of the new Continental Navy frigates, *Hancock* and *Boston* finally put to sea. Meanwhile, frigate *Randolph*, on her maiden cruise, made her storm-battered way into Charleston. And, as previously noted, *Cabot*, of Commodore Esek Hopkins' original Continental squadron, was run aground and captured.

Manning continued to be a critical problem for the Continental Navy. Captain James Nicholson turned to the press gang to bring frigate *Virginia* up to complement, and found himself deeply embroiled with Maryland authorities and Congress.

British warships and American privateers played the continuing game of pursuer and pursued in the Atlantic and West Indies with a measure of success and failure on both sides. It is noteworthy that one British man-of-war was credited with taking no less than 45 prizes on a winter cruise off Bermuda.

Manuscripts from five depositories heretofore not represented are used in Volume 8—Boston Marine Society; Mariners Museum, Newport News, Virginia; New Hampshire Archives, Concord; Archivio di Stato, Florence, Italy; and Archivio di Stato, Naples, Italy. Unpublished Crown copyright material in the Public Record Office, London, is reproduced by permission of Her Majesty's Stationery Office.

Fortunately, many people who brought their knowledge, experience, and dedication to earlier volumes in the *Naval Documents* series have continued to make large contributions to Volume 8. Included are Mr. and Mrs. Henry J. Scheffenacker, Mr. E. Gordon Bowen-Hassell, Mr. Robert I. Campbell, Miss Joye Leonhart, Lieutenant Junior Grade Dorothy Apple, and Master Chief Petty Officer George K. McCuiston within the Naval History Division; Commander W.E. May, RN (Ret.) in England; Madame Ulane Bonnel in Paris; and Commander Canio Di Cairano, USNR (Ret.) who provided valuable foreign document review and translation services. In 1977, Dr. William S. Dudley joined the Naval History Division staff, and has since played a leading role in readying this volume for publication. Without the input of those named, as well as a legion of supporters unnamed here in the introduction, a work of this magnitude could not go forward. The appearance of each succeeding *Naval Documents* volume is a tribute to this truth.

The death of Walter Muir Whitehill on 5 March 1978 left this nation, the world of letters, and his host of friends poorer by far. As Chairman of the Secretary of Navy's Advisory Committee on Naval History, he enthusiastically and staunchly backed our historical programs including *Naval Documents*. His wisdom, humanity, and sound advice are sorely missed. He has left a legacy of excellence which the distinguished members of the Advisory Committee continue to embrace. For this, we are gratefully indebted.

JOHN D. H. KANE, JR.

DEPOSITORY LOCATION ABBREVIATIONS¹

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

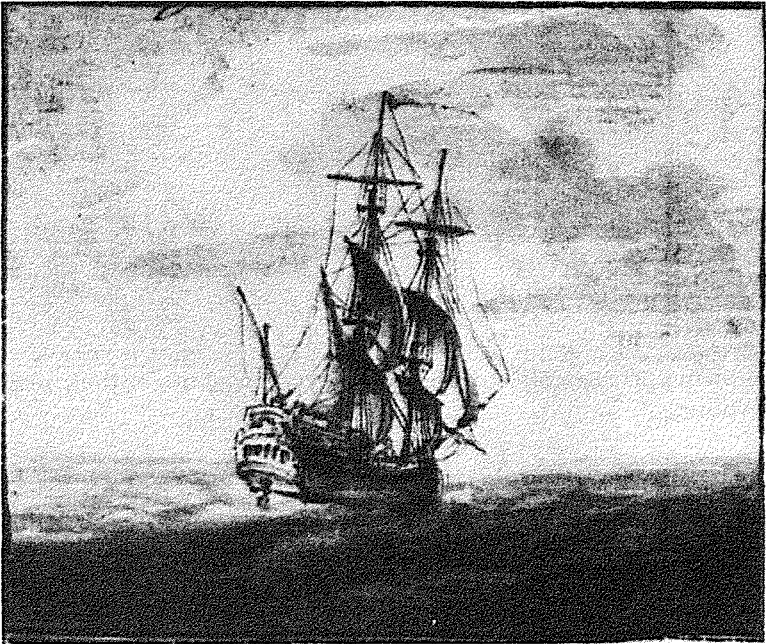
1. The list includes depositories from which manuscripts have been used in this and previous volumes. The Descriptive List of Illustrations includes additional sources from which graphic material has been used in Volume 8.

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

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

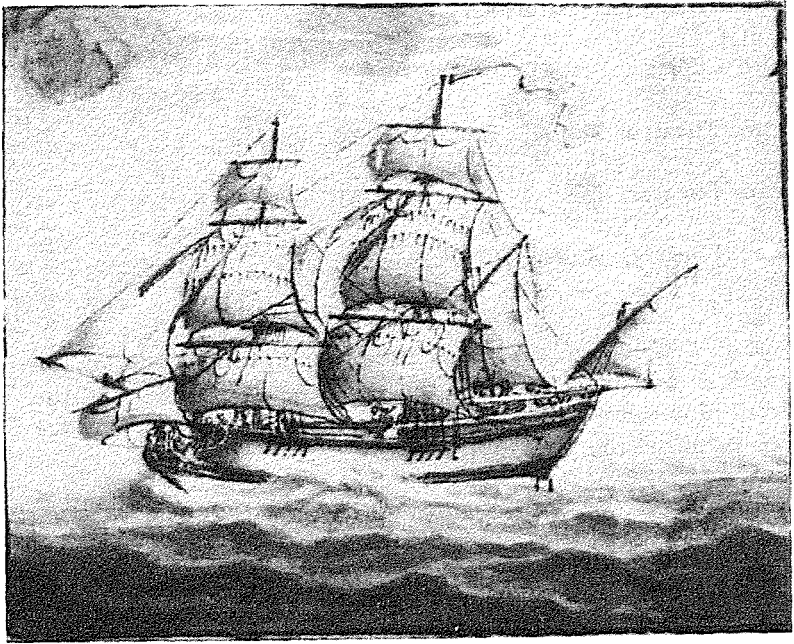
The following private collectors have kindly allowed use of their manuscripts in this volume:

Henry Durand, 8th Baron Hotham, Beverley, England
 Mr. Ronald von Klaussen, New York, New York
 Captain J. G. M. Stone, Annapolis, Maryland



CONTENTS

	<i>Page</i>
Foreword	vii
Introduction	ix
Depository Location Abbreviations	xi
Descriptive List of Illustrations	xvii
Maps and Charts	xix
American Theatre, Mar. 1, 1777–Apr. 30, 1777.....	1
European Theatre, Jan. 1, 1777–May 31, 1777.....	495
American Theatre, May 1, 1777–May 31, 1777.....	885
Appendix	
“List of Vessels seized as Prizes, and of Recaptures made, by the American Squadron, between the 1st of January, 1777, and the 22d of May following, according to the Returns received by the Vice Admiral the Viscount Howe.”.....	1053
Bibliography	1065
Index	1077



DESCRIPTIVE LIST OF ILLUSTRATIONS

	<i>Page</i>
<p>"Een Engelsche Paket-boot door een Americaansche Kaaper ge- noomen, den 2 May A° 1777." Frontispiece</p> <p>Dutch line engraving, drawn by H. Kobell, engraved by S. Fokke, date unknown. Capture of the English packet <i>Prince of Orange</i> by the Continental lugger <i>Surprise</i>, Captain Gustavus Conyngham. (Courtesy of the Edgar Newbold Smith Collection, Philadelphia Maritime Museum.)</p>	
<p>Horn Beaker with Scrimshaw Portrait of Esek Hopkins (Courtesy of the Mariners Museum, Newport News, Virginia.)</p>	29
<p>James Hutchinson Portrait in oils, attributed to G.P.A. Healy, date unknown. (Cour- tesy of the Graduate School of Fine Arts, University of Pennsylvana, Philadelphia.)</p>	60
<p>Jonathan Haraden Miniature portrait in oils, artist unknown, date unknown. (Cour- tesy of the Peabody Museum, Salem, Massachusetts.)</p>	106
<p>Captain Samuel Tucker's Commission in the Continental Navy, 15 March 1777 (National Archives, Washington, D.C.)</p>	124
<p>Samuel Phillips Savage Portrait in oils, by John Singleton Copley, 1764. (Courtesy of the Kennedy Galleries, Inc., New York.)</p>	168
<p>Richard Caswell (purported to be) Miniature portrait in oils on porcelain, artist unknown, date un- known. (Courtesy of the North Carolina Division of Archives and History, Raleigh.)</p>	229
<p>"Le Port St. George Dans L'Isle De La Grenade" Engraving, by Canali after Nicolas Ozanne, 1780. (Courtesy of the Mariners Museum, Newport News, Virginia.)</p>	261
<p>Vice Admiral Howe's Sea Chest (Courtesy of The Earl Howe, Buckinghamshire, England. Photo- graph courtesy of <i>The Sunday Times</i>, London.)</p>	314

	Page
Continental Navy Brig <i>Cabot</i> taken into the Royal Navy after her capture	373
Detail from "Action off the Coast of France, May 13, 1779," by Thomas Luny, 1779. (Courtesy of the Thomas Coram Foundation for Children, London.)	
Thomas Johnson	423
Portrait in oils, by John Hesselius, c. 1766. (Courtesy of the Collection of the Museum and Library of Maryland History, The Maryland Historical Society, Baltimore.)	
Patrick Henry	423
Miniature portrait in oils, by Lawrence Sully, 1795. (Courtesy of Amherst College, Amherst, Massachusetts.)	
Bernardo de Gálvez	448
Portrait in oils, by José de German Alfaro, c. 1784. (Courtesy of the Instituto Nacional de Antropología e Historia, Museo Nacional de Historia, Mexico City.)	
Draft of Continental Frigate <i>Raleigh</i> , 1779	473
(Courtesy of the Admiralty Collection, National Maritime Museum, London.)	
"A General View of the City of Lisbon the Capital of the Kingdom of Portugal."	505
Line engraving, published by Laurie and Whittle, London, 1794. (Courtesy of the Mariners Museum, Newport News, Virginia.)	
"Le Port de L'Orient"	522
Engraving, by Yves Le Gouaz after Nicolas Ozanne, 1780. (Courtesy of the Musée de la Marine, Paris.)	
Henry Howard, 12th Earl of Suffolk	562
Portrait in oils, by Sir Joshua Reynolds, date unknown. (Courtesy of the Earl of Aylesford, Coventry, England. Photograph courtesy of the Courtauld Institute of Art, London.)	
"Poor old England endeavoring to reclaim his wicked American Children."	600
Political cartoon, published by M. Darly, London, 1 April 1777. (Courtesy of the William L. Clements Library, University of Michigan, Ann Arbor.)	

	<i>Page</i>
Jonathan Williams, Jr.	636
Portrait in oils, by Thomas Sully, 1815. (Courtesy of the West Point Museum Collections, United States Military Academy, West Point, New York.)	
View from Gun Wharf, Portsmouth Dockyard	655
Oil, by Dominic Serres, c. 1770. (Courtesy of the Trustees of the National Maritime Museum, London.)	
John Burgoyne	697
Portrait in oils, by Sir Joshua Reynolds, c. 1767. (Copyright The Frick Collection, New York.)	
Marquis de Lafayette	736
Portrait in oils, by Charles Willson Peale, 1777. (Courtesy of the Virginia Historical Society, Richmond.)	
Gustavus Conyngham	826
Watercolor on ivory, or oil on wood, by Louis Marie Sicard [Sicardi], date unknown, published in <i>Letters and Papers relating to the Cruises of Gustavus Conyngham</i> , Robert M. Neeser, ed., New York: Naval History Society, 1915. (Courtesy of the New-York Historical Society, New York.)	
Frederick North, 2nd Earl of Guilford	845
Crayon on paper, by John Singleton Copley, c. 1779. (Courtesy of The Boston Athenaeum, Boston.)	
"An Account of the State and Condition of His Majesty's Ships and Vessels at Quebec and in the River St. Lawrence this 17th day of May 1777."	984-85
(Courtesy of the Public Record Office, London.)	
William Whipple	1014
Portrait in oils, by Ulysses D. Tenney, 1873, after John Trumbull, 1789. (Courtesy of the State House, Concord, New Hampshire.)	

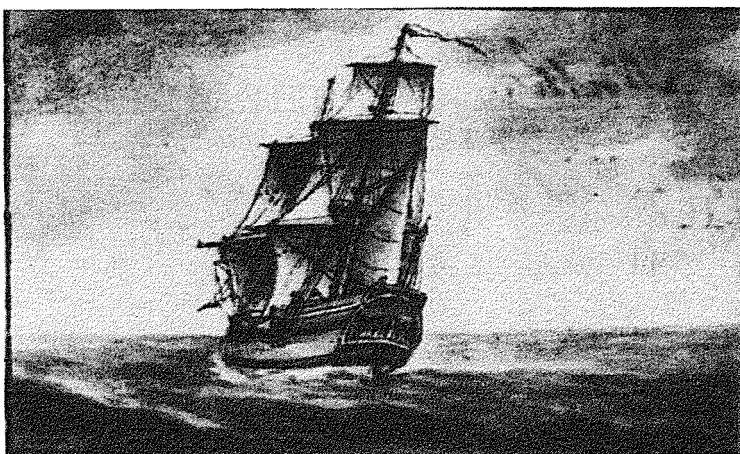
MAPS AND CHARTS

- "A Map of the World, with the Latest Discoveries . . . 1781." . . . Endsheets
 From Samuel Dunn, *A New Atlas of the Mundane System; or of . . . Geography and Cosmography . . .*, R. Sayer and J. Bennett, London, 1778-1783. (Collections of the Library of Congress, Washington.)

	<i>Page</i>
“Plan de la ville et environs de Williamsburg en virginie-america le 11 mai 1782.”	201
Manuscript plat, 1782. (Courtesy of the Earl Gregg Swem Library, The College of William and Mary, Williamsburg, Virginia.)	
“St. Christophers, or St. Kitts . . .”	334
From Thomas Jeffreys, <i>The West-India Atlas</i> , R. Sayer and J. Bennett, London, 1783. (Collections of the Library of Congress, Washington.)	
“Antigua . . .”	412
From Thomas Jeffreys, <i>The West-India Atlas</i> , R. Sayer and J. Bennett, London, 1783. (Collections of the Library of Congress, Washington.)	
“Part of Devonshire”	785
From <i>Great Britain’s Coasting Pilot</i> , 1785. (Collections of the Li- brary of Congress, Washington.)	
“Plan de la Rade de Dunkerque Levé par Ordre du Roi en 1776 . . . Dressé au Dépôt Général des Cartes, Plans et Journaux de la Marine, 1778.”	873
(Courtesy of the Bibliothèque Nationale, Paris.)	
“A Chart of Port Royal and Kingston Harbours, in the Island of Jamaica . . .”	899
From <i>The Atlantic Neptune</i> , Joseph F. W. Des Barres, London, 1774–1781. (Collections of the Library of Congress, Washington.)	
“Plan of New Orleans the Capital of Louisiana”	960
Drawn by R. Benning, 1761, published in <i>The London Magazine</i> , April 1761. (Courtesy of the Department of Archives and Manu- scripts, Louisiana State University, Baton Rouge, Louisiana.)	

AMERICAN THEATRE

From March 1, 1777 to April 30, 1777



AMERICAN THEATRE

From March 1, 1777, to April 30, 1777

SUMMARY

British occupation of Newport and control of surrounding waters continued to trap the Continental Navy ships under Commodore Hopkins' command in the Providence River. Fire ships and other means were tried to harass the British enemy, but without marked success. Criticism of Hopkins mounted, and Congress suspended him from command on 26 March.

American privateers and State Navy vessels on the one side, and Royal Navy ships on the other, were active taking prizes. In the West Indian cruising ground, the roving privateers received succor from the French, Dutch and Danish islands much to the consternation of the British. Munitions and other vital materials were arriving in American ports from France in increasing quantities.

As the ice left the Hudson River and Lakes George and Champlain, preparations were underway for renewal of the conflict in that critical area. In the Delaware, the Pennsylvania Navy, joined by Continental Navy ships, readied the defenses of the water approach to Philadelphia.

Manning remained an acute problem for the Continental Navy. Several commanders turned to impressment. Use of the press brought Captain James Nicholson of the frigate *Virginia* into a serious confrontation with Maryland and Continental authorities.

Randolph, first of the Continental frigates to take the sea, was dismasted and limped into Charleston, South Carolina. Yet, Captain Nicholas Biddle declared his new command to be "the very Best Vessel for Sailing that ever I knew." The brig *Cabot*, one of the original ships in the Continental Navy, ran the British cordon only to be chased aground by H.M.S. *Milford* and abandoned. The enemy got *Cabot* off, and sailed her a prize to Halifax.

The Continental Marine Committee displayed increased impatience with the delays encountered in getting more of the new frigates to sea. This may well have been generated by the Committee's desire to implement its plan for a concerted attack in squadron force against the rich Jamaica sugar fleet departing the West Indies under convoy.

1 Mar. 1777

CHARTER OF THE SCHOONER *Friends Adventure* BY JOHN LANGDON ¹

Memorandum of a Charter party of Affreightment Made and Concluded upon the first day of March A:D: 1777 by and between Nahum Ward of Portsmouth in the State of New Hampshire Merchant, of the One part and John Langdon of said Portsmo Esqr agent for the Continent of the Other part

Witnesseth that the Said Ward (in behalf of himself & partners owners of the Schooner *Friends Adventure*) doth hereby let on Freight to the Said Langdon the Said Schooner *Friends Adventure* & the Said Langdon hath hired the Same on a Voyage to be perform'd with Said Schooner from the Port of Piscataqua to Baltimore in Maryland or some other port in the United States and from such port or ports back to this port and the Said Ward for himself & partners covenants and agrees with the Said Langdon that said Schooner during said Voyage Shall be kept Staunch tight & every way fit for th[is] Purpose – and on her safe return to this port the Said Langdon shall pay to the Said Ward for the hire of the Said Schooner at the rate of Eight Shillings P Ton P Month for each Ton that the Said Schooner Shall Measure according to Carpenters Tonnage & further one Shilling P Ton that Said Vessell shall Measure for the use of Extraordinary Sails which are put on board by said Owners provided the Said S[c]hooner shall perform the said Voyage without being lost or taken by the Enemy in which case the Said Owners Shall not be intitelled to any hire –

1. John and Woodbury Langdon Papers, NHHS.

JOHN LANGDON TO CAPTAIN JOSIAH SMITH ¹

Cap. Josh Smith

Portsmouth March 1st 1777

You haveing the Command of the Schooner *Friends Adventure* in the Service of the United States are to Sail the first fair Wind for Baltimore in the State of Maryland where when it shall please God you arrive call on Mess. Samuel & Robert Purviance Merchants there and to them deliver my Letter and follow their Directions in takeing on board a Cargo of Flour and Iron for this Place there is no doubt but those Gentlemen will give you every Dispatch needful and will supply you with any necessary you may want – I recommend to you the greatest care & good look out to prevent your falling into the hands of the Enemy and also that you use the utmost Frugality and Dispatch in the course of your Proceedings wishing you a prosperous Voyage & a safe return and am your Friend & Director –

Jn^o Langdon
Agent for the States

P S if Collo Whipple should be at Baltimore call on him & know if he has any Commands –

[Endorsed] The above I Acknowledge to be a true Copy of my Orders – which I promise to Observe & follow Josiah Smith

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

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Boston] Saturday March 1st 1777

I have in Obedience to Your Honors directions perus'd the long Memorial from the Committee of Deer Island respecting the Conduct of Nathan Jones & find the greater part of it to be a mixed medly of general Charges of said Jones Conduct in 1775 & of his unfriendly Speeches and Actions before & after the Lexington Battle a principal part of the Complaint arises from his retaking his own Vessel from the hands of said Committee in July 1776 Where they alledge She was placed by the order of Congress or the General Court The several papers purporting Depositions all relate to matters preceding August 1776 and it does not appear that Jones had any opportunity of Cross examining the Deponents and from some hints in the memorial the said Jones, had been already heard upon some or all of them before Henry Gardner Esqr Capt. Browne & Capt Hosmore – That it appears by a Resolve of the General Court in November last that the Committee of Deer Island had liberty to Libel the Sloop in Controversy in the Maritime Court of the Eastern District and since that Time the said Sloop has been condemned in the said Court & an appeal has been made to the Superior Court to be held at York in said County the fourth Tuesday of June next. That since the passing the Treason Act and that for lesser offences against the State, the Rule of Conduct against suspected persons is particularly marked out and that therefore a Letter to the Committee of Deer Island inclosing Copies of said Acts and an exhortation to forgive and forget former injurys and a Vigilant eye on Suspicious persons in future will be all that is at present adviseable for the Council to do on the said Memorial

David Sewall

Read & Accepted. ²

Petition of John Curling ³ late Master of the Ship *Capel* for himself and behalf of his Son William a lad of about fourteen Years of Age; Also of John Bowes late Master of the Snow *Ann* and John Noble a Passenger in said Snow. Also of Daniel McKay late Master of the Brig *John* and also of Joseph Jackson late Master of the Brig *desire*, praying for permission to depart this State in a Brig whereof John Jones is Master bound for Cork.

Read & thereupon Ordered that the Prayer of the within Petition be so far granted that John Curling with his Son a lad about fourteen Years of Age be and they hereby are permitted to take Passage on board a Brig bound to Cork John Jones Commander provided Mr James Horlock (who lately had permission to go to New York) use his best endeavor to get a person released in lieu of the said Curling of equal Rank on his Arrival at New York & that the said Curling be not allowed to carry any Letters or written intelligence with him and the Committee of the Town from whence the said Brig is to Sail are hereby directed to see the Conditions abovementioned be complied with.

On Motion Ordered that Samuel Holten & Benjamin Austin Esqrs be

a Committee to settle Capt [John] Ayres Account respecting the Cartel Vessel's Voyage to Rhode Island & report.

Petition of Matthew Lindsay of York in County of York in behalf of himself & Brigadier Moulton setting forth that he has a Vessel ready for a Voyage to the West Indies praying for Liberty to prosecute such Voyage. Ordered that the said Schooner under the Command of said Matthew Lindsay be and hereby is permitted to proceed on a Voyage to the Island of Martinico or Guadaloupe in the West Indies loaded with Lumber & such other Merchandize as is not prohibited by Resolves of the General Court of this State provided the said Master give Bond with two Sureties in the Sum of One thousand pounds to import into this State Molasses Cotton Wool Linnen Woolen Cloth Salt or Military Stores to the Value of the nett proceeds of his outward bound Cargo within Three months, the Dangers of the Seas & Enemy only excepted – The naval Officer for the Port of York upon such Bonds being given to him in the Name of the Treasurer of the State is hereby to clear out the said Schooner laden as aforesaid accordingly

1. Mass. Arch., vol. 20, 310, 311, 312, 313.

2. See previous Volumes in series for Nathan Jones' difficulties with Deer Island Committee.

3. Mass. Arch., vol. 166, 312.

PAROLE OF ROBERT PORTER ¹

State of the Massachusetts Bay

Council Chamber [Boston] March [1]st 1777

I Robert Porter late Passenger on Board the Brige *Perkins* comanded by Capt Jenkins bound for Bristol was taken by Capt [John] Skimmer & brought into the Port of Boston. being permitted to depart this State by the Hon'ble Council of the State of Massachusetts Bay for New York to procure the Liberation of some Person of equal Rank detained as Prisoner there – giving my Parole of Honor & engaging to do all in my Power to obtain Said Exchange or return myself in five Weeks from the Date hereof – And that I will not directly or indirectly give any Intelligence whatever to the Enemies of the united States or do or say any thing in Opposition to or prejudice of the Measures and proceedings of any Congress or Assemblies for the Said State during the present War or until I am duly discharged.

Witness Tim^e Porter

Rob^t Porter

1. Mass. Arch., Revolutionary Rolls, vol. 8, 178.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR ¹

Boston 1st March 1777 [A M]

Order'd That the Commy deliver Mr Bruce for Ship *Genl Lincoln* four long Boat Oars & Four Yawl Oars –

Order'd That Mr [Ellis] Gray deliver Mr Bruce one Bolt Canvas No 6 or 7. – & three pounds Twine –

Order'd That Mr Hichborn deliver Mr Bruce one Moses Boat for Ship *Genl Lincoln*

Capt Hopkins deliver'd Honl Mr [Thomas] Cushing the Cable P Ordr 14
Inst wt 43. .0.14 –

Order'd That the Commy deliver Capt Harreden [Jonathan Haraden] as
many water Casks as he wants, also 2 m 10d & 2 m 20d Nails –

Order'd That Mr Gray deliver Mr Thomas Four Pieces English Duck & ten
pounds Twine for Brig *Tyrannicide* –

Order'd The Comy deliver Mr Thomas Two Pieces Russia Duck – for B
Tyrannicide

Order'd That the Agents deliver Mr White all the perspective Glasses left,
wch came in Bark *John*

Order'd The Commanding Officer at the Castle release & send up to Town
the Sloop *Liberty* D Loring Master & suffer other Lumber loaded Vessells to
pass unmolested –

1. Mass. Arch., vol. 148, 184–86.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN RICHARD JAMES¹

War Office Boston March 1, 1777

The Brigantine *Count Destaing* of which you are Master being now
loaded and ready to sail your Orders are to proceede direct for Martinico
where you are to dispose of your Cargo to the best advantage and of your
Briga Also provided you can obtain not less then Ten hundred pounds
Currency. Invest the whole proceeds in the several Articles in the annex'd
schedule giving the preference to those first mentioned, these goods youl
Ship in any Vessell or Vessels belonging to the board that may be in Martin-
ico and take passage home together with your Crew if any of your Men will
take their discharge in Martinico you may pay them off together with one
Months advance pay should they insist upon it. –

Should there be no Vessel in Martinico at your Arrival belonging to the
Board, you may Charter a small French Vessel in which you may Ship your
effects & come home yourself –

This Vessel must be cleared for Miquelon & Shall upon their arrival here
be allowed to purchase any of our produce and be intituled to every other
reasonable indulgence

If you can't charter a French Vessel you must continue in Martinico
till some Vessel may arrive to take you with your effects for which we shall
make proper provision

If you can't sell your Vessel you will purchase as much salt as together
with your other effects will be sufficient to load your Briga & come direct
home. –

Upon your return you are to make the first Harbour in New hampshire
on the Eastern parts of this State from whence you will give the earliest notice
to the Board by express – the Board Consent to allow you 5 P Cent Commis-
sions on the sales of your Cargo 2½ P Cent on the Returns & five P Cent on

the sale & return of your Briga together with a Customary priviledge home in proportion to the Burthen of the Vessell you come in.

By order of the Board

Sam^l Philips Savage Prest

Schedule

1000 effective Fire arms fit for	
Soldiers with Bayonets	
500 Soldiers Blanketts	
50 Barrells Powder	
200 ps Ravens Duck or Tent Cloth	} or in this proportion lay out the Neet proceeds of your Cargo.
100 ps Russia do	
100 ps Coarse white Linnen	
100 Check't do	
50,000 Flints	
5 Ton Roll Brimstone	
500 lb Twine	
50 Bolts of Ticklenburg	
500 lb sorted Wire mostly Large	
Coarse Woolen Cloaths	
Salt to Ballast home.	

1. Mass. Arch., vol. 151, 411-12, Letters from the Board of War, 1776-1780.

JAMES WARREN TO SAMUEL PHILLIPS SAVAGE ¹

Sir.

Plymo March 1. 1777

A schooner Arrived here Yesterday from Alexandria & brings such Accounts of the situation of the Entrance between the Capes, & of the Bay, that I think it next to Impossible for a vessel to get into Virginia or Maryland. to be sure the Chânce is not 1 to 10. there are 7 sail of Men of War & 9 Tenders who ride in different parts of the Bay. & shift their stations. they had taken when he came away 25 sail. Among which I presume are the two Schooners I chartered here, as they had not Arrived at Baltimore. in this way you must fail of geting the necessary quantity of flour. I have two Schooners ready to sail According to your Orders for Baltimore but on this Intelligence shall stay them till further Orders. I have talked with the Master & think it will be throwing these Schooners away to send them this Voayge. I propose to Order them the first wind to Boston where you may put on Board such Cargoes as you think proper, & send them to such places as may Answer some of your purposes. you must have Grain or flour & I think you must get it from the Carolinas. the Other Schooner will soon be ready. I have purchased three hhds rum. shall get two hhds sugar & with the 5 hhds of rum bot of me make A Cargo for her. I designed her for McTomkin, but that I also hear is in one of five Counties in Virginia Maryland & Pensilvania which have revolted to Howe. she must not go there, I believe I shall send her to Carolina. The Schooner I charterd Joshua Bartlett Mr is safe Arrived at Winyaw. I recd three hundred pounds by Doctr

Roberts to whom refer you for particulars of the Sarsaparilla & Am with Respect [&c.]

J Warren

[P. S.] I recd your several Letters by Bartl[et] & shall Execute your orders as well as I possibly can

1. Mass. Arch., vol. 152, 81-81a, Board of War Letters, 1776-1777.

COMMODORE ESEK HOPKINS TO CAPTAIN JOHN PAUL JONES ¹

Sir Onboard the *Warren* March 1st 1777

I receiv'd yours P Express, and do absolutely think that it is Impracticable to get those Vessels fitted and Mann'd for your proposed Expedition and Shall Acquaint the Hon Marine Board with my Reasons - I am Sir [&c.]

Esek Hopkins

P. S. If you have anything to Communicate or to apply to me for, I am always to be found onboard the *Warren* where you will be Safe -

John P. Jones Esqr Boston

1. Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 197, NA.

COMMODORE ESEK HOPKINS TO CAPTAIN JOHN PAUL JONES ¹

Sir Providence March 1st 1777 -

The above is Copy of a paragraph of an Order I received from the hon Marine Board dated 21st Jan'y ² and in Consequence thereof I am to Request that if you have not You immediately pay the Remainder of the people's Wages Lately under your Command - and likewise to Return to the Several Agents where you may have Sent Prizes a Certificate Attested of all the Men belonging to the Ship *Alfred* and Sloop *Providence* while under your Command, that is Intitled to Prize Money, together with a List of the Officers and the Core they are to Share in, and also the Names of the most deserving Seamen which are Intitled to the dead Shares agreeable to Orders of Congress - and you will likewise deliver either your Books of the Ship *Alfred* and Sloop *Providence*, or an Attested Copy thereof to the Agent John Bradford Esqr as soon as possible - I am Sir [&c.]

Esek Hopkins ³

John P. Jones Esqr at Boston

1. Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 193-94, NA.

2. See Volume 7, 1008-09.

3. Hopkins also wrote to Bradford this date asking him to see that Jones complied, Hopkins Letter Book, 68, RIHS.

OWNER'S BOND FOR THE RHODE ISLAND SLOOP *Polly* ¹

Know all Men by these Presents That I John Brown of Providence in the County of Providence in the State of Rhode Island and Providence Plantations Merchant, am held and firmly bound unto Joseph Clarke Esqr. General Treasurer of said State, in the Sum of Two Thousand Pounds Lawful Money to be paid unto the said Joseph Clarke or to his Successors in said Office for

the Use of said State To which Payment well and truly to be made I bind myself my Heirs Executors and Administrators, firmly by these Presents. Sealed with my Seal. Dated the First Day of March, in the Year of Our Lord One Thousand Seven Hundred and Seventy-Seven.

Whereas Joseph Tillinghast Master of the Sloop *Polly* owned by the said John Brown is permitted by a Resolve of the Council of War of this State, to sail with said Sloop for Port Dauphin in Hispaniola with a Cargo of Fish, Onions, and Hoops. Now the Condition of this Obligation is such That if the said Joseph Tillinghast shall proceed with said Sloop and her Cargo to Hispaniola and shall within Eighteen Months after the Departure of said Sloop lodge in either of Intendants Offices within this State, Certificates from the Proper Offices there in Case any be established or otherwise under the Hands and Seals of three reputable Merchants residing there that the Cargo of said Sloop was there unladed, and shall in all other respects during said Voyage comply with the Regulations and Restrictions which Vessels have heretofore been permitted to sail by said Council of War, and further if the Owner or Owners of said Sloop shall upon her Return give the Refusal of her Cargo to this State, then this Obligation shall be void or else in full Force.

John Brown

Sealed and delivered }
in the Presence of } W^m Tillinghast Elk^a Watson

1. Maritime Papers, Bonds, Masters of Vessels, vol. 3, Part 2, R. I. Arch. Another owner's bond was entered into the same day by Joseph Almy of Tiverton, guaranteeing the return from Hispaniola of the sloop *Lydia*, Ezekiel Dennis, to whom permission to sail had been given on January 5th, 1777, by the Rhode Island Council of War. The *Lydia's* outward cargo was horses and fish.

Providence Gazette, SATURDAY, MARCH 1, 1777

Providence, March 1.

Friday se'nnight [February 21] a party of our troops landed on Rhode-Island, and brought off a quantity of hay and oats. Captain Tyler, in the *Spitfire* galley, attended the landing, and gallantly sustained the enemy's fire from a battery of six guns for several hours, which was briskly returned, but with what effect we have not yet learnt. When the troops had compleated the service assigned them, the *Spitfire* drew off; she was considerably damaged in her hull and rigging, and had 7 men wounded, one of them mortally.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY ¹

[Philadelphia] March 1st 1777

Resolved, That Mr William Webb be appointed Paymaster to the Navy and Navy Board for this State

1. Record Group 27, Navy Board Minute Book, vol. 1 (Feb. 13-June 30, 1777), Pa. Arch. Here-

MINUTES OF THE PENNSYLVANIA NAVY BOARD ¹

[Philadelphia] Navy Board March 1st 1777 -

In consequence of the Resolve of yesterday concerning the purchase of

Fire Ships, The prize Ship *King George*, was only put up for Sale and she was bought by Paul Cox for Eleven Hundred and Five pounds.

Richard Wells Junr presented a petition to the Council of Safety to be continued in his Boat for the purpose of Victualing the Fleet.

Resolved, That the said Wells be continued to ply to Fort Island with provisions daily together with two other Men in said Boat and be allowed Twenty-five shillings P day for himself Boat and hands.

Delivered to [Captain] Hugh Montgomery of the *Effingham* twelve Blankets out of the Council of Safety's Store for which he has given a receipt together with Six Blankets and Three Rugs formerly received.

Resolved, That the Masters of all Shallops belonging to this State under the direction of this Board be allowed Seven pounds Ten Shillings P Month to comemmce from next pay day and the Mate of the *Sally*² be allowed Five pounds P Month.

William Richards Ordered to deliver to John Annis 5 pieces Russia Sail Cloth for a Mainsail for Sloop *Industry* [Thomas] Townsend, Master.

Delivered to Capt. John Hazlewood [Hazelwood], an order from the Council of Safety on Dr Wm Smith for 50 lb Salt Petre.

1. Record Group 27, Navy Board Minute Book, vol. 1 (Feb. 13-June 30, 1777), Pa. Arch. Hereafter cited as Navy Board Minute Book, Pa. Arch.

2. Ammunition sloop *Sally*, Martin Wert, master.

Pennsylvania Evening Post, SATURDAY, MARCH 1, 1777

To be sold, on Wednesday the fifth instant, at six o'clock in the evening, at the Coffee-house, the schooner *Hope*, now lying at Mr. Andrew Hodge's wharf, will carry about five hundred barrels of flour, and sails well. Inventory to be seen at the Coffee-house.

Pennsylvania Gazette, WEDNESDAY, MARCH 5, 1777

New-Jersey, March 1, 1777.

Pursuant to the Directions of an Act of the Council and General Assembly of New-Jersey, lately made and passed intituled, An Act to empower the Marshal of the Court of Admiralty to secure and sell the Prize Vessel or Brigantine called the *Defiance*, and her Cargoe, lately taken by the Militia of this State,

Notice Is Hereby Given, That the said Brigantine called the *Defiance*, with all her Tackle, Apparel and Furniture, now lying at the Mouth of Tuckahoe River, in Great Egg-Harbour Inlet, and the Cargoe of the said Brigantine, consisting of Melasses, Sugar, Coffee, Cocoa, Salt, Cotton, &c. and sundry Whaling Tackle, will be Sold at public Vendue, at the house of John Somers, jun. at Great Egg-Harbour, in the County of Gloucester, on Wednesday the twelfth Instant.

The Sale to begin at ten o'Clock in the Forenoon. The Cash to be paid on the Delivery of the Goods.

Isaac Kay, Marshal.

RICHARD HENRY LEE TO ROBERT MORRIS ¹

Dear Sir,

Baltimore March 1st 1777

As far as I am able to judge, the plan suggested in the inclosed memoir, is admirably fitted to give a decided superiority to our Frigates above those of the Enemy. If you should think so, I know you will push it into execution with the same zeal that animates you in every thing that affects the public. Will not the Churches furnish their bells to make 24 pounders for the *Randolph* & the *Delaware* when they are to be employed against an enemy who mean to exterminate religion and every thing else valuable here! Should the enemy get possession of Philadelphia, they will surely strip the churches of their bells, as a perquisite for their chief Engineer, whereas, if they are lent to us, we shall repay in kind. I hope you will not suffer the enemy to have the honor of getting Philadelphia. I am with truth & esteem [&c.]

Richard Henry Lee

1. Papers CC (Letters Addressed to Congress), 78, XIV, 159-60, NA.

HOLTON JOHNSON TO THE MASSACHUSETTS BOARD OF WAR ¹

Gentlemen

Baltimore March 1st 1777

I this Day Recd Yours of the 17 Inst [*sic*]² in which You write me You want Flower & Pig Iron but with the Advise of Mr Hancock I have given up the thoughts of Loding her With Flower & Iron for home as there was no prospect of her giting out and then the Flower wold be worse[n]ing on hand and Tobacco wold be Better I Tryd all in my power to perswade the Master and Men to prosede the Voige to France but without success but I have shipt as good A Master as any here Capt [Francis] Robins which out [*sic* was] master of A Brig from Boston belonging to Mess[r]s Andrews Foster & Ingraham, Consignd to me and fel in with Pyrets and was Taken in the Bay and sot onshore after burning his Brig I have the Offer of as many men as I want but there Wagers will be higher than the others was shipt for I shall Endeavor to Ship them to have there Discharge in France as my Orders is to have the Brig sold in France Mr Pliarne has Given me Orders to Consign the Brig to Messrs J Gruel & Co Merchts In Nants he showd me his Agreement with You which I thought proper to Obay his Orders as I was dezired by You to Advise & Consult with him and shall Consign the Brig according to his Orders I have got about one thurd of her Cargo On board & purchesd the wind has held so to the North that the Craft has not bin able to Cum up with Tobacco this 10 or 15 Days If the Men of war should Leve the bay before I have her Loded I will gow down in her to Pertomeck and finsh Loding her as Sune as possiible I shall do all in my power for the Interest of the Consernd all the Vessels that is Loded is gow Down to Try to Git out we here there is but one Man of War lays on the Tale of the Hors shew from [&c.]

Holton Johnson

1. Mass. Arch., vol. 152, 80, Board of War Letters, 1776-1777.

2. Mass. Arch., vol. 151, 42, Letters from the Board of War, 1776-1780.

JOURNAL OF THE VIRGINIA NAVY BOARD ¹

[Williamsburg] Saturday 1st March 1777. –

Ordered that a Warrant Issue to Capt John Calvert for One hundred and twenty pounds upon Account, for the purpose of Recruiting Seamen for the Naval service – Who gave Bond for his faithfully applying the said Money and rendering a Just and true Account thereof. –

1. Navy Board Journal, 183–84, VSL.

VIRGINIA NAVY BOARD TO CAPTAIN CHARLES THOMAS ¹

Sir,

Inclos'd is a memorandum of Cordage which is wanting for the Brigg *Northampton*. You are desired to have it prepar'd as soon as possible and sent by some good opportunity to the College landing or James Town as that Vessel now waits for it –

Mem. Cordage

1 Cable	8½	Inches	100	Fathoms
2 Coils	3	Inch		Rope
1 do	2½			do
4 do	2			do
6 do	R			Ratline
1 do		bolt Rope	1¼	Inch
1 do		do	1½	do
4 do		Spun yarn		
2 do		Worming		
40 Ce	in the whole of houseline Marline and }			
Hamburg line, of each an equal quantity – }				

(Signd) Thomas Whiting 1st Commr

[Williamsburg] 1st March 1777 –

1. Navy Board Letter Book, VSL. Thomas was superintendent of the Ropewalk at Warwick, Virginia.

CAPTAIN JOHN FORSTER TO GOVERNOR RICHARD CASWELL ¹

Sir,

Wilmington March 1st 1777

Agreeable to the orders of your Excellency and the Council, I am now heaving down and preparing the Privateer *Genl Washington* to take her station for the defence of this River, but am much afraid (should even Ball be procured in a short time) She will be delayed much longer than I could wish for want of Hands – as from this Port being so long blocked up by the King of England's Ships, most of the Seamen have enlisted in the Land Service of the United States. Before there was a Commission for fitting out Armed Vessels in this State, those who did not enlist have gone to other ports, and the encouragement given in the Merchant service and on board private Vessels of War by our neighboring States, so far exceeded the Continental

pay that were ever so great a number of seamen here, there would be but very little probability of my shipping a sufficiency of men for the *Washington*, but as none are to be got here, I see no prospect of her being Man'd without your Excellency in Council could advise me or fix on some expedient, how men may be shipped with dispatch. Most respectfully I am your Excellencys [&c.]
Jn^o Forster

1. Governors Letter Books, Richard Caswell, 1779-86, Appendix 1777, 338, NCDAH.

JOHN PALMER'S JOURNAL OF A CRUISE IN THE CONNECTICUT
PRIVATEER SLOOP *Revenge*¹

Saterday the 1 Day of March [1777] this morning Clear and at 6 am See a Sail All hands Was Call to make Sail – We Sot our mainsail and Square Sail and Studdind Sa[i]l and Jibb and fliing Jibb and Top Sail and Water Sail and Wringtail our Cour[s]e S W and the Wind to the Northerd a Smart Brease a Going 6 or 7 knots Sot our Top gallant W[hich] Drawd hur Very fast and at 1 P m See hur of or the Decks and at 4 P m Shee hove two and Hawld up hur Courses in order for Battle and at 5 P m We in Musket Shot of hur And Quick found hur Superior force to us – We Gibed and Shee Wore Round and Giv[e] Chaice to us – and fird Several Shot at us and the thirde Shot Shee firde Shee fird away one of our Lanyards and Struck our Starbord bow Gun and Carde a Way the upper Parte of our Porte Sill – Shee Was a twenty Gun Ship for Which We See – We made all Sail for to Git Cleare of hur and Stood Cource SbW Till 10 P m and then We hawld our Wind and Stood Cource SE till 11 P m and then hove two under fore Sail and So Ends this 24 howers –

1. "John Palmer's Journal of a cruise in the privateer sloop *Revenge* from Stonington, Conn., 22 January 1777, cruise ending at New Bedford, 22 May 1777, Joseph Conkling, commander," MHA. Hereafter cited as John Palmer's Journal, MHA. Palmer was Marine lieutenant on board the *Revenge*.

LIEUTENANT HUGH C. CHRISTIAN, R.N., TO VICE ADMIRAL JAMES YOUNG¹

Copy)
Sir

His Majesty's hired Transport *Albion*
Old Road St Christophers March 1st 1777.

I have the Honour to acquaint You that agreeable to Your Orders I proceeded with the Transports under my Command to the Island of Montserrat, where the Fleet arrived on the 22d Instant [*sic*] – light and Contrary Winds, together with inattention (or the very bad Sailing of the *Diamond* and two of the Briggs) prevented our doing it sooner – the Hessians I found on my arrival had quitted Montserrat on the 12th of this [*sic*] Month and that on the same Evening they were cast on Shore at the NE point of Nevis: – I made the signal to Weigh and arrived in Nevis Road on the Morning following, it was my earnest wish to have Embarked the Troops the same day: but a Variety of delays prevented its being compleated 'till late in the Day following. not finding it possible from the very great Surf and the scarcity of Water to complete the Ships at Nevis: I proceeded to old Road St Christophers, where I found great Difficulty in providing Casks, for those Ships which

had received the Troops: however that difficulty as well as the want of Beds is surmounted, but not without my giving Written Orders to the several Ships to supply those Articles – I found some of them had more than they had occasion for.

Ensign McDonnells Party being received on Board the *Albion* agreeable to Your Order at Antigua rendered it impossible that she cou'd taken in any of the Hessians – The *Rachel* and *Prince William*: as you will perceive by the return which I have the Honor to inclose² were the Ships best Calculated to receive the Troops: for two Reasons: the one the accomodation they could afford, the other its being a means of strengthening very much those Ships, which are in good Order and Commanded by Men, who I much beleive are to be depended upon. – The *Hungerford* has received her proportion agreeable to Your Order.

I found in Nevis Road a Brigg called the *Royal Scepter*, she is Chartered by Government and Laden with Coals. he sailed from Cork on the 24th November last, and says that by Leakes, bad Weather and some other Causes he was constrained to bear up – I gave him an Order to put himself under my Command and he now makes part of the Fleet.

The *Hungerfords* Fore Rigging, proved on our arrival here to be so bad, that they were under the necessity of getting new Shrouds over Head, this caused a delay which has given me some Anxiety; but this Afternoon I am determined to proceed to sea.

It is with Concern that I make mention to You of my real opinion of the Generallity of the Ships. they are ill found and the *Albion*, *Rachel*, *Prince William* and one or two others (excepted) are managed with very little attention: and I much fear, want that degree of Zeal necessary for them to surmount Difficulty's – however Sir you may depend upon my utmost endeavours and I entertain very Sanguine Hopes of reaching New York with the Fleet.

I found at Nevis – Mr Harvey a Midshipman belonging to His Majesty's Ship *Hope* in America who had been taken by the *Boston* Privateer some Weeks since – he then Commanded a Prize belonging to the *Hope* in which he was blown off the Coast – he applied to me for a Passage to New York, and as the *Diamond* is a Ship of which I had some Reason to entertain a Doubt – I therefore placed him in her as a Passenger only with private Instructions to be attentive to the Conduct of the Master of that Ship

Three Vessels whose Names you will perceive in the return mean to continue with the Transports some distance to the Northward I shall most assuredly shew them every possible attention.

I trust and hope that my Conduct will meet with your approbation – I have the Honor to be with respect, Sir [&c.]

Hugh C. Christian

P. S. 7 oClock in the Evening Saturday the 1st of March; notwithstanding my utmost endeavours to remove every possibility of an excuse, Yet the *Hungerford* is in such a Condition that she cannot proceed to sea – her Guns are not Clear, her hold is not Stow'd nor is her Rigging set up – these

omissions I firmly beleive to have been in some degree intentional – I will be on board her to Morrow and see her prepared – when we certainly will sail. –

1. PRO, Admiralty 1/309.

2. Only a meaningless fragment of the return has been preserved.

ACCOUNT OF MARYLAND NAVY SCHOONER *Friendship* IN CURAÇAO ¹

The Schooner *Friendship* John Gibbons Master for Disbursements (in Curacao) To James Smith Dr

1777	To	Negro hire	P . . 3 . . –	
Feb. 19	"	Vendue Masters Commission in the Schooner	} 20 . . 4 . . –	
		which endeavour'd to sell at Publick Sales		
	"	Ship Chandlers Bill	30 . . – . . 2	
	"	Butchers Do	51 . . 6 . . 2	
	"	Sail makers Do	12 . . 4 . . –	
	"	30 Punt Load Ballast	22 . . 4 . . –	
	"	Rum for the People ac Sundries	17 . . 4 . . 3	
	"	Water	5 . . – . . –	
	"	Balance of the Mates Wages on board	123 . . 2 . . 4	
	"	Amot of Capt Gibbons accot for sundries	55 . . 2 . . –	
	"	paid Capt Gibbons his expences according	} 47 . . 6 . . 3	
	"	to his agreemt on Shipping 34 days @ 8/3		
	"	Isaac Gouverneurs Accot for a Mast,	} 317 . . 4 . . 4	
	"	Carpenters, & Black smiths Work		
	"	Passport	2 . . – . . –	
	"	Entering & Clearg fees	6 . . 4 . . –	
				<hr/>
Mar 1	To	Balance of a Sailors Wages	40 . . 6 . . –	712 . . 6 . . –
	"	advanced Captain Gibbons	81 . . 4 . . 3	
				<hr/>
	"	Shoes for the People		122 . . 2 . . 3
				7 . . 5 . . 3
				<hr/>
				£842 . . 6 . . –
Commission 5 pCent				42 . . 1 . . –
				<hr/>
				£884 . . 7 . . –
				Cr.
				£884 . . 7 . . –
By Messrs Vanbibber & Harrison				
(Triplicate) Curacao March 1. 1777				
Errors Excepted James Smith				

2 Mar. (Sunday)

DIARY OF DR. JAMES HUTCHINSON ¹[On board the Ship *Sally*]

March 2nd [1777]: This morning the wind strong at West, several small birds of different species came on board the vessel, from this circumstance we flatter ourselves we cannot be very far from land, two of the birds appeared to be snow birds, and two of them not very unlike a partridge in shape and colour, but somewhat brighter, much smaller, their legs being long, slender and yellow. From yesterday morning about two o'clock, till this morning about four, we had a brisk south westerly wind, by which we have made 70 or 80 miles westing, the wind is at present Northwest, yet we are not without hopes that we shall be able to fetch some friendly Port on the continent, tho we are still without any proofs from our observation of having got as far towards America as the Gulf Stream, our latitude is today $32^{\circ}48'$, which is 20 miles further south, than it should be by our reckoning, instead of being further north.

Every occurrence that we can advent to, which can be considered in our favour, proves little enough to keep our ships crew tolerably in good spirits, they have been long praying to put away before the wind, and try to make some Island in the West Indies, in times of peace any ship would have done so long ago, but our case is singular. Our cargo, consisting of lead, clothing, powder, arms, gunlocks and gun flints is considered as being of the last importance to the Congress, our Captain is determined if possible to give a good account of it, and is as desirous as man can be to beat it out to the last, but unfortunately is not in good health, and his nerves being affected by his complaints, he sometimes wants that fortitude which otherwise he would possess, at some periods his spirits are like to sink, under such a series of adversities. The officer who is second in command unhappily has not a single ounce of fortitude or manly perseverance, with the fear of perishing constantly before his eyes, he magnifies every molehill into a mountain, wears the countenance of despair and has long been wishing to let the vessel steer any course that might bring him in sight of a plentiful dinner, be the consequence what it might; to his want of discretion we are in some measure indebted for the hardships we now suffer. While the ship was in port, the Captain being sick, the care of the Ship's stores ex officio fell on him, he was either too lazy or too ignorant to make sufficient for provision for so precarious a passage; and during the voyage when provisions were running low, he seems to have been so much afraid of coming to allowance, that he concealed as long as possible from us, and even from the Captain, the real state of our affairs, and from his fear of eating but little, we were in the utmost danger of having nothing at all to eat, long before this time; the first time he gave the least hint of a probability of a want of bread, was not till he had but one cask and an half remaining, and then it was with the greatest difficulty and entreaties that Dr. Williamson and myself could induce them to think of allowance, they seemed so totally deprived of all power of thinking; we

were not told of the scarcity of our meat till it was reduced much more than our bread, and I sincerely believe, there would have been no examination into this matter at all, had it not been for our resolutely insisting that it should be done, and that we would see what the ships crew had to depend upon, the mate always on being interrogated on the subject of provisions, answering that he had laid in a sufficiency for an East Indian voyage.

It happens however that neither the fears or entreaties, either of his first mate or sailors make any impression on the Captain while he is encouraged to persevere by those of whom he has a better opinion. Another passenger, Dr. Williamson and myself are determined to support the Captain in his attempt to deliver the cargo, in some of the United Colonies, while there is a single ounce of provisions on board the ship, for after they are expended, we apprehend we might eat leather and such other articles as could be found on board, besides we have a dog, cat, pidgeon and some prunes which would probably serve us till we could fetch some of the Maroon Bahama Islands near the Tropic,² where guns and ammunition in abundance would soon procure us a supply of wild fow[e], till we could get in the way of other provisions; as we apprehend we can endure hardships, when there is any necessity for so doing, with as little reluctance as any other persons whatever.

Our other passenger who comes to the continent as an engineer and stiles himself the Chevalier de la Comte Vrecour has long since been praying for the friendly hand of Death to come and rescue him from his suffering and dangers. We have frequently told him his prayers for death are obviously useless, for if the very worst should happen he will only die, and then be sure of the very thing he now prays for. He often lays and sweats in his bed for whole days and nights without rising. We have overheard him talking to his valet, about making use of his pistols, but I apprehend from some specimens I have seen of his fortitude, there is no great danger of his exercising his talent of engineering, by levelling that small piece of ordnance against his own life, tho the want of good soup makes it less comfortable to him at present. He has long since given us to know that America can hardly do without him, yet he certainly would have suffered her to sink under the superior skill of her enemies rather than have brought her deliverance at half so much danger to himself, if his very great ignorance had permitted him to suspect what was to happen during such a tempestuous winter; he often informs me with a great degree of seriousness and gravity that he will [not] return to France by water, but let the expense be what it may, he is determined, after the war is concluded, to go to Europe by land, as the sea is exceedingly disagreeable; I listen to the account he gave me of his resolution and appear highly to approve of his plan; tho I informed him I feared he would meet with unsurmountable difficulties in executing it, he assured me he would be ready to encounter them, however great they might be, for that he was determined nevermore to venture on the ocean; I produced a map of the world, belonging to the Captain, and desired him to point out the particular route he meant to take on his return, as I informed him my

knowledge of Geography did not extend so far, as to know the particular point in which the Old and New Worlds were united by terra firma; he avoided doing this, and endeavoured to convince me by a number of arguments that a knowledge of geography and those kind of sciences, tho they might be proper enough for physicians the faculty of colleges and those kind of beings, yet they were certainly too insignificant to be taken notice of by the gentleman and the soldier; I was struck with the profundity of his knowledge and left him determined on a terraqueous route to Europe.

1. Miscellaneous Manuscript Collection, APS.

2. Probably Watling and Cat Islands and Rum Cay where the "maroons," fugitive slaves, sought refuge.

3 Mar.

JAMES SULLIVAN TO SAMUEL PHILLIPS SAVAGE ¹

Sir

Biddeford 3d of March 1777

Mr Benjamin Nason of this Town has been informed that the Honble Board of War wants a Number of White pine Masts and he having Timber Suitable therefor would be glad to get any Number from fifty to Seventy of Twenty Six Inches and under that bigness wth the usual Number of Bow Sprits and Yards—,if you are not already supplied I beg leave to recommend him as a Person whose Contract may be relied upon – he would deliver the Sticks at Falmouth in the summer 1778 if this proposal is agreeable to you a contract may be sent to me and I will See the Counterpart Authenticated and deliver it safe to you when I come up I am [&c.]

Ja Sullivan

1. Mass. Arch., vol. 152, 89, Board of War Letters, 1776–1777.

ELIAS HASKET DERBY TO THE MASSACHUSETTS BOARD OF WAR ¹

Committee of War –
Gentlemen –

Salem, 3 March, 1777

I have a Ship of thre Hundred & fifty Tons, & a Brig of two Hundred & Eighty, at Portsmouth, nearly Loaded – I shall be willing to Charter them to the state if the terms will sute me – they have as Cargo upwards of five Hundred Thousands of Boards, Hopes & Staves—about One Hundred Cask of Herren & some Shingles – I am Content you should have the whole paying me the first Cost & Charges – together with five pr Cnt Commishons – or to pay me the price set by this state Clear of any Charge or Commishons – the Vessels you shall have at Nine Shillings pr Ton a Month to take them from the time they were ready to go to Portsmouth – I suppose you have not given more then 8/ but such Vessels Cannot be maintaind at this time for Nine Shillings – The Vessels I Loaded for Cape Frances – Capt Nathal Silsbee was to have had the Management of the Business I think I Can Recommend him as a Person fit for any Business at that Place – the Ship Shall be Dischargd & paid off[f] on the delivery of her Cargo at the Cape – the Brig Shall Likewise be Dischargd & paid Provided she Can be sold to my mind – if not she

must be in pay till her arrivall in this State, & paid of[f] here the state to pay the Charge of Loading, the Wages & Provisions & the Customary Port Charges abroad – the State of Insure 150 £ on each Ship more then the first purchase of them at Vendue on Accto of the Expence I have been at –

I Loaded these Vessels for my Accto but I Suppose the Embargo will Remain till late in the Spring when the Danger will be too great for me to Risk them to go of[f] this Coast – wich is the Only reason of my letting them – the Vessels might soon be put to sea as they have most of their stores now on board – I will part with them as they Cost me & will assist in getting them Out my self if agreabel – I Shall Choose Capt Silsbee Should go in the Ship – the Brig you will appoint a Master – or leave it to me as You like, I have left the Matter with Capt Silsbee any agreement from him shall be Acknowledgd by Your [&c.]

Elias Hasket Derby

1. Mass. Arch., vol. 152, 88–88a, Board of War Letters, 1776–1777.

JOSEPH LAMBERT TO CAPTAIN GEORGE WILLIAMS¹

Sir

Salem March 3d 1777

I received your letter of the 1st Instant informing me that the Board of War would take all the Woollen Goods Pease and Medicines taken on board the Prize Ship *Royal Charlotte*, and desiring I would send them up by the first opportunity; but I think it will be more regular for some person to be here in behalf of the Board to receive the Goods take an Accot of the quantity and see to the Shipping or transporting them to Boston. I should be glad you would send the Invoices which Mr [Miles] Greenwood gave you. There are not Invoices of all the Goods, particularly of the Woollens; I think therefore it will be necessary to fix the Price of them before the delivery of them. I am sir [&c.]

Joseph Lambert

1. Mass. Arch., vol. 152, 87, Board of War Letters, 1776–1777.

JOURNAL OF THE MASSACHUSETTS COUNCIL¹

[Boston] Monday March 3d 1777

Ordered that Joseph Ross Master of the Cartel Vessel *Hawke* now lying in the Harbour of Salem & Andrew Jones a passenger in the same both of whom are now in this Town be forthwith directed to proceed for Salem and to go and keep constantly on board said Vessel while she shall remain within this State – And the Sheriff of this County is hereby ordered to convey the said Ross and Jones onboard said Vessel in Salem Harbour And it is hereby further ordered and directed that no person belonging to said Cartel shall be permitted to come on shore without the special Licence of Council or the Agent by them Appointed to conduct the Exchange of Prisoners and that no person be permitted to go on board said Cartel who is not concerned in the Exchange and that She lays off in the Harbour 'till her departure.

1. Mass. Arch., vol. 20, 314, 315.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN JACOB COLE ¹

War Office,

Capt Jacob Cole, &
Capt Ebenezer Bradford

Boston March 3d 1777

The Ship *General Lincoln* of which you are Master, being now ready to sail, your Orders are to proceed for Charlestown South Carolina, deliver your Cargo to Mr Stephen Bruce to whom you are consigned, receive on Board your Ship a Load of Rice and such other Articles as Mr Bruce may direct –

When you are ready to sail from South Carolina you are to proceed direct for Nantes in the Kingdom of France, deliver your Lett[ers] to Messrs Jacques Gruel & Compy there, and follow their Orders for your further proceedings – As your Ship is to be sold you with your Men are to take your Passage home in the first Vessel coming this Way, for which we shall make proper provision –

If any of your Men will take their discharge in France you may pay them off, giving them one Months advance pay, should they insist upon it – What Money you may want for the payment of your Men & other Disbursements Messrs Gruel & Company will supply but it is recommended to you to be as frugal as possible – You will be careful of the Seamen's Receipts for the Money receiv'd –

By order of the Board,

Sam^l Phps Savage, Prest

[1st endorsement] Boston March 8th 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 Jacob Cole

[2d endorsement] April 14 1777 The above I acknowledge to be Copy of my sailing Orders in ship *Pliarne* saving that I am to deliver my Cargo to Mr Pliarne or in his Absence to Messrs Alexander Gillon & Co & follow their Directions – & promise to obey the same

P Me Eben Bradford ²

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

2. Board of War issued identical orders to Bradford on April 14. Thus, this second endorsement appears on Cole's orders.

JOHN BRADFORD TO CAPTAIN JOHN MOODY ¹

Boston 3rd March 1777

You being master of the Brig *Betsy* wch is in all respects Equip'd for the Sea its my orders you embrace the first fair wind and Sail for Baltimore in Maryland where on your Arrival you are to Apply to the honble John Hancock Esqr presedent of the Congress Who will give you directions for your future proceedings

I hope you will be very Carefull to shun every Vessell You may see and I would have you Run About five miles to the Southward of the Cape Henry

and if possible pass it in the night keeping your Lights Close you may run with Safety by the Chart And Venture to b[illegible] on the horse Shoe and trust your Lead for the Same

I hope your conduct will be such as will entitle You to future employ in the Continental Service. you will take particular Care of your Sails and Riggen and Let nothing Suffer for want of Care

[Endorsed] I acknowledge the Above to be a true Copy of my orders which I promise to follow John Moodie –

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

Boston Gazette, MONDAY, MARCH 3, 1777

Boston, March 3.

Friday last arrived at a safe port, a prize brig¹ with 900 hogsheads of salt, taken by the privateer sloop *Satisfaction*, Captain [John] Stevens, of this port, who was in chase of a sail when this prize left them. – Since which we learn the above Prize is safely moor'd.

By a Person from Plymouth, we learn, That a Vessel arrived there on Friday last from Maryland, the Master of which we hear, reports, That seven of the Enemy's Frigates, with their Tenders were cruising in Baltimore [Chesapeake] Bay, to intercept any Trade that might be carried on at that Place.

We hear a flagg arrived at Marblehead on Tuesday last from Halifax, with ten or twelve masters of vessels – It is said the tories have petitioned this State, that they might return and be received into favor.

1. *Margaret*, John Beddlecome, master, Mass. Arch., vol. 159, 74–77.

JAMES WARREN TO SAMUEL PHILLIPS SAVAGE¹

[Extract]

Plymo: March 3d 1777

This goes p Capt Amos Rider of the Schooner *Brittania* Chartered on your Acct for the Southern States. This Schooner I should have sent directly to Messrs Purveyance at Baltimore had I not been prevented by the Intelligence recd here by A Schooner from thence in a short passage. that Intelligence I gave you by Doct Roberts. it is Since Confirmed by a Vessel from Philadelphia. I am fully Convinced of the Impracticability of getting A Vessel to Baltimore: & have therefore sent her to Boston to receive such Orders as you may think proper to give. I believe the Carolinas are as little Infested with Pirates as any of the southern States. if you should think proper to order her there, the Master is an honest steady Man & equal to the disposition of the Cargo, & is well Acquainted. I have furnished every thing necessary for the Vo[yage] except one or two Inconsiderable Articles, & also paid the advance wages. the Vessel from Philadelphia had A long passage, when he came away the River was Open, & clear of Men of War but the return of them was Expected. flour was at 22/6 rum & sugar very high. . . .

1. Mass. Arch., vol. 152, 84–84a, Board of War Letters, 1776–1777.

GOVERNOR JONATHAN TRUMBULL TO JOHN HANCOCK ¹

[Extract]

Lebanon 3d March 1777

Upon the request of the Marine Comtee we have affixed Norwich as the place of Building a 36 Gun Frigate, and Chatham as the place of Building a 28 Gun Frigate in this State, agreeable to a Resolve of Congress of the 23d Janry and a request of the Marine Comtee of the 28th Janry, and have appointed upon like request Capt Joshua Huntington to superintend Building the Frigate at Norwich, and Capt John Cotton to superintend the Building the other at Chatham.²

1. Papers CC (Connecticut State Papers, 1775-89), 66, I, 293-94, NA.

2. Norwich-built frigate was the *Confederacy*, and that at Chatham the *Bourbon*.

BARNABAS DEANE TO JOSHUA HUNTINGTON ¹

D'r Sir,

Weth[ersfiel]d 3d March 1777

On the Desire of Capt Lester I write you at this time In Regard to Long pine Timber for the Frigate Under Your Direction.² My advice is that there Should be no time Lost in Sending high up on Connecticut River and procuring the Masts Yards and Long pine timber for plank which if not got Down the River in the Springtime Cannot be got at any Other Season. Also that Mr Jonathan Bush is gone up for to get pine Timber for the frigate to be built at Chatham ³ and that he would be a Suitable person to Employ in that Service if you Should think proper to Send.

Please to Excuse the Liberty I have Taken and Believe me to be D'r Sir
[&c.]

Bar's Deane

P.S. Excuse haste the Bearer being Waiting.

1. "Huntington Papers," *Collections of the Connecticut Historical Society* (Hartford, 1923), XX, 54.

2. *Confederacy*.

3. *Bourbon*.

New-York Gazette, MONDAY, MARCH 3, 1777

New-York, March 3.

Since our last, the *Brune* Frigate, Captain [James] Ferguson, arrived from Chesapeak Bay with five Prizes. One of them is a fine new Ship laden with above 500 Hogsheads of Tobacco, from Baltimore, on the Congress's Account *as usual*, and valued at near £20,000 Sterling. She had been but a few Hours from the Harbor, and was taken by the *Preston*, Commodore Hot-ham, in Company with the *Brune*.¹

1. *Farmer*, Benjamin Dashiell, master, with tobacco, staves, etc., taken January 20, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

JOURNAL OF AMBROSE SERLE¹

[New York] Monday, 3d. [March]

A Brig came in from Santa Cruz, which gave Account, that many American Privateers were cruizing in the West Indies. . . . Much Ice in the North River.

1. Edward H. Tatum, Jr., ed., *The American Journal of Ambrose Serle, 1776-1778* (San Marino, Calif., 1940), 195. Hereafter cited as Tatum, ed., *Serle's Journal*.

MINUTES OF THE PENNSYLVANIA NAVY BOARD¹

[Philadelphia] Navy Board March 3rd 1777 -

Robert Towers directed to deliver to Capt. [Isaac] Roach of the *Delaware Galley* Sundry Grape Shot.

Griffith Jones being well recommended to this Board he is appointed to the Command of the Fire Ship *Strumbello* [*Strombolo*].

An order drawn on William Webb² in favor Elijah Dow for his Account of Iron Work against the *Chatham Gondalo* for £29 10 2½.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

2. Paymaster of Pennsylvania Navy.

PETITION OF RICHARD SMITH TO THE MARYLAND COUNCIL OF SAFETY¹

Head Quarters, Annapolis March 3d 1777.

The humble Petition of Richard Smith to the Honourable the Council of Safety for Leave, Humbly sheweth, That your Petitioner, hath been solicited for to enter on Board the *Conquoror*, which now lies here in the Harbour; And as I have Most honourable Gentlemen, a Father on Board, said Boat, that's first Lieutenant, the Captain offers me a Serjeant's Birth in the Marines, and, as it is not going out of your Honours Service, hopes therefrom that you will indulge me so far, as to get with my Father in said Boat. - And your Poor Petitioner, shall ever be in Duty bound to pray.

Richard Smith

N.B. Gentlemen I have been a Twelve Month in the Service, in Captain [John] Fulfords Company, and has no Objections tarrying therein, only wanting to be with my Father, and hopes Gentlemen, that you will grant me the Favour.

Ric^d Smith

1. Executive Papers, Box 2, Folder 155, Md. Arch.

JOURNAL OF THE VIRGINIA NAVY BOARD¹

[Williamsburg] Monday 3d March 1777. -

Capt Charles Thomas this day received Orders for having such Cordage prepared as soon as Possible for the four eighty one feet Gallies that are now Building for the use of this Commonwealth together with proper Cables and Towlines for the same - Also Two hundred and twenty Fathom of Cable laid Rope three and a half Inches for the flat Bottom Boats which are Building for the Transportation of Troops. -

Ordered that Capt Charles Thomas be empowered to Build such Houses as he may think Necessary for the greater Convenience of Carrying on the Business of the Rope-Walk and that the same be done as soon as possible. —

1. Navy Board Journal, 184, VSL.

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

March 1777 Cape Henry So 85W Distance 38 Leag:
 Sunday 2d At 9 AM Saw a Schooner to Windwd fir'd Several Shot
 to bring her too. At 1½ past 11 Wore Ship, set the Fore
 Sail & gave Chace
 Fresh gales & Cloudy At 1 PM Came up wth and Brot too
 the Chace a Schooner from Hispaniola bound to Mary-
 land,² at 1½ past Haul'd the Main Sail up & Brot too
 under the Fore Sail, at 6 More Modt sent a Petty Officer
 & 6 Men onbd the Prize, at 8 Running under an Easy
 Sail the Prize in Co
 Monday 3d at 8 AM Brot too and sent a Boat onboard the Schooner,
 took the Officer & Men out of the Prize and Scuttled her,

1. PRO, Admiralty 51/694.

2. Maryland schooner *Ninety Two*, Jeremiah Rogers, master, with salt and dry goods, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

JOURNAL OF H.M.S. *Emerald*, CAPTAIN BENJAMIN CALDWELL ¹

March 1777 Cape Henry N77° W 35 Leagues
 Monday 3d at 8 AM saw a Sail to the Westward, made Sail & gave
 chace at 10 fired 2 Six pounders to bring the Chace too,
 which proved to be the Schooner *Edward*, Saml Arnold,
 Master from Baltimore bound to Boston, with Bread &
 flour, sent a petty officer & six Men onboard her.

1. PRO, Admiralty 51/311.

DIARY OF DR. JAMES HUTCHINSON ¹

[On board the Ship *Sally*]

[March] 3rd [1777]: Our observation today agrees very well with our reckoning, so that we have not the least reason to suppose that we have yet arrived at the Gulf Stream, nor have we any other mark of approaching land than those we have observed for some time past. We this day saw a whale, and a large shark, the latter we attempted to take, but without success, during our passage we have frequently met with great numbers of porpoises. The mate has struck several but we were never happy enough to secure one.

There is now remaining a sufficiency of pork for two days allowance, besides which there is no other meat, except a little beef which is so putrid and offensive as to threaten with disease rather than promise any nourishment, and our bread has now become so low, that our allowance for this week is but two ounces per man a day and that exceedingly damaged; I had,

however, instead of bread, made use of some pruanas which were when bought designed for my Uncle Pemberton as I knew him to be fond of fruit. I distributed a few to my fellow passengers and they proved of important service to them.

Within the last 24 hours we have passed through very large floats of Gulf weeds, this we have found more or less from longitude 44° or 45° . During the last week, besides the Boston schooner which we spoke we have seen two other vessels, one of them a sloop that appeared to be outward bound, we made signals of distress, but she fled at first sight, as almost every other vessel that we have met with during this passage has done that was in a condition to escape. This afternoon as I was sitting on the quarter deck, with that superlative Genius the French Engineer, he let me know that he had for some time past entertained doubts whether or not our Captain had not lost the way to America, as he had never remembered to have heard of so long a passage. I endeavoured to quiet his fears on this head, and let him know that I apprehended but little danger of our not finding America, the only thing we had to dread was that the winds would not permit us to approach it, we after this had some little conversation about Latitude and Longitude, and the principles of Navigation, during which I acquainted the Officer, that a degree of Longitude was more in the latitude we were agreed to undertake it and as there were three quadrants on board the ship, we proposed to divide; Monsieur le Comte de Vrecour to take one as by three different observations we should be more certain of our latitude. I therefore applied to him for that purpose and began with asking him if engineers were not in general good mathematicians, he answered in the affirmative; I told him I supposed he was well acquainted with this science, he told me he flattered himself he understood it perfectly; I informed him I was happy to hear this as it was of the utmost consequence for our safety, as well as that of the ship and cargo to know our latitude. I therefore offered him a quadrant and begged he would walk on deck and observe by one of the stars, as the night was very fine and serene, he seemed a little confused on this and informed me he had been told that the air near land was very pernicious, and his constitution being very delicate he could not think of going on deck. I assured him medicine had been my study and I would answer for the consequences with regard to his health, he endeavoured to form some other excuse but I assured I would not be put off, he then took a quadrant in his hand, and came up with us.

Doctor [Hugh] Williamson observed the middle star in Orion belt and as Syrius soon after came on the meridian I took this; our French observer had been looking thro the quadrant at different stars but had neither adjusted nor moved the index. I inquired why he did not fix on some star to observe by, but he replied that the quadrant I had given him was an English one, and he did not know how to make use of it. I let him know I was sorry for this and requested him to explain to me the difference between this and the instrument the French made use of for the same purpose, but this he avoided doing. Dr. Williamson's observation differed with mine about 6 miles;

while we were working our observations Dr. Williamson talked to the Chevalier about zenith distance, altitude, declination, etc., but I found that to this genius, who hereafter means to direct American armies and American campaigns, it was all unintelligible jargon; he, however, probably considers it as too insignificant for the gentleman and the soldier.²

1. Miscellaneous Manuscript Collection, APS.

2. On April 12, 1777, Congress resolved: "That the Count de Vrecount be appointed an engineer in the service of the United States of America, with the rank and pay of a colonel," Worthington C. Ford, *et al.*, eds., *Journals of the Continental Congress, 1774-1789* (Washington, 1904-1937), VII, 259. Hereafter cited as Ford, ed., JCC.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD ¹

Navy Board [Charleston] Monday 3d March [1777]
28th A Letter was wrote to Capt. John Mercier

Capt. John Mercier Sir/ Navy Board 28th February 1777 -

The Commissioners of the Navy direct that you do proceed with all posible Dispatch to Beaufort, Broad River, or Savannah river whichever the Commanding Officer of the Troops (now going to Georgia) may Direct, and you are during the time to have the Troops or Stores on board, to follow the Directions of the Commanding Officer in respect to Landing of them, and by all means Endeavour to Cultivate Harmony, between the Troops and Your Own people - Should you be Obligated to go of[f] the Outside Keep as Close along the shore as you can with Safety, and you are particularly recommended to keep Company with the Other Vessels & give them every assistance in your power during the Passage and by no means to Remain at sea all Night with the Troops on board, if you can possibly get into any one of the Inlets, As soon as the Troops and Stores are Landed, you are to proceed to Beaufort, and there Employ Mr. Black to make such alterations as is necessary to Compleat her for the purpose she is Intended, as soon as that is done and the Vessel Cleared you are to proceed *with the Sloop* to Charles Town, with all possible *dispatch*. You are to Advise the Commissioners by every Opertunity of Every Transaction relating to the Vessel *worth* Communicating to them -

Edward Blake first Commissr

Ordered, *That Capt [Edward] Allen be informed that the Com[missioners] have agreed to take four Coils of new Cordage & as many water Casks out of the Different prizes as may be wanted for the Different Armed Vessels, and to allow 60/. for each H'hd.*

Ordered that Mr. Stephen Duvall proceed [to] George Town and that he bring two Guns Landed out of the *Rattle snake* -

1. A. S. Salley, Jr., ed., *Journal of the Commissioners of the Navy of South Carolina, October 9, 1776-March 1, 1779* (Columbia, S. C., 1912), 48, 49. Hereafter cited as Salley ed., *South Carolina Navy Board*.

ALEXANDER GILLON & Co. TO SAMUEL PHILLIPS SAVAGE ¹

[Extract]

... with pleasure assure you that by a Vessel of ours just arrd frm France with 42,000 wt Pouder, Arms, Gunlocks & Salt we are inform'd rice is £8 10 p Ct & Indigo 49/ p lb this Curry ...

Charles Town So Carolina 3d March 1777

To Saml Ph Savage Esqre President of the

Honble the Board of War Boston

1. Mass. Arch., vol. 152, 85, Board of War Letters, 1776-1777.

JOURNAL OF H.M. SLOOP *Hound*, CAPTAIN JAMES ROBERTSON ¹

March 1777

Monti Christy SEBE 6 or 7 Leags

Sunday 2d

at 8 AM spoke his Majestys Sloop *Racehorse* Do parted Compy - Tacking Occasionally

Fresh breezes & Clear Wr at 2 PM lost sight of the *Racehorse* gave Chace to the SE, at 5 fired a Swivel & brot her too, she prov'd the *Chance* Arm'd Brigg 12 Guns &c. with Molasses from the Cape to Charles Town, took possession of the Vessel & got 54 Prisoners on board -

Monday 3d

at 8 AM chac'd to the No wd our prize in Compy Fresh & Squally wth Rain at 1 P M fir'd 2 Swivels & brot too a small Schooner from Carolina to the Cape with Tobacco & Pork, took possession,²

1. PRO, Admiralty 51/463.

2. Schooner *Polly*, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO VICE ADMIRAL JAMES YOUNG ¹

Roebuck at English Harbour in the

Sir

Island of Antigua 3d Mar 1777

The Seaman named in the Margin ² belonging to his Majesty's Ship under my command, having absented himself from duty without leave at New York the 8th of last December, and has since been apprehended there, and brought back to the Ship, where he now remains under confinement.

I therefore beg the favour that you will please, Sir, to Order a Court-martial for his tryal. I am Sir [&c.]

A. S. Hamond

1. PRO, Admiralty 1/309.

2. Osgood James Walker.

4 Mar.

JOHN BRADFORD TO THE SECRET COMMITTEE OF THE CONTINENTAL CONGRESS ¹

Gentlemen

Boston [4] March 1777

I have the Honour to acquaint you that in consequence of an application from the Council of the State to me to provide a proper vessell to carry some

dispatches to France I Furnish'd her in a proper manner for so important an Errand, and yesterday she sail'd after being detain'd three days by Contrary winds.² I have sent Capn John Adams Master of the paq. A man of a Vivid Sprightly make and very Capable, he has every necessary precaution both from the council & myself, respecting his Conducting himself in case of danger. I ma[ke] no doubt he will Aquit himself to the Satisfaction of the honble Committee – I shoul'd have been glad to have made a greater Remittance by this vessell but the inclemency of the weather has been such that it has prevented some Articles being sent to town wch I had engaged. I therefore rather than send her in ballast only took out of the Brig *Tryton* on[e] hundred teirces Salmon that with a trifle of pearl Ash & twenty Seven barrels Oil is all the Cargo Ive sent Amounting to £602.17. .1 I am waiting Orders how to dispose of the Brig *Tryton* & to be directed what to fill her up with, she has now three hundred teirces of Salmon on board.

By a Letter I Recd two d[ays] since from Mr [Leonard] Jarvis I find the Ship *Esther* was not sail'd she was destin'd for Rappahannock, but last eveg were rec'd Alarming Accounts that the Capes of Virginia are so throng'd with British cruisers that its impossible to escape them therefore I should Order the *Esther* to south Carolina if my Letter can reach Mr Jarvis in time she is the finest Merchant ship in America. I have purchas'd only two of the four vess[els] ordered, shall purchase the *Millish* [Mellish] Cloathing ship which will be sold the week after next Post I have the honour to be Your [&c.]

J B

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

2. Schooner *Lynch*.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Boston] Tuesday March 4th 1777

On Motion Ordered that Thomas Cushing Junr be & he hereby is appointed to repair in this first Vessel with the Duplicates forwarded to this State by the Hon'ble Congress to France & to deliver them himself to the Gentlemen they are intended for agreeable to the requisition of Congress as by their Letter dated Baltimore February 3d 1777 said Cushing to go at the Continental Expence.

On Motion Ordered that John Bradford Esqr be & he hereby is directed to send the Charts which were delivered him By Capt Uzard [Azariah Uzald] late Commander of *Julius Caesar* by Order of Council February 22d last to be laid before the Board.

1. Mass. Arch., vol. 20, 316.

PETITION OF PIERRE REPHAIGNE TO THE MASSACHUSETTS COUNCIL ¹

To the Honle the Council of the State of Massachusetts Bay –

The Petition of Pierre Riphaigne humbly sheweth, that he in Nov. last imported into the State of Virginia three tons of Powder, nine six pounder, and other military Stores; your Petitioner intended to have purchasd a Vessel,

in that part of the Country, returnd to the west Indies again, for the purpose of farther Importation, but not being able to purchase a Vessel there and your Petitioner being advisd to proceed to New England has purchasd one; but the Embargo laid by your honrs – prevents your Petitioner proceeding on his intended Voyage – Your Petitioner therefore prays your Honrs to permit him to load the Snow *Elesabeth*, at Kennebuck, with Lumber and proceed on her Voyag to the west Indies, and from thence to Virginia with a Load of Salt –

and yr Petitioner further prays your Honrs – to permit Henry Richards, now a Prisoner in Salem Goal, to go with your Petitioner as Chief Mate – and your Petitioner as in Duty bound will ever pray –

P^e riphaigne

N. B. your Petitioner proposes to navigate sd Vessel with as many French Men as he can obtain, and has engagd several already –

[Endorsed] In Council March 4th 1777 – read & orderd that the Prayer of the within Petition be granted –

I. Mass. Arch., vol. 166, 316.

COMMODORE ESEK HOPKINS TO THE CONTINENTAL MARINE COMMITTEE ¹

Gentlemen

Onboard the *Warren* March 4th 1777 –

My last was of the 28th Ultio since which I receiv'd a letter from Lieutt [Ezekiel] Burroughs of the *Hamden* [*Hampden*] a Copy of which you have Inclosed, together with a Copy of the Agents and my Orders to Mr Allen Brown in Consequence of it – this is the second time the *Hamden* has been fitted and mannd at a great Expençe for the Sea, and I am realy afraid She is so week that it will be difficult to get a Sett of Officers and Men that will Venture to go in her – I wrote you in my last that I expected to employ the *Warren*, *Providence* and Sloop *Providence* to assist General [Joseph] Spencer in a proposed Attack on Rhode Island, since which the Genl has acquainted me that he was disappointed in some Troops which he expected to join him and has Order'd what Men he had put onboard the *Warren* &c to be put onshore, which is done – we are likely to remain in much the same Situation we have been in for some time – Mr [Henry] Marchant who is appointed a Delegate for this State will Set out for Congress in a few days by whom I shall give you all the Intelligence in my power, and propose to try some way if the Navy here can be brought into some better regulations – I am with great Respect Gentlemen [&c.]

E H –

To the honble John Hancock Esqr
President of the Marine Committee at Baltimore

I. Hopkins Letter Book, 68–69, RIHS.

DR. HENRY H. TILLINGHAST TO CAPTAIN JOHN PAUL JONES ¹

Dear Sir,

Providence Marh 4. 1777.

Some Time past I wrote a few incorrect and jumbled Lines inclosing a Certificate from the Secretary of the Marine boar[d] of the Time of my En-



Horn Beaker with Scrimshaw Portrait of Essek Hopkins

trance, and asked the Favour of your giving an Order for the Ballance of my Wages; having received no Order, I must again renew my Request, and ask of you to send it by the first Oppertunity, the doing of which will confer on me a particular Obligation.

Sensible of the Mutiplicity of your Business I would not at present attempt it, but for the Desire of having my Accounts settled. The last Time I wrote, I was so hurried, that I could not avoid Inaccuracies & Blots, and even now I am ashamed to send this for the Inspection of one, who in every sense of the Word is an Adept in the English.

Customary Politeness will be thought the Origin of the Phrase (for I will not allow it a Compliment), but a true Knowledge of your literary Character will support my Expression.

You will find Sir, subject Matter sufficient, to employ the Pen of a Critic, but as I profess nothing but Simplicity I cannot steer clear of an Error that I would wish to avoid.

Mr [John Peck] Rathbun will deliver you this if Sir you will give my Account to him to be forwarded, or forward it yourself, I shall be infinitely obliged to you. am Sir your's unalterably

Henry H^d Tillinghast

John P Jones Esqr Boston By Lieut Rathbun
[Endorsed by Jones] Providence March 4th 1777 – letter from Doctor Tillinghast recd Boston.

1. Papers of John Paul Jones, 6558, 6559, LC.

ADVERTISEMENT FOR SEAMEN TO SERVE ON BOARD CONTINENTAL
NAVY FRIGATE *Trumbull*¹

Ship *Trumbull*.

Seamen willing to serve their country on board the Continental Ship *Trumbull*, Dudley Saltonstall, Esq, Commander, now lying in Connecticut River; are hereby informed that she is an excellent new Ship, upwards of Seven Hundred Tons burthen, mounting 32 Guns, and will certainly sail on a Cruize soon after the River opens, having a considerable Part of her Men already engaged. Apply to the Commanding Officer on Board – Mr. Gilbert Saltonstall in New London – Mr. Jacob White, Middletown – Mr. Jonathan Sabin, New Haven.

March 4th 1777.

1. *Connecticut Gazette*, March 7, 1777.

MINUTES OF THE PENNSYLVANIA NAVY BOARD¹

[Philadelphia] Navy Board March 4th 1777 –

Resolved, That John Hazlewood Esqr be directed to give immediate and express orders in writing to the Commanders of the Fire Ships, Armed Boats and Fire Rafts, that they order the Men under their Command to be mustered every morning and Evening in order to attend to their duty; and that no Officer or Man absent himself without the Special leave of the said John Hazlewood Esqr.

This day appointed Mr John Smith to take the management and direction of building, finishing and launching the Chevaux de Frizes, and gave him instructions to purchase 30 M feet of 2 Inch Pine Plank, with a Letter to Captain Jonathan Williams of the Jerseys.

Joseph Wade is appointed to the Command of the Province Sloop at £7 10 P month with two Rations.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

Pennsylvania Evening Post, TUESDAY, MARCH 4, 1777

Deserted on the 27th of February last from the *Dickinson* galley, Alexander Henderson, Esq; commander, three men, viz Wilson Jackson, of a brown complexion, about five feet seven inches high, and short hair. He had on, when he went away, a brown short jacket, blue trousers, new shoes, and plated buckles. He was born in London.

John Hutchinson, born in Pennsylvania. He had on a blue jacket, brown trousers, old shoes, oznabrig shirt, and is a servant to a gentleman in Maryland.

James Welsh, born in or about Philadelphia, of a swarthy complexion, about five feet four or five inches high. He had on a uniform brown coat pretty well worn, old stockings and shoes, and short hair. Whoever secures the said deserters so that I may have them again, shall have Six Dollars reward.

Alexander Henderson

Pennsylvania Gazette, WEDNESDAY, MARCH 12, 1777

All persons who have any Demands against the Subscribers for Ship Timber, &c. purchased by them for the Public, are requested to bring in their Accounts immediately, that they may be adjusted and paid. David Thomson, Francis Grice, Samuel Penrose, William Pollard.¹
Philadelphia, March 4, 1777.

1. Committee created to purchase all timber for the four Continental frigates built in Philadelphia during 1776. See Volume 3.

Pennsylvania Packet, TUESDAY, MARCH 4, 1777

Philadelphia, March 4.

We have the pleasure to inform the public, that the ship *Reprisal*, Capt. Weeks [Lambert Wickes], in which Dr. Franklin went passenger, is safe arrived in France. She took two prizes, which she also carried into a French port.

PETITION OF THOMAS DOYLE TO THE MARYLAND COUNCIL OF SAFETY¹

Head-Quarters Annapolis, March 4th 1777

The humble Petition of Thomas Doyle, now Gunner, on board the *Dolphin*, to the Honourable, the Council of Safety Humbly Sheweth,

That, your Honours, some Time past, was pleased to grant me a Commission, in Captain Charles Carnan's Company of Militia, in Baltimore

County, belonging to the Soldiers Delight Batallion, and now Gunner, on board the *Dolphin*. Therefore, Most Honourable Gentlemen, as I have been both in the Land and Sea Service, and have been serviceable in both, and there being a Captain wanted in the Marines, on Board the *Conqueror*, now lying in this Harbour, hopes that your Honours will grant me a Captain's Commission in said Marines on Board the sd *Conqueror*, as I can produce a good Character, and one of Ability to fill said birth. Therefore, Most considerate Gentlemen, hopes that your Honours will take the above Matter into your most serious Considerations, and grant me the above Commission, and your Petitioner shall ever be in Duty bound to pray.

Thomas Doyle

So God bless the Congress, and
Direct our General

1. Red Book, XVIII, 12, Md. Arch.

J. G. BLOUNT TO GOVERNOR RICHARD CASWELL¹

St. Eustatia March 4th 1777

I am sorry to inform your Excellency that I am not by any means able to procure salt in the West Indies on the terms which I expected. The doubts that are entertained here of property in America, renders it very difficult to get any person to accept of a draft on the State. Added to that the risque of the vessel in which the salt must come, makes it impossible to procure any quantity into that State without giving a most extravagant price; much more, I am sure, than the Convention expected at the time they limited the Agents each to draw only to the amount of six thousand two hundred & fifty dollars, a sum so inconsiderable that it would not procure more than three thousand bushels of salt delivered there, and to purchase one bushel here by a draft on the State, & to get freight would be altogether impracticable. I have contracted for & sent per the bearer, Capt. Sears, bound to Edenton seven hundred and fifty bushels, at sixteen shillings per bushel, delivered there: & given a conditional bill on the Treasury for the amount of the same. I have at present a prospect of procuring salt on those terms to near the amount I am authorised to draw for. If it should be the case, I hope to despatch the vessel in a few days. My bills are only payable in case the salt is delivered I shall therefore be obliged to remain here, until I am informed of the safe arrival of whatever salt I may send, unless otherwise ordered by the Hon'ble the Council of State.² In the mean time, I shall do every thing in my power to encourage the carrying of salt to that State. If it should be judged best to endeavour to get a greater quantity of salt, or any other article on acc't of the State, I shall gladly do every thing in my power to procure it, on my being properly authorised so to do, on the best terms, and with all possible dispatch. I am with respect your Excellency's [&c.]

J. G. Blount

His Excellency the Gov of No Carolina

1. Governors Letter Books, Richard Caswell, 1775-79, 20, NCDAH.

2. See Council of State instructions to the agents, Volume 7, 975.

5 Mar.

MEMORIAL OF THOMAS GREEN TO THE MASSACHUSETTS COUNCIL ¹

To the Honorable, the Council of the State of Massachusetts Bay
The Memorial of Thomas Green –

Humbly Sheweth

That your Memorialist was born in Pool, in England, his Father being an American did about twelve years ago come over to settle in some of these States, and in the begining of the last Year your Memst endeavoured to git a Passage to come and Settle with him, and meeting with an oppertunity to go to Newfoundland took passage accordingly thinking he might from thence be able to git on some part of this Continent, but your Memost being disappointed after continuing there some Months engaged on a passage from Newfoundland back again to Pool, and on his passage was fortunately taken by Capt [Elias] Smith, Comr of the Privateer *Washington* and carried into Beverly –

being now detained as a Prisoner in Salem and a Cartel Vessel arriving from Halifax is proposed to be exchanged for some American Prisoner – Your Memorialist would therefore pray that the Honorable Board would dispence with his being sent to Hallifax and permitt his being enlarged as he is willing and ready to Engage in the Service of the American States and looks upon himself as properly belonging thereto –

And as in duty bound will ever pray

Boston March 5, 1777.

thomas green

[Endorsed] In Council March 5th 1777 On the Petition of Thomas Green, Orderd that he the sd Green have and he hereby has Liberty to tarry in this State and to transact his Business unmolested he behaving himself friendly to this Country any Order, of any Committee, or others to the contrary notwithstanding –

By order of Council

1. Mass. Arch., vol. 166, 322–23.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN AMOS RIDER ¹

War Office Boston March 5th 1777

You being Master of the Schooner *James* now ready to sail, your Orders are to proceed direct for the Northern County's in North Carolina, with the money you have which is Three hundred pounds purchase a full load of Wheat & Flour if to be had, if not, compleat your loading with Corn, Rye & Beans & come home –

If you have more Money than is sufficient to Load your Vessell with the above Articles, you will invest the Ballance in such light pay as can be best purchas'd

Upon your return, you are to make the first Harbour you can & give notice thereof to the Board –

The Board consent to allow you five P Cent for transacting the business with Customary priviledge.

By order of the Board
Sam^l Phps Savage, Prest

[Endorsed] Boston Feby 22nd [sic] 1777 I acknowledge the above to be a true Copy of the orders I have receiv'd from the Honl Board of War & promise to obey the same –

Amos Rider

1. Mass. Arch., vol. 151, 413, Letters from the Board of War, 1776–1780.

COMMODORE ESEK HOPKINS TO JAMES HOGAN, BOSTON ¹

On board the *Warren* in Providence River

Sir

March 5th 1777 –

You are hereby directed to repair on board the Ship *Providence*, now lying in this river on the 15th instant – to give in your Information to a Court Martial, concerning Capt. John P Jones's two last Cruizes and Since he came in –

Esek Hopkins Cr in Chief

1. Harbeck Collection, HUL.

COMMODORE ESEK HOPKINS AND DANIEL TILLINGHAST TO
CAPTAIN ALLEN BROWN ¹

To Captn Allen Brown at Swansey

Providence March 5th 1777

Sir We receiv'd yours of yesterday p Mr Hopkins, and in answer thereto can only say that you must heave the Brigs ² Keal out, thoroughly examine and Survey her, and you must provide some House or place where the Officers and People may be kept together while that is doing – If the Leak can be Stopp'd and you think She can be fitted for the Sea, would have you do it with all the dispatch possible – If the Brig is Condemn'd you must bring her here, or bring Some of the People here to carry the Sloop *Providence* down to take her Stores and people onboard – We are Sir [&c.]

D^l Tillinghast

Esek Hopkins –

1. Hopkins Letter Book, 69, RIHS.

2. Continental brig *Hampden* which had sprung a leak on her way down the Providence River.

JOURNAL OF THE VIRGINIA NAVY BOARD ¹

[Williamsburg] Wednesday 5th March 1777. –

Ordered that the keeper of the Public Magazine deliver unto Capt Muter four hundred Pounds Gunpowder for the use of the *Hero* Galley. –

Capt George Muter of the *Hero* Galley received Orders to repair with his Vessel to Portsmouth and there have her Cleaned; from thence to Proceed with his Galley to Hampton and inform the Board as soon as he arrives. –

Merriman Payne is recommended to his Excellency the Governor and the

honble the Council as a proper Person to be appointed second Lieut of the *Safeguard* Galley –

Ordered that a Warrant Issue to Capt George Elliott for One hundred and eighty pounds, upon Account, for the Purpose of Recruiting Seamen for the use of the Navy – Who gave Bond for his faithfully Accounting for the same when required. – ²

Adjourned till tomorrow Morning Ten of the Clock

Signed, Thomas Whiting 1st Comsr

1. Navy Board Journal, 185–86, VSL.

2. Elliott commanded the galley *Safeguard*.

JOURNAL OF H.M.S. *Emerald*, CAPTAIN BENJAMIN CALDWELL ¹

March 1777 Cape Henry S76°W 20 Leagues

Wednesday 5th at 1 AM handed the Topsails, at 8 AM saw a Sail in the NW Quarter made Sail & gave chase, fired One 12 pounder to bring the Chace too & punished Jams Langley Marine with 12 Lashes for uncleanness, 1½ past 11 brought the Chace too which proved to be the Sloop *Hannah*, Lot price Master from plymouth bound to Virginia (in Ballast) at Noon Scuttled the prize.

1. PRO, Admiralty 51/311.

JOURNAL OF H.M.S. *Portland*, CAPTAIN THOMAS DUMARESQ ¹

March [1777] Barbuda bore SWbS1½W 48 Leagues

Wednesday 5th At 6 AM Saw a Sail in the SE Qr made Sail in Chace finding We did not come up with the Chace haul'd our Wind and gave Chace to a Schooner to the Eastward Do [Fresh breezes and fair Wear] Fired 5 Guns Shotted at the Chace 1½ past PM she brought too hoisted out a Boat and spoke her from Surinam bound to Ipswich in No America at 5 in boats and made Sail . . . Prize in Company.²

1. PRO, Admiralty 51/711.

2. Schooner *Betsey*, John Holmes, master, with a cargo of molasses, *Public Advertiser*, London, June 30, 1777.

MASTER'S LOG OF H.M.S. *Roebuck* ¹

March 1777 [Moored in English Harbor, Antigua]

Wednesday 5th AM. a Signal for a Court Martial was made on board the *Flora*, When Willm Adams Nicholas Warren & Jas Walker were try'd for Desertion belonging to the *Roebuck* ² Modt & fair, P.M. Employ'd in Stowing the Hold

1. PRO, Admiralty 52/1965.

2. On Friday, March 7, the *Flora* "made the Signl for Punishment, when the Prisoners Recd their Sentence of the 5th," PRO, Admiralty 52/1965.

6 Mar.

JOHN BRADFORD TO JOHN HANCOCK ¹

Sir

Boston 6 March 1777

Your favr by Capt Obrian [Jeremiah O'Brien] Was dld me Yesterday. I saw Mr [Caleb] Cushing on the Occasion, and he tells me he knows the Council wont do any thing for him, they are glad they've got rid of him, As I know it will Gratify you Sir if he is Commissioned for the *Lady Washington*, he may be of Service by Cruising to the Eastward – ² the Brig *Betsy* has been detained intirely owing to the inclemency of the weather, beyond a possib[il]ity of giving her a quicker dispatch she is now Getting under way, the *Cabot* will sail in a day or two. the *Boston* will fall down in a few days the *Hancock* will follow in about ten days. the *Lee* Capt [John] Skimmer will go on a Cruise in a few days and the *Alfred* will be finished in About three weeks the post is Just Going which prevents me inlarging shall write you a long Letter by next post in the interim I am &c

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

2. Command of *Lady Washington* went to Ishmael Hardy, Mass. Arch., vol. 159, 89.JOHN BRADFORD TO ROBERT MORRIS ¹

[Extract]

Boston 6th March 1777

I have a long time waited to receive a[n] answer to my Letter respecting the purchase of the *Millish*, she is to be sold Wednesday Se'night have wrote to Mr [Leonard] Jarvis to purchase her for account of the Contininte, as I have bot only two of the four order'd by the Secred Comittee, I have desir'd him also to purchase the Brig *Active*, she is about one hundred & thirty Tons, if she goes cheap she is a strong built vessell & doubled forward, having been in the Greenland trade, [and] Liverpool built – As she is rather under the Size order'd by the Secret Committe please to say if I shall place her [to] your private Accot – The *Lively's* Sale was put off till next tuesday by reason of the Weather, I hope the orders I have given to Mr Jarvis to send the *easter* [*Esther*] to south Carolina will be approv'd off as by very late Accots we have certain intelligence that Cheseapeak Bay is full of cruisers, it appears shocking to send so fine a ship without the least prospect of her going clear –

I dispat[c]hed a schooner the 13 ultimore and yesterday a small Brig for Baltimore to bring Iron for the two ships that is to be built in this State ² I had no discretony orders therefore was Obligd to send the Brig. I have given the Capn every necess[ar]y precaution, and have orderd him into york River to get intelligence how it is up the Bay for we are Informd the Cruisers are all off the mouth of patomack if he finds that to be [illegible] Case he is to send express to Congress to let them know of his arrival, its possible he may be furnish'd withe the Iron without going farther up . . .

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

2. A 74 gun ship which was never built, and a 36 gun frigate, the *Alliance*, Ford, ed., JCC, VI, 970.

JARED TRACY TO JOSEPH TRUMBULL¹

Sir

Boston March 6th 1777.

There is now Sail'd Eleven Vessles that I have intelligence of & believe probably four or five more, that was near ready when I came from the Eastward, five or six more may soon be got ready if the weather permits and the Sailors are not discouraged by the Accts of a number of British Men of War, being in Chespeak Bay & off[f] the Capes, have been much hindred in getting them away by the severe weather we have had this fortnight past. We have now certain Accts By Various letters from Baltimore & Virginia of there being Such a number of Men of War & Tenders in Chesapeake Bay & off[f] the Capes as makes it almost Impracticable for any Vessle to get past them either in or out & That all Vessles there are Embargoed in consequence of which this State has stop'd there Vessles from Sailing. Indeed the risque appears to me to be very great & makes me much at a loss how [to] act. Should be very glad of your advice & further direction how to proceed as soon as possible. I am &c.

Jared Tracy

1. Miscellaneous Letters, Force Transcripts, LC.

Independent Chronicle, THURSDAY, MARCH 6, 1777

Boston, March 6, 1777.

Captain [William] Brown, in the privateer *Boston*, of this Port, has taken and sent into North Carolina, a Ship and Schooner, from Guinea, with Negroes, bound to the West-Indies; many of the poor Slaves perished soon after their Arrival. We learn, that Captain Brown, has also taken a large 3 Deck Ship, laden with Rum and Sugar, from the West-Indies, bound to London; it is said the Ship is cast ashore on Nantucket, and it is feared will be lost.

Capt. Pinkham, in a Brig, from London, bound to St. Augustine, on his Passage put into St. Martin's on some Business; she had on board Cloathing for a Regiment of Soldiers, Military Stores, and dry Goods, also the whole Furniture, Plate, &c. of the Governor of St. Augustine and several Gentlemen, Passengers; who, being ashore one Evening, Capt. Pinkham, weighed Anchor, and stood to Sea, and is safe arrived in North-Carolina.

Capt. Samuel Champlin, in a Privateer from New-London, has taken a large Double-Deck Brig, laden with King's Stores and English Goods, from London, bound to St. Augustine, and sent her into North-Carolina.¹ – This account we had from Capt. Wilson, of New-London, who arrived here a few Days ago, from North-Carolina.

A large Schooner, laden with Salt, from Turks-Island, bound to Halifax, was taken a few Days ago, by a Coasting Sloop, from the Eastward to this Port; the Prize was sent into a safe Port.

Last Friday [February 28] arrived in a safe Port, a prize Brig, with 900 Hogsheads of Salt, lately captured by the *Satisfaction*, Capt. [John] Stevens, of this Port.

Sale by Auction.

To be sold by Auction, at Greenleaf's Office, Cornhill, On Tuesday, the 11th of March next, The Prize Brig *Lively*, about 150 Tons, with her Appurtenances, as she now lays at General Hancock's Wharf; also, Part of her Cargo, viz.

50 Casks Red Port Wine, in Bottles	35 Casks Draft Porter or Ale
16 ditto Sherry, in ditto	36 small Anchors
15 ditto White Lisbon, in ditto	A Number of Mens Shoes
50 Boxes dip'd Candles	Womens Leather and
	Russet Shoes
170 Boxes Hard Soap	1 Box of Glass Salts
20 Kegs Scotch Barley	4 Hogsheads Cut Tobacco
4 Casks choice Indigo.	

The Sale will begin at Ten o'Clock.

Wm. Greenleaf, Sheriff.

1. Brigantine *Sally*.

MINUTES OF THE PENNSYLVANIA NAVY BOARD ¹

[Philadelphia] Navy Board March 6th 1777 –

Philip Buck First Lieutenant of the *Congress* Gondalo presented a Petition for leave to resign which, being duly considered, the Prayer of His Petition could not in the opinion of this Board be granted.

An order on William Webb in favor of John Flintham for 20 Mast Hoops for the Schooner *Delaware*, £2. .0. .0.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

EMANUEL MICHAEL PLIARNE TO SAMUEL PHILLIPS SAVAGE ¹

Sir

Alexandria 6th March 1777

the Letter you wrote me the 17th of the Last Month has been delivered to me and I am Most oblige to you and the others Members of the Board for the interest in My health. I Performed my Journey not without Fatigue. but I am well & wish you same.

I am happy, sir, hearing the attention of the Board of War in dispatching Vessels for the Remittances in france, and I am sorry, as you, the Men of War Seem to Like Shasapeak Bay. they are Gone for this moment but how long will they be out? it is said the Seat of War will be next Campaign in Virginia & Maryland. I hardly believe Gnal Howe will Run from one part to the other. it should be to Exhauste his forces Without any effects. however it should be against the Rules of Prudence to send too Many Vessels in this part and I agree Vith you for Sending the Greatest part to south Carolina. But I Pray the Board of War to Consider I Don't Chuse to be Concerned in any other Vessels but the Brig, the Barque & the ship *Caledonia*, you Mentioned in your letter.

the Ship will be Very Good to Carry Masts and timber to france with some Furs Pelleteries and Bees Wax. it is, I think, the Best speculation Because so Large ship Runs double risk to Come to the southern.

if you may Get Cap[tain]s acquainted with the Coasts, I Believe the Brig & the Barque May attempt to Come to Virginia or Maryland if by the Vessels Watching out of the Capes, they Learn the Men of war are not to be avoided, then they will run to the first river or in Virginia, Maryland or Carolina out of the Capes. if any Cap[t] was acquainted with North Carolina Coast the Naval stores should be from there a Good Remittance. But in any Case whatsoever, put on Board that two Little vessels only Rum, cheese and Loaf Sugar if this Last article is not too high. No Brown sugar or very little.

As you told me sir, the Board of war Should Give me an order to have Money from the Congress, I desire the Board of War will send me Such order for the Amount of about four thousand pounds of your Currency. Perhaps I will not take so large sum But as Every thing in this moment is precarious, and the Communication may be stoped for some time between us, I will be Glad to take advantage of all the opportunities to Make from Every part the Remittances. I wish all your paper Money Converted in Produces of this Country and that produces safe in the ports of Europe. in fine the object of the Governement ought to be to have the other side of the ocean the Greatest Fr[ie]nd possible because in any turn of Business the Nation shou'd send that Money, I Know the Desire of the Board of war to have their Remittances very soon in France, and I think it is not need to pray them to try Every thing for that purpose.

if the Board of war have any Business at Alexandria or any Part of the southern states, they may be Convinced of my satisfaction in serving them.

there a[r]e some vessels arrived at Baltimore for flowr on account of the Board and an other here. I have not Seen the Capt he is Gone down to Williamsburg.

the Brig *Ann* is yet in Baltimore the Cargoe is not Compleated, wich is amazing. the tobacco Rises. 32, to 35. shelings in Maryland and 22 to 25 In Virginia. you know the Currency. the flowr in Maryland from 16 to 18 sh. In Virginia from 12 to 14. the sugar Sells Go[o]d deal. Rum Jamaica 15. sh. In Virginia.

I pray you to present My Respectful Compliments to the Gentlemen of the Board and Believe I am [&c.]

Pliarne

Sir I Expect an Express from you For the Future My direction in Alexandria

1. Mass. Arch., vol. 152, 91, 91a, 91b, 91c, Board of War Letters, 1776-1777.

JOURNAL OF THE VIRGINIA COUNCIL ¹

[Williamsburg] Thursday the 6th day of March 1777

On the Recommendation of the Navy Board: Ordered that a commission issue to second Lieutenant Merriman Payne of the *Safe Guard* Galley.

Whereas permission was given to Andrew Johnson junior, and others, who were adjudged to come under the statute staple of the 27th of Edward the third Chapter 17th to purchase the ship *Albion* then lying at South Quay in Nansemond county wherein they might convey themselves from this State

to Great Britain; and whereas the said Andrew Johnson and others have informed this Board that the said ship is in great forwardness to sail on her passage for Great Britain, but that on accot of the shallow depth of water from the south Quay down to the sound, it is impossible to put a proper quantity of provisions and other necessaries on Board the said vessel where she now lies sufficient to support them in their passage aforesaid. It is therefore ordered that the said Andrew Johnson and others, be permitted to bring the said ship in Ballast only to some convenient place in this state that they may be able with the facility to lay in a proper quantity of provisions for their support, on their intended voyage, and departure from this Commonwealth agreeable to the Resolution of the General Assembly, and also to the statute of the 27 of Edward the third aforesaid. And all commanders of American Cruizers or other armed vessels, and all other persons whatsoever are desired and required not to delay or impede the said ship *Albion* in her way from So Quay to some other post or place within this Commonwealth.

1. H. R. McIlwaine, ed., *Journals of the Council of the State of Virginia* (Richmond, 1932), I, 360-61. Hereafter cited as McIlwaine, ed., *Journals of the Virginia Council*.

RICHARD HENRY LEE TO JOHN PAGE ¹

[Extract]

Chantilly, March 6, 1777

The inclosed is extracted from a very sensible Memoir sent to Congress by a French Artist and which may avail us greatly in the construction of our Provincial Frigates. It is intended for the use of our Navy board to whom I should have written if the Express were not waiting for my dispatches ² . . .

By a letter from our Agent in Martinique 7th January I consider the war between Spain & Portugal as certainly commenced thus in South America, and learn that Doctor Franklin arrived safe at Nantes the 6 December & went directly to Paris.

1. Samuel T. Freeman Catalogue, *Rare American Historical Autographs, The Collection of Frederick S. Peck* (Philadelphia, 1947), No. 148.
2. This memoir, which Lee intended for the Virginia Navy Board, is probably the same enclosed in his letter of March 1, 1777, to Robert Morris.

JOURNAL OF H.M. SLOOP *Hound*, CAPTAIN JAMES ROBERTSON ¹

March 1777

Do [Monti Christy] SEBE 4 Leags

Wednesdy 5th

at 6 AM chac'd to the SE, at 9 sent the Pinnacle in chace, fired 18 Guns to bring her too -

First & Lattr Parts modt & fair Wr Middle fresh and Squally wth Rain, ½ past Noon our Boat boarded the Chace, & at 2 Join'd us - found her the *Adventure* Sloop from America to the Cape wth Rice & Indigo - took possession, & at 6 P M in 2d Reef TSails & handed Main & Mizn TSails - made sail Prizes in Company -

Thursday 6th at 2 AM saw the land, set sail & haled off lost sight of our Prizes – at 6 the Schooner *Polly* join'd us but fear the other two are wrecked on Tortuga ² –

1. PRO, Admiralty 51/463.

2. Only the brig *Chance* was lost; the *Adventure* arrived safely at Port Royal on March 12, 1777, PRO, Admiralty 51/463. The list of prisoners taken out of the three prizes was forwarded to the Admiralty as an enclosure in Vice Admiral Gayton's letter March 30, 1777. The prisoners from *Chance* included twenty-four Frenchmen "said to be Passengers," PRO, Admiralty 1/5117.

7 Mar.

JOHN LANGDON'S ACCOUNT WITH THE CONTINENTAL NAVY FRIGATE *Raleigh* ¹

[Portsmouth] Mar 7 [1777]

Ship *Raleigh* Dr to sundry Accots
To John Langdon Esqr
for 9 yds Old Canvas
ft plank
1 Bbl pitch
6 Bbs Turpentine
3 Bbs Tar
4 Empty Tarr Bbs
use of large kettle

1. John and Woodbury Langdon Papers, NHHS.

JOHN BRADFORD TO LEONARD JARVIS ¹

Sir

Boston 7th March 1777

Mr [Joseph] Greenleaf and Mr [Nathaniel] Appleton being chosen Agents by a number of the men Lately belonging to the *Alfred*, and being possess'd of Certificates, they have Advancd sums of money to the Sevrall persons, a list of whose names I now inclose, and those Gentlemen are at the Expencc of sending this Express only for the purpose of informing you, least you should advance them money; they beg you will retain their prize money in your hands and they will pay you a Commision for so doing

I shall Advertise the *Millish* and *Active* to be sold next wednesday Sevnnight if any ergent business calls you from Home at that time please to Advise me that I may Advertize Accordingly As I have not yet compleated the Orders from Congress in the purchase of vessells, you will Buy the Ship *Millesh* for the Account of the Continent also the Brig *Active* if she should not go very high The Articles I purchas'd at vendue I am in want of especially pitch lines twine &c hope an Opportunity will soon offer of sending them up by water. I am [&c.]

John Bradford agent

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

"LIST OF OFFICERS & MEN BELONGING TO THE SHIP *Alfred* & WHO ARE ENTITLED
TO A SHARE OF THE SHIP *Mellish* & BRIG *Active*" ¹

Mens Names	Station	Agents Names	Sums paid
John P Jones	Captain		846.13..4
Jonathn Pitcher	1st Lieut	Nathl Greene	
John P. Rathburn	1st Lieut	Jos: Greenleaf	
Robert Sanders	2d Lieut		180...--
Pier[r]e Deville	3d Lieut	Jos: Greenleaf	
George Lovie	Actg do		
Walter Spooner	Master	Jos Greenleaf	10.10..-
Charles Bulkley	2d Mastr		168...--
John Margeson	1st Mate	Jos: Greenleaf	
James Bachope	2d Mate		
Ezek Hopkins	Midshipman	D Tillinghast	
Michael Knies	ditto	Samuel Lyon	100...--
Henry Tillinghast	Surgeon		
James Hogan	Capn Clerk	Jos: Greenleaf	
Benjn Burroughs	Ship Stewd	Jos: Greenleaf	
John Webster	Boatswn	D. Tillinghast	
James Pressey	do Mate	Jos: Greenleaf	
Samuel Tiley	Carpentr		120...--
Joseph Amos	Do Mate	J Greenleaf	
Noel Tabor	Do Yeoman	Nathl Appleton	
Samuel Fry	Cooper	Jos Greenleaf	
Mathw McCaffry	Do Mate	Nathl Appleton	
Jacob Wasby	Ship Cook	R Robertson	12...--£80.17..5
		Philadelpa	
Joseph Wood	Armourer	Jona Robbins	100...--
seen near the new Work House			
John Painter	Ditto	Jos Greenleaf	
Joseph Craig	Masr at Arms	John Slade	
Elias Carr	Gunner.	Jos Greenleaf	
Edwd Bellanger	Gunr Mate	J P Rathburn	30
Michael Moore	Stewd Mate		
Jack Bettengham	Cabin Stewd	Jos Greenleaf	
Lillibridge Worth	Gunr Mate	D Tillinghast	
John Holden	Barber	N Appleton	
Robt Shillingford	Caulker	J Greenleaf	
Sion Arnold	Sailmaker	Jos: Greenleaf	
Thomas Cox	Boatsn Yeomn	Wm A Cox	30
Jonathan Lewis	Pilot	Jas Allen	30
Archibald Nelson	Armr Mate	John Winslow	£13.12..6
		Phila	

Michael Barley	ditto		
James Rankin	Gunr Yeomn	D Tillinghast	
Robert Brown	Taylor		
John Whiteman	ditto	D Tillinghast	30
		Phila	£ 9
Barnabas Steenback	ditto	J Greenleaf	£ 5
		Phila.	
Kennet McCloud	Qr Mastr	D Tillinghast	£ 8
		Phila	
Alexr Ballingall	"	D Tillinghast	
Ezra Winslow	Marine	Jos Greenleaf	
Daniel Bennet	"	N Appleton	
Gideon Grinman	"	J. Greenleaf	
Joseph Cundall	"	L Jarvis	30
Leonard Evans	"	N Appleton	
Franklin Tennant	"	Colo Angell	
Edward Clanning	Marine	Jo: Greenleaf	
Durfy Springer	"	Colo Angell	
Stephen Norsheep	"	Jo: Greenleaf	
Edmd Washburn	"	Jo Greenleaf	
Thomas Potter	"		
Patrick McMullen	"		
David Franks	"	Jo: Greenleaf	£ 9
		Phila	
Archibd Edmunson	"	Jo Greenleaf	£12.10
		Phila	
John Wilson	Qur, Mastr	D Tillinghast	
James Willson	"	D Tillinghast	
Emanuel Lewis	Seaman	Phila	£18..7..6
Anthony Francis	"	J Greenleaf	
John Barmore	"	D Tillinghast	
John Coit	"		
Peter Patret	"		
Richd Bransdell	"	Jo Greenleaf	
Samuel Woggs	"	Danl Tillinghast	15
William Brand	"		
William Tyron	"		
William Roberts	"		
Peter Diamond	"	Colo Morton	15..-.15
Anthony Lewis	"	Perez Morton	
James Bascomb	"	Perez Morton	
Patrick Devareux	"		
Charles Traffarn	Seaman	Jos: Greenleaf	
John Robson	ditto		

Mens Names	Station	Agents Names	Sums paid	
Stephen Ryan	[Seaman]			
James Robertson	ditto			1. Cap Hacker
John Southerland	ditto	Jos Greenleaf		
Francis Beaujack	ditto			
Florio Ellege	ditto	Jos Greenleaf		
John Moore	ditto	Jos Greenleaf		
Michael Pine	ditto			
Edward Bowen	ditto	Jos Greenleaf		
Laurance Doyle	ditto	Jos: Hardy	32	
			3 & 27£	
Joshua Cattawaugh	ditto	D Tillinghast	30	
Charles McDonald	ditto			
John Robinson	ditto	Jos Greenleaf		
Thomas Connar	ditto	Jos: Greenleaf		
John Chapel	ditto			
Paul Berry	ditto			
Samuel Hallam	ditto	Jos Greenleaf		
Mathew Glarwin	ditto	D Tillinghast		
Joseph Curdeaus	ditto	Henry Sterling	30	
Timothy Williams	ditto	N Greene		
John Palmer	ditto	L Jarvis	20	9.12...-
James Bliss	ditto	L Jarvis	30	1.10
				Cap Hacker
Jonathn Bliss	ditto	D Tillinghast		
John Picket	ditto	D Tillinghast		
Isaac Stark				
Rufus Ward	ditto	Colo Morton		
James Tindall	Seaman	Jos: Greenleaf		
Stephen Hayes	Seaman			
William Griffiths	Marine	Jos Greenleaf		
James Sinnex	ditto	Wm Duncan		
Jeremiah Motrony	ditto			
John Long	ditto			
John Nick	ditto	R Robinson		
Ellis Rowland	ditto	Nat Appleton	30	
		Jacob Cooper		
Thomas Burns	ditto			
John McLaughlin	ditto			
Philip Fitzpatrick	ditto	Nat Appleton		
John McIndo	ditto			
		Phila	£ 5	
John Trowell	ditto	Nat Appleton		
John Gillen	ditto	Jo Greenleaf		
Michael Garret	ditto			

Peter Franklin	ditto	Nat Appleton		
Edwd Thurston	ditto	Jos Greenleaf		
Prince Williams	ditto	Perez Morton		
James Foney	ditto			
Joshua Moses	ditto	John Nye		
John Monely	ditto	Jos Greenleaf		
Peter Conya	ditto	Perez Morton		
William Anderson	ditto	John Winslow		
James Connel	ditto			
Thos Donnahu	ditto	James Roberts	30	
Danl Pillegar	ditto	J P Rathburn	30	
		Phila		£15
Nathl Cook	ditto	Elisha Morey Jr.		
Nathan Tucker	Marine	D Tillinghast		
Joab Mann	ditto	E Morey junr	30	
Joseph Tuck	ditto	J Greenleaf		
Joseph Rider	ditto	D Tillinghast		
John Richards	ditto	Danl Aborn	30	
Isaac Carpenter	ditto	D Tillinghast	30	
James Merrihew	ditto	J Greenleaf		
James King	ditto	J Greenleaf		
James Morey	ditto	E Morey junr	30	
John Fiske	ditto	Squire Fiske	30	
John Deruse	ditto			
Barnabas Rider	ditto	Nat Appleton		
Ephraim Dimick	ditto	S Dimick	30	
John Sales	ditto	Jona Jenkins	31	
William Steward	ditto	Nat Greene		
		J Greenleaf		
Daniel Duffy	ditto			
Saml Tiler	ditto	Nat Greene		
William Burns	ditto	Wm Reed	30	
Thomas Clark	ditto			
				5...5... Cap Hacker
George Weeden	Boy	John Manley	30	
Thomas Burch	ditto			
James Turner	ditto	J Greenleaf		
Edmd Arrowsmith	Capn Mars.	J Greenleaf		
Willim Hamilton	1st Lieut	J Greenleaf		
Alexandr Nelson	2d Lieut	D Tillinghast		
Gilbert Tomkins	Serjt			
John Caswell	ditto			
Matthew Green	Corporal	J Winslow		
James Edgar	Drumer			
Job Woodworth	Marine	J Greenleaf		
Wm Langworthy	ditto	N Appleton		

Mens Names	Station	Agents Names	Sums paid
Benjn Allen	[Marine]	N Appleton	
William Congell	ditto	J Greenleaf	
Patrick Doran	ditto		
Charles Bryant	ditto	Nat Appleton	
Thomas Pendall	ditto	Nat Greene	
Stephen Bell	ditto		
Robt Robinson	ditto	John Slade	25
Jeremh Connel	ditto		
Isaac Cogan	ditto		
Stephn Dexter	ditto	E Morey junr	30
Danl Bartlett	ditto	E Morey junr	30
Zebulon Whippy	2d Mastr	George Whippy	30

171

[Boston March 7, 1777] ²

1. Mass. Arch., Revolutionary Rolls, vol. 52, 84, 1-7.

2. Date is approximated. John Bradford, in his letter of March 7 to Leonard Jarvis, indicated that he had the list on that date.

"LIST OF OFFICERS SEAMEN & MARINES BELONGING TO THE *Providence Sloop*
OF WAR WHO ARE ENTITLED TO SHARES IN THE SHIP *Alexander*, CAPTUR'D
SEPR 20th 1776 - " ¹

Mens Names	Stations	Agents	Sums paid
Jno Paul Jones	Captain		
Wm Grinnell	1st Lieut		30 -
Jno P. Rathburn	do ditto	J Greenleaf	13 . . 2 . 10
Wm. Hopkins	2d. Lieut	J Greenleaf	22 . 10 . . -
George Lovie	Actg ditto		
Joseph Vesey	Master	J Greenleaf	22 . 10 . . -
Zebulon Whippy	Actg ditto		
John Margeson	1st Masr Mt	J Greenleaf	
Joseph Brown	2d ditto		
John McNeal	3d ditto		
Joseph Hardy	Midshipmn		
Bernard Gallagher	Actg do	D Tillinghast	
Jonth Fisk	Actg do		
H H Tillinghast	Surgeon		
John Killen	Clerk		
James Rogers	Steward	J Greenleaf	
John Webster	Boatswn	D Tillinghast	6 -
Andrew Brewer	Carpenter		10 -
Saml Fry	Cooper	J Greenleaf	
Lillibridge Worth	Gunner	D Tillinghast	9 -

John Bettenham	Cook	J Greenleaf	
John Painter	Armourer	J Greenleaf	
Jas Pressey	Boatsn Mate	J Greenleaf	
Jno Darbarrow	Yeoman	J Greenleaf	
Robert Brown	Seaman		
Edward Donnelly	ditto	J Greenleaf	
John Southerland	ditto	J Greenleaf	
Mathw Grimes	ditto		
Aaron Quigly	ditto		
John Stewart	ditto		
Anthony Forrest	ditto		
Richd Bransdell	ditto	J Greenleaf	
Samuel Woggs	ditto	D Tillinghast	
John Coit	ditto		
Peter Patouret	ditto		
John Willson	ditto	D Tillinghast	4.16.--
Anthony Lewis	ditto	Perez Morton	4..8..4¼
James Bascomb	ditto	Perez Morton	4..8..4¼
William Tyron	ditto		
Willm Middleton	ditto		
Benjn Allen	ditto	Nat Appleton	
Willm Roberts	ditto		
Patk Devareux	ditto		
James Bachope	ditto		
John Brown	ditto	John Winslow	
Geo: Nicholson	ditto		4.10.--
John Fears	ditto		4.10.--
Wm Bryant	ditto		
Thos Perfect	ditto	J Greenleaf	
James Robinson	ditto		
Chas Traffarn	ditto	J Greenleaf	
John Powell	Landsman		
Abm Sing	ditto		
Henry Young	ditto		
Casey Benrick	ditto		
Joshua Moses	ditto	John Nye	
Joshua Moses	ditto		
James Foney	ditto		
Anthony Anabona	ditto	D Tillinghast	4.10.--
John Williams	ditto		
Jas Crawford	ditto	N Appleton	
Ezekl Vangilder	ditto		
John Monely		Jos Greenleaf	
John Jones			
Saml True			
Michael Dealy			

Mens Names	Stations	Agents	Sums paid
William Kelley			
Prince Williams		Perez Morton	4..8..41/4
Peter Conya		Perez Morton	4..8..41/4
Jas Grinnell	Midshipmn	Ln Grinnell	10.15..8
	Boy		
Cambdge Grinnell	ditto	Ln Grinnell	4..5.11
Jas Turner	ditto	J Greenleaf	
Thos Burch	ditto		
John Traverse	ditto		
Edmd Arrowsmith	Lt. Marines	J Greenleaf	
Elias Thomas	Serjt	J Greenleaf	
Archd Nelson	Private	John Winslow	
Archd Edmunson	ditto	J Greenleaf	
Patk McMullen	ditto		
Saml Wright	ditto		4.10..-
James Sinnex	ditto		12..-
Davd Franks	ditto	J Greenleaf	
Willm Griffies	ditto	J Greenleaf	
Wm Rickets	ditto		
Fredk Ruffman	ditto		
Joseph Nocache	ditto		
Adin Trask	ditto	Ebenr Trask	4..5.11
Augusts Sanders	ditto	Jno Newman	4.10..-
Richd Griffies	ditto		
Elias Miller	ditto		
Thos Potter	ditto		
Nathn Munro	ditto		
Richd Pearce	ditto		
John Hicks	ditto	D Tillinghast	
Isaac Stearns	ditto		6..-.-
Jas Daley	Surgs Mate	Jos Bradford	11..-.-
Jonth Jenks	Marine		
Jos Jaqueys	ditto	Jas Clarke	4.10..-
Jno Robinson	ditto	J Greenleaf	
Elnthn Newman	Fifer	Jno Newman	4.10..-
Sam Peckman	Drumer		
Benjn Hill	Pilot		

I certify that the above is a true List

Ja^s Rogers Clerk

[Boston March 7, 1777] ²

1. Mass. Arch., Revolutionary Rolls, vol. 52, 84, 8.

2. Date is approximated.

"LIST OF OFFICERS & SEAMEN ON BOARD THE SLOOP *Providence* WHO HAVE A
SHARE IN THE *Mellish & Active*"¹

Mens Names	Stations	Agents	Sums paid
Hoysteed Hacker Esq	Captain		
Philip Brown	1st Lieut	Nat Greene	10..8..-
Adm W Thaxter	2d Lieut	Nat Greene	
Josh Allen	Actg Lieut		100..-.-
William Earl	Master	Nat Greene	
Oliver Green	Surgn Mate	Nat Greene	
Jno Trivett	Lt Marines	Nat Greene	
Alexr Philips	Boatswain	Nat Greene	
Willm Allen	Gunner	Nat Greene	
William Peckham	Carpentr	Nat Greene	
Stephen Rust	Midshipmn	Nat Greene	
Danl Lawrence	ditto	Nat Greene	
Wm Wardwell	ditto	Nat Greene	
Wm Weaver	Chief Mate	Nat Greene	
Jere Ingraham	2d Mate		100.10..-
Wm Harris	Capt Clerk	Nat Greene	
Richd Grinnal	Armourer	Nat Greene	
		Oliver Smith	
John Sterling	Cooper	Jos Dennison	80..-.-
Walter Quin	Steward	Nat Greene	
John Connolly	Boatsn Mate	Nat Greene	
John York	Cook	Nat Greene	
Jno Abhoms	Serjt Marines		100..-.-
Richd Fry	Qr Master	Nat Greene	
John Albert	Qr Master	Nat Greene	
Enos Tew	Carpen Mate	Nat Greene	
John Salisbury	Gunners Mate	Nat Greene	
Oliver Perry	Arms Mate	Nat Greene	
Nichs Weaver	Guns Yeoman	Nat Greene	
Peleg Johnson	Seaman	Nat Greene	
Reuben Dewey	Seaman	Jos Dennison	28..-.-
Peter Raffil	ditto	J Greenleaf	
Jos Difdat	ditto	Nat Greene	
Andrw Fernando	ditto	J Greenleaf	
Andrew Molder	ditto	J Greenleaf	
Wm Spriggs	ditto		
Aaron Martin	ditto	Nat Greene	
James Edwards	ditto	Nat Greene	
Benoni Taylor	ditto	Nat Greene	
Chas Prince	ditto	Nat Greene	
Wm Robin	ditto	Nat Greene	

Mens Names	Stations	Agents	Sums paid
Wm Mingo	[Seaman]		
Reuben Thomson	ditto	Nat Greene	
Wm Bryant	ditto	Nat Greene	
George Hardy	ditto		
Jas Burdick	ditto	Nat Greene	
George Wanton	ditto	Nat Greene	
Wm Best	ditto	Nat Greene	
Gideon Philips	ditto	Nat Greene	
Oliver Capron	ditto	Nat Greene	
Jno Davis	ditto	Nat Greene	
James Allen	ditto	Nat Greene	
Caleb Brown	ditto		
Jeffry Socidix	ditto		
Wm Richardson	ditto	Nat Greene	
Peter Dedory	Seaman	Nat Greene	
John Dobie	Seaman	J Greenleaf	
Wm Chadsey	ditto	Nat Greene	
Miphil Philips	ditto	Nat Greene	
Oliver Gorton	ditto	Nat Greene	
Caleb Howard	ditto	Nat Greene	
Ichabod Baker	ditto	Nat Greene	
James Briggs	ditto	Nat Greene	
Jos: Turner	ditto	Nat Greene	
John Pearce	ditto	Nat Greene	
Joab Tew	ditto	Nat Greene	
Martin Langley	ditto		
Bristo Congle	ditto		
Thomas Bond	ditto	Nat Greene	
Jons Lillibridge	Drumer	Nat Greene	
Sampson George	Fifer	Saml Smith	30
John Hacker	Boy	Hoystd Hacker	
Sam Hacker	Boy	Hoystd Hacker	
John Chadwick	ditto	Nat Greene	
Peter Burger	ditto	J Greenleaf	

74

[Boston, March 7, 1777] ²

1. Mass. Arch., Revolutionary Rolls, vol. 52, 84, 12-14.

2. Date is approximated.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT ¹

[Boston] Friday March 7th 1777

In the House of Representatives – Whereas information has been given to this Court that Persons of suspicious Character have been into Sundry

Towns in the Country to procure Provisions under the*pretext of being for the use of the Ship under the Command of Capt Manly [John Manley], in order to send to Halifax by the Cartel Vessel that is to sail from the Harbor of Salem, therefore,

Resolved, That a letter be wrote to the Comttee [of] Correspondence &c. for the Town of Salem to make strict search that no Provisions be permitted to be taken on board said Cartel more than are absolutely necessary for the use of said Cartel Vessel. – and Whereas this Court have reason to apprehend that Letters may be carried in said Cartel from Inimical Persons for intelligence to our Enemies – it is also,

Resolved, that all Letters offered to be sent by said Cartel be inspected by said Committee and that Guards be placed to prevent any provisions or Letters except such as are allowed above being carried on board said Cartel Vessel or any Communication with said Vessel that may be dangerous to the Community.

In Council read and Concurred

Consented to by fifteen of the Council

1. Mass: Arch., vol. 37, 39, 40.

PETITION OF TIMOTHY PARSONS TO THE MASSACHUSETTS GENERAL COURT ¹

To the Honorable the Great & General Court for the State of Massachusetts Bay the Petition of Timothy Parsons humbly Sheweth –

That Your petitioner being Appointed Agent for this States Eastern district for holding Court of Captures and by Virtue thereof and being Applide to by the prize Master of the prize Brig *Henery & Ann* belonging to this State took Said Brig into his Care as directed by the Order of his Appointment and Libled her in the Marantine Court of Said district as the Law of this State directs After which Capt Souther ² Came to Pownalboro in the States Armd Brig and took Said prize Out of Your petitioners possession without delivering Your petitioner Any Order therefor from this State and Carried her into the Middle Destrect – Your petitioner in doing his duty as directed in his Appointment and the Law of this State has been At Considerable Charge of time and Money in taking Care of Said prize as pr Account herewith Excepted therefor Your petitioner prays that Your Honours will Allow him A Reasonable pay for his time and Expence as well Allow him the Money he has Advancd on Account of Said prize and as in duty Bound will Ever pray –

Timo^r Parsons

Boston March 7th 1777 –

[Endorsed] The Committee Appointed to Consider of the Petition & account of Timo Parsons Esq. have attended that Service, & ask Leave to Report [illegible] by way of Resolve. –

In the House of Representatives March 14. 1777

Resolved that there be allowed and paid out of the Public Treasury, forty

Six pounds Twelve Shillings & 10d $\frac{1}{2}$ to Timo Parsons, in full for his Account after deductions made. – ³ Sent up for Concurrence

Sam^l Freeman Speak P T

In Council March 14. 1777 Read & Concurred

John Avery Dpy Secy

1. Mass. Arch., vol. 182, 179–80.

2. Captain Daniel Souther of the Massachusetts Navy brig *Massachusetts*.

3. Parsons' account:

the amount of the Whole Account is		£71..10..10 $\frac{1}{2}$
Deduct thirty three dollars Cash pd to the	}	9..18..00
People belongg to Sd prize		
Deduct for over Charge for his Time Trouble, &c		
	15..00..00	£24..18..00
		£46..12..10 $\frac{1}{2}$

Mass. Arch., vol. 182, 181.

INVOICE OF GOODS SHIPPED BY THE MASSACHUSETTS BOARD OF WAR
ON BOARD SCHOONER *Hannah* ¹

Shipped By the Grace of God In Good Order and well Conditioned By the Board of War –

In And upon the Good shooner Called the *Hannah* whereof is Master under God for this present voyage John Rider And now Lying in the Harbour of Plymo and By Gods Grace Bound for North Carolina To say, Two hogs heads Granada, & two hogs heads Jamaica rum, One hogs head sugar, And One hundred & twenty six pounds in Cash – Being marked and Numbered As in the margin And are to Be Delivered In the Like Good Order and Well Conditioned At the Aforesaid Port of North Carolina. The Danger of the seas Only Excepted Unto the sd John Rider Or to his Assigns He Or they Paying freight for sd Goods Nothing with Primage and average accustomed In witness whereof the Master Or Purser Of the sd ship hath Affirmed to two Bills of Lading All of this Tenor And Dated The One of which – Bills Being Accomplished the Other to stand void And so God send the Good Schooner to her Desired port in safety Amen Dated in plimouth N England March 7th A D: 1777

John Rider

1. Mass. Arch., vol. 292, 1–48.

JAMES WARREN TO CAPTAIN JOHN RIDER ¹

To Capt John Rider

You Are hereby Impowered and Desired to Go on Board the shooner *Hannah* As Master, Embrace the first Good Oppertunity, Come to sail And proceed with All possible Dispatch to North Carolina, and their Dispose of your Cargo And Lay Out the proceeds In the Most Advantageous Manner in flour, wheat, [illegible] Beans Indian Corn, And Rice, Giving preference to these Articles In the Order they stand, And what remains if Any in [illegible] Leather, Hides, Or some Other Light Articles & return With the same to this state as soon as May Be, Taking care to Get into the first safe port you can And from thence Giving Intelligence Of your Arrival to the Board of War

At Boston And pursue their Orders for Your future Conduct I Wish you a Good Voayge and Am Yrs [&c.]

J Warren -

Plimouth 7 March 1777

[Endorsed] A True Copy of Orders I promise to Observe John Ride.

1. Mass. Arch., vol. 292, 1-47.

GOVERNOR JONATHAN TRUMBULL TO CAPTAIN ROBERT NILES¹

Lebanon March 7th 1777

Sir you being Commander of the Schooner *Spy* now fit for the Sea You will Embrace the first Opportunity to Sail for Maryland or Virginia with a Bill Drawn by Commissary [Joseph] Trumbull on President [John] Hancock for one Thousand Dollars Properly Indorsed You will therefore Dispose Said Bill & Lay out the Avails in Maryland or Virginia for Flour or Bread as by Advice you shall find to be most Advantageous to the Statè Concerned and a few Barrels of Tarr & Turpentine if to be had if your Money should not hold out to Purchase a Load of those Articles you are Authorized to Draw on the Govr of this State for what you shall want to make up a full Cargo and your Bill or Bills will be Duely Honored, if your Money should Purchase More than a Cargo of these Articles, you May Invest the Surplus in Such Articles as you Judge will best answer the Public Necessity and Return as soon as Possible - Three Sets of Bills of Like Tenor & Date are Made one will be forwarded by land Directly one by you and the Other is in Safe hands -

Wishing you a Good Voyage with a Speedy & Safe Return I Remain
[&c.]

J T

NB [endorsed on the draft of the letter] he had Orders to Capt Epm Bill for a bb of Rum and to Capt Jo Dishon for Beef Pork & Bread

1. Conn. Arch., 1st Series, IX, 39a, ConnSL.

Pennsylvania Evening Post, TUESDAY, MARCH 11, 1777

Philadelphia, March 7, 1777.

Deserted this day from the *Tormenter*, armed boat, belonging to this state, John Dunn, by trade a house carpenter, about twenty-five years of age, five feet five inches high, fair complexion and sandy hair. He had on a white flannel shirt, and the regiments of the Pennsylvania Fifth battalion, to which he formerly belonged. He is supposed to be gone towards Burlington, as some of his friends live there. Whoever secures said deserter, so that I get him again, shall have Four Dollars reward, and reasonable charges.

James Brown, Capt.

JOURNAL OF H.M.S. *Albany*, LIEUTENANT MICHAEL HYNDMAN¹

March [1777]

Antigua So60°W Dist 96 Leagues

Friday 7th

8 AM out all reefs topsails set top Gallt Sails ½ past 11
AM Saw 2 Sails to the W. ward gave Chace

Fresh Gales and Cloudy ½ past 1 P M made Sir George Colliers day Sigl the Chace showd a french Ensign knowd her to be an English man of war (the *Portland*[]) as we were running down on her weather Quarter in order to Speak with her and was within hail She fird Several Great Guns at us, with Severall Vollies of Small Arms which wounded one Man and Shot away some of our rigging and damagd our Sails a good deal Notwithstanding we had English Colours up ½ past 2 Parted Compy with the *Portland* Empd putting our rigging too rights

1. PRO, Admiralty 51/23.

8 Mar.

The Freeman's Journal, SATURDAY, MARCH 8, 1777

Portsmouth [March 8].

Last Wednesday the Armed Sloop *Satisfaction*, John Stevens, Com-mander, sent into Falmouth Harbour a large Prize Ship, from London, bound to Constantinople: She was taken off the Rocks of Lisbon – Her Loading is Tin, Alum, Pepper, indigo, Bail Goods and Doctor's Drugs. She is a very valuable prize.¹

Whereas some Person, or Persons, do encourage the Seamen belonging to the *Raleigh*, to neglect their Duty, by harbouring and secreting them in Houses, for the design'd Purpose of tempting them to spend there Money, thereby making them intoxicated with Liquor; by which Means Disorders are committed against public Peace, to the great Disgrace of this Town, and manifest Disadvantage to the Service of the United States; This is therefore to warn all Persons from harbouring, secreting, enticing, or inveigling any Seaman or Marine belonging to the said Ship, from their Duty, as they will be made to answer such Offences as the Law directs. – Likewise to warn them against trusting or crediting any Seaman or Marine belonging to said Ship, as no such Debts will be paid.

Thomas Thompson.

On board the *Raleigh*, at Portsmouth, March 3d. 1777.

1. Prize of the Massachusetts privateer was *Royal George*, 220 tons, Peter Young, master, *Independent Chronicle*, Boston, April 10, 1777.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR ¹

Boston 8 March 1777 [A M]

Order'd The Comy deliver Mr Lambert for Brig *Massachusetts* Eighteen boarding Spears & one side of Leather –

Voted That Capt [George] Williams write Mr William Frost & immediately dispatch to him the Vessel from Beverly to load with Timber &c – & send up to this Town the Medicines Woolens & ten Casks pease, store the remainder at Danvers after delivering Capt Harreden [Jonathan Haraden] what he wants for the *Tyrannicide*. –

Order'd That Mr [Ellis] Gray deliver Capt Harreden as much Ravens Duck as he wants for Studing sails

Mr Stephen Bruce requested the Board to make him some Consideration for fitting away the Ship *General Lincoln* –

Voted To allow him six Shillings P day for fifty days Attendance fixing said Vessell for the Sea –

P M

Voted That Mr [Hugh] Orr charge Mr [Daniel] Tillinghast Fifty pounds P Ton for the Shott sent to providence, or return good pig Iron – & that the Secy acquaint him therewith –

Resolv'd That Mr Gray deliver Capt [Jacob] Cole one perspective Glass for Ship *Genl Lincoln* –

Order'd The Commy deliver Capt Cole Four Swivels for his Ship –

Order'd That Colo Crafts deliver Capt Cole Twelve rounds Cartridges also Shott & other Apparatus –

Order'd The Commy to deliver Capt Harreden one Hawser, ten small Arms & one Drum –

Order'd That Daniel Rea deliver Capt Harreden 6 [lb.] red Lead, 12 [lb.] white do 4 Kegs Lamp black 12 pounds yellow Oaker –

1. Mass. Arch., vol. 148, 194–97.

INVENTORY OF THE SHIP *Garland* ¹

Ship *Garlands* Inventory Viz
now the Ship *Gruel* –

Ship about 280 Tuns			
All the Mast & Yards She has			
Stan[di]ng & Runing riging all she has			
three	Anchors all Large	one	Long Boat
one	Cable about 90 fm	one	yawl
one	Ditto about 160 fm	three	Compasses
one	Ditto about 50 fm		Sounding Lead & Line
one	Hawser about 70 fm	two	Lanthorns
one	jiabb		Logg Line
two	fore Stay Sales	four	time Glasses
two	fore top Sales	three	Marling Spikes
two	Main Top Sales	two	Hamers
one	Mizon Top Sale	one	Ax
one	Maine Sale		pump Geer all She has
two	fore Sales	two	Draw Buckets
two	top Galln Sales	one	Speaking Trumpet
three	Steering Sales	one	Iron Hearth
two	Mizons	one	pot
one	Mizon Stay Sale	Six	wooden Boles & plators
three	other Stay Sales		Ship £1500

two Long Boats Sales
twenty water Caske Iron Bound

Stove &c

5.5 -

pass'd

pd James Mugford for Ship *Garland* and all her appurtenanc[es]

March 8th 1777

739..4

780

£1505..5..0

1519..4

13.19

Entd Waste

5..5

[Endorsed] Received the Contents

Jon^a Glover

1. Mass. Arch., vol. 292, 1-54. *Garland* was renamed *Gruel*.

COMMODORE ESEK HOPKINS TO THE CONTINENTAL MARINE COMMITTEE ¹

Gentlemen

Providence March 8th 1777 -

My Last was of the 4th instant in which I acquainted you of the misfortune of the *Hamden's* Springing a Leak - She is now at Swansey heaving down in Order to find out the Leak - Inclosed you have a Copy of my Orders to Captn [John Paul] Jones, Similar Ones I have given Captn Hacker you also have a Copy of my Letter to Mr Bradford which was in Consequence of your Orders in Respect to Satisfying the Men, also a Copy of several Complaints which I have from time to time Received against Captn Jones, and I have had a great number from the common people for his Refusing to pay their Wages without they would make him their Agent - and leaving Lieut [Robert] Sanders in an Engagement with a Strange Ship without knowing what Strength she was, or going down to assist him ² - and indeed I have had so many Complaints against Captn Jones that I should be glad of your directions whether it will be best to call a Court Martial upon him or not, as I see no other way of Satisfying the Officers and People, and I am loth to take such a Step without your Orders for it -

If you will permit me to give my Opinion, I think it would be for the publick Service that you would appoint, or get appointed a Naval Board under you in Boston, or some place in New England with full power to order me or any other Officer in the Navy on Such Duty as they may think best and indeed with full power to direct in all Navy affairs, and Report to you as often as you direct - that or some other way which you may think best may prevent many Inconveniences which now arise frequently by the Alteration & disposition of the Enemy, or our own Navy from the time you give the Orders before they come to hand - I am with great Respect Gentlemen [&c.]

E H -

1. Hopkins Letter Book, 69-70, RIHS.

2. Lieutenant Sanders was prize master in the ship *John* which was retaken by H. M. S. *Milford*. See Volume 7.

MEMORIAL OF THE OWNERS OF BRIGANTINE *Janet*
TO THE NEW YORK CONVENTION ¹

To the Honorable the Convention of the Representatives of the State of New York.

The memorial of William Malcolm on behalf of himself & the other owners of the Brigantine called the *Janet*, Humbly Sheweth,

That your memorialist and the other owners of the Brigantine sent her up the Hudson River to prevent her falling in to the hands of the Enemy. That by order of the Convention she together with her appurtenances was taken and sunk in the line of obstructions opposite Fort Washington.

That your Memorialist is informd that the said Vessel was valued by appraisers appointed by the Convention for only between £7 & £800.

That your Memorialist did offer to purchase from the other owners at the rate of £1200, and that £1250 was offered by several Persons for the said Brigantine before she left York.

That the cost and outfitt of the Vessel only about Twelve months before was near £2000. The Proprietors therefore humbly conceive that in Justice & Equity they ought to be paid at least what they were repeatedly offered for the Vessel in York. And therefore request the Honorable Convention will take the premises into consideration and grant them relief in such way as is consistent with Justice and your Memorialist shall ever pray.

W. Malcolm

In behalf of self & owners.

Kingston, March 8, 1777

[Endorsed] Committed to Capt Rutgers and Major Lawrence.

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, 653. Hereafter cited as *New York Historical Manuscripts*.

ROBERT MORRIS TO THE PENNSYLVANIA COUNCIL OF SAFETY ¹

Gentlemen,

Marine office, March 8, 1777

As the sloop *Independence* is now ready to sail and we find it impossible to get a Surgeon for her, I must request the Favour that the Bearer hereof Mr. Wm. Russell may have a discharge from your service to act in that capacity on board her. If this can be done with propriety it will serve the public and oblige Gentlemen Your [&c.] ²

Robt Morris

The Hon'ble the Council of Safety

1. *Pennsylvania Archives*, 1st series, V, 255.

2. *Ibid.*, 2nd series, I, 91, request was approved.

MINUTES OF THE PENNSYLVANIA NAVY BOARD ¹

[Philadelphia] Navy Board March 8th 1777.

Josep[h] Marsh has delivered in the Bill of Sale for the Sloop he pur-

chased yesterday, called the *Liberty*, and George Virt is appointed to the Command of her.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

Pennsylvania Evening Post, SATURDAY, MARCH 8, 1777

Deserted from the armed boats belonging to this state, the three following persons, viz. Thomas Brown, mariner, a likely well made fellow, and black curly hair. He had on, when he went away, a sailor's brown jacket, white worsted stockings, round hat. Is very talkative, and of a smiling countenance.

Francis Galaher, born in Ireland, about five feet six inches high, and did belong to the First Pennsylvania battalion, lately from Ticonderoga. He had on, when he went away, a brown uniform coat laced with green, the letters I P B on the buttons, his other clothes unknown.

James Williams, alias White, did belong to Capt. Dorsey, is lately from Ticonderoga, a well made fellow, about five feet eight inches high, and black curly hair. He had on, when he went away, a brown uniform coat, turned up with green, the letters I P B on the buttons, and a cocked hat; his other clothes unknown. Whoever takes up said deserters, and secures them in any jail, shall have Twelve Dollars reward, or Four Dollars for each.

Jonathan Cowpland James Brown Tho. Hazelwood, Capts.¹

1. Commanders respectively of the armed boats *Basilisk*, *Tormentor*, and *Fame*.

JOURNAL OF H.M.S. *Emerald*, CAPTAIN BENJAMIN CALDWELL ¹

March 1777

Cape Henry No67°W 36 Leagues

Saturday 8th

at 8 AM departed this life Rich'd Tucker Marine, saw a Sail to the Eastward, made Sail & gave chase at 11 AM brought too the Chace which proved to be the Schooner *Judith* Mark Burnam Master, from Virginia, bound to Cape Ann, with flour sent a petty officer & 6 Men on board her, & sent her to [New] York, the *Phoenix* in chase after another Sail.

Fresh breezes & fine Weather at 4 [P. M.] In 3d reef Topsails: committed the Body of the deceased to the Deep.

1. PRO, Admiralty 51/311.

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

March 1777

Cape Henry No62W Distance 38 Leag

Saturday 8th

at 2 AM more Modt made Sail, at 6 saw a Sail to the Nowd Out Reefs set the Jibb and Staysails & gave Chace at 8 saw the *Emerald* in Chace of a Schooner at 9 Fir'd a Gun & made the Signal to the *Emerald*. — at 1½ past 9 Bore away & gave Chace to a Sloop to the NWd — Fresh Breezes and clear Wr Fir'd several Shot at the

Chace at $1\frac{1}{2}$ past 2 Bro't too the Chace a Sloop from No Carolina with Pitch & Tar bound to Newbury, took the People out and Burn'd her.²

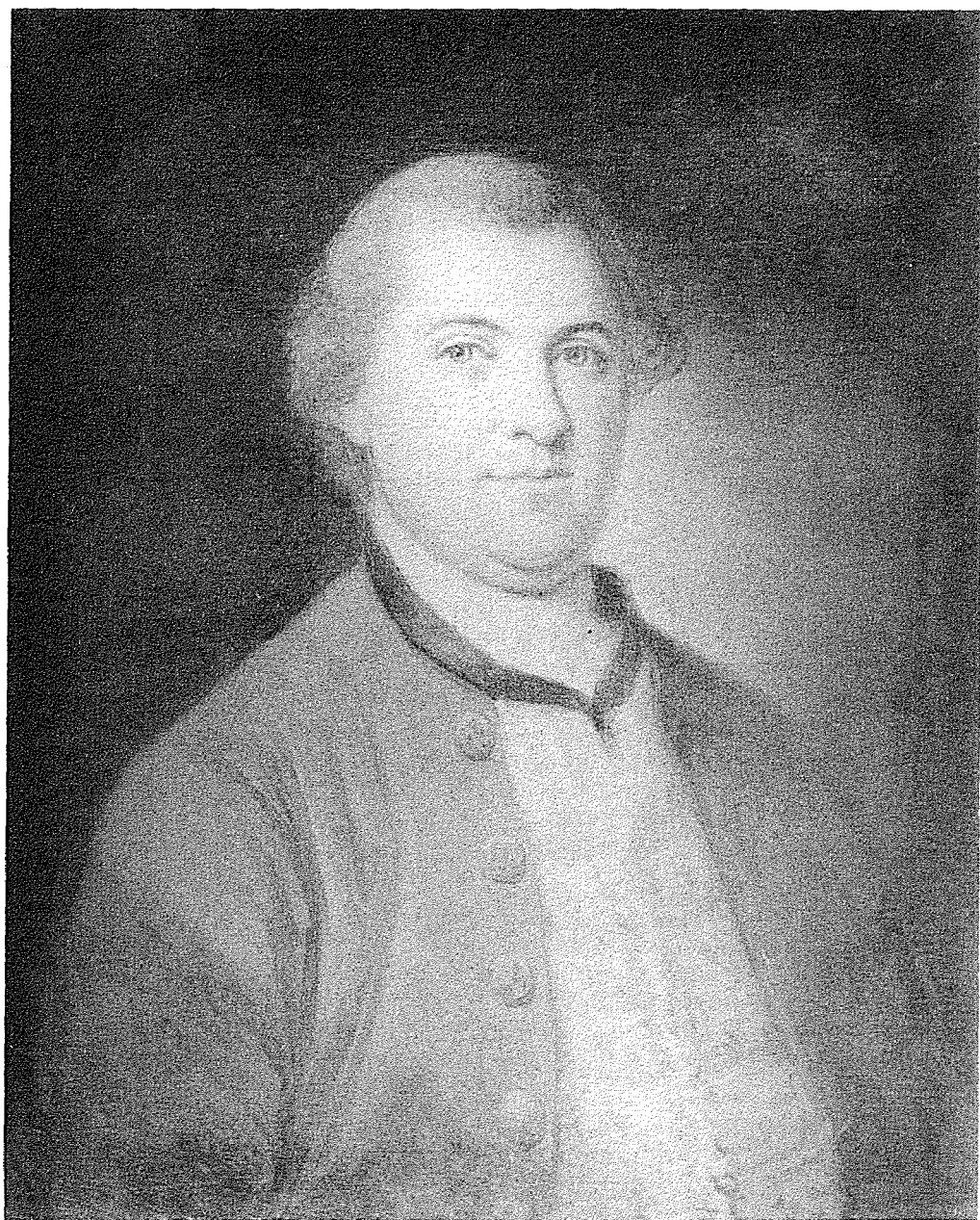
1. PRO, Admiralty 51/694.

2. Sloop *Betsy*, John Churchward, master, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

DIARY OF DR. JAMES HUTCHINSON ¹

[On board the Ship *Sally*]

[8th March, 1777] At nine o'clock this morning we saw a brig at a considerable distance from us, we wished to approach her but it being calm that was impossible. At twelve o'clock the fog cleared away, and our Captain had an observation which came within a few miles of ours last night latitude being $36^{\circ}34'$; between twelve and one, the French officer shot a Penguin, we hoisted out our yawl and sent her after it, as we imagined it would prove a delicate repast. The boat being out, the surface of the water appearing very smooth and the weather fine, it was proposed to send our boat on board the brig, which was as near as we could judge, about nine miles from us; two motives induced us to think of this very dangerous scheme, the one was the necessity we were in for want of provisions, the other the expectations of receiving intelligence, where we could go with safety, as we were totally ignorant what part of the coast was clear and what part infested with cruisers, having had no accounts to be depended on from America since the 26th of October, the time Dr. Franklin left it; we were fully sensible what an amazing hazardous expedition it would be to venture so great a distance on the ocean in an open boat, but hunger and desire of obtaining an account of what place we might venture to with safety compelled us to undertake it; two men was the most we could spare from the ship, the Captain on various accounts was an improper person to go with them; Dr. Williamson and myself therefore consulted on what was most proper to be done and determined that one of us should go; it was unnecessary for both, therefore it was agreed that as Dr. Williamson knew best how to handle an oar, he should be the person. Therefore about half an hour after one o'clock he went into the Yawl, took with him the first mate and one of the best sailors and left us, steering towards the brig, they rowed on with great spirit, as long as I could see them from the Maintop mast head; it is impossible to describe our anxiety for them as we know should a stiff breeze spring up, they could never reach either vessel, and must in all probability perish. About 4 o'clock we perceived a signal from the Brig, by which we knew they got safe on board, the whole afternoon was fine, and the calm providentially continued, evening came on, and our boat did not appear, our fears for them increased; it had become dark, we put lanthorns at each mast head, and I fired a musket every five minutes, to let them know where to find us, however a little after seven they arrived to our very great joy; the account they gave us of their expedition was this, they found the brig to be French belonging to Martinico utter strangers to America and in almost as bad a situation as ourselves, having



James Hutchinson

been for some time at the allowance of a bisquet and pint of water a day, they could therefore only spare us a few bottles of spirits, and about two pounds of cheese. They were totally ignorant with regard to intelligence from America, had been cleared out for Mi[q]uelon Bay, Newfoundland, but were actually bound for Philadelphia and consigned to Willing and Morris² they however now meant to go into Chesapeake Bay for a supply of water; the approach of our boat had so alarmed the captain that he had destroyed his papers, supposing her to belong to a vessel of War.

1. Miscellaneous Manuscript Collection, APS.

2. The French brig *Industry*, John Jacques, master, chartered by the American agent at Martinique, laden with salt and medicines and dispatched to Willing, Morris & Co. The brig was later taken on April 3, 1777 by H. M. S. *Emerald*, Papers of Robert Morris, Accession 1805, LC, and Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

"EXTRACT OF A LETTER FROM A GENTLEMAN ON BOARD THE *Roebuck* MAN OF WAR, TO HIS FATHER IN EDINBURGH, DATED ANTIGUA, MARCH 8, BROUGHT BY HIS MAJESTY'S SLOOP *Hawke*, WHO ARRIVED AT SPITHEAD ON SATURDAY LAST"¹

When we left New York, we cruized at the Delaware for three weeks, and had a passage of three weeks more to this place, during which time we took some prizes. Since the *Roebuck* has been on the American station, she has taken upwards of 100 sail; but, from the greater number to share in the prize-money, from the trivial value of the cargoes, and from many being retaken, I will not have above 30 l. to draw, beside 18 l. which I have already received; We are, however, in great expectations of more when we return again to the American coast. It is thought we will be one of the most active ships at the taking of Philadelphia, as none above 40 guns can well get up that river. Thither we are immediately to return to co-operate with the army, and to prevent the rebel frigates, gallies, floating batteries, &c. from getting out of the river in the spring. Antigua has a compact, neat, little dock-yard for heaving down King's ships, just sufficient for our squadron, consisting of five vessels, which are mostly here, and will be under the command of Captain Hammond, who is appointed Commodore on the Delaware station.

Put no confidence in any news favouring the rebels. They never yet stood to fight, and, I strongly suspect, never will. The army were in winter quarters, in the Jerseys, when we came away. Some skirmishes have indeed happened, from the rebel army attacking our out-guards or detached parties; in one of which 800 Hessians were taken prisoners. General Lee is in close confinement, where he hears the word passed on relieving the centinels set over him. It is, "Do you know this man?" – Yes! – "Who is he? – General Lee! – "If you hear any noise, either without or within, shoot him immediately." – Lee is very melancholy, cursing the foolish manner of his being taken prisoner.

The *Pomona* sloop one of the fastest sailing vessels in the navy, and who has taken so many valuable prizes as to enrich all the officers belonging to her, it is confidently reported, is lost in the West Indies.²

Admiral Young was arrested here t'other day, at the instance of some

merchants in the Island, and afterwards admitted to bail. How this bold and unprecedented affair will end, is more than I can say. One thing, however, is certain, that the merchants have been carrying on very strange sort of trade. These have fitted out armed vessels, who were privateering at sea, without any licence from Britain. Several of these, as it was unquestionabl[y] his duty, the Admiral has taken; and it was in revenge for this, that the merchants had him arrested. There are many friends to the rebels in this Island; and their Judges acquitted a French brig we took in the *Roebuck*, which is a considerable loss to us.

1. *The General Advertiser. Liverpool*, May 9, 1777.

2. See Volume 6.

"EXTRACT OF A LETTER FROM ON BOARD THE *Flora* FRIGATE,
DATED ANTIGUA, MARCH 8." ¹

On our passage from New York hither, we retook a vessel bound to the West Indies, on board of which an American privateer had put ten hands, and ordered her for Boston. A Master's Mate and twelve hands were sent from us to her, and the Americans were brought back. The Mate had orders to follow us to Antigua; but two days after he lost sight of us in a gale of wind; three days afterwards he fell in with an American privateer, who retook the vessel, and ordered her for Martinique, but before she reached that island, the *Lady Keith* armed schooner, made a capture of her, and carried her into Jamaica, from whence the Mate got a passage thither.

1. *London Chronicle*, May 20 to May 22, 1777.

VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS ¹

(No 1:)

Sir

Antigua 8th March 1777.

The 12th February last I wrote You by the *Killingsworth* Hired Transport: Thomas Bowditch Master, who put into this Island in distress, and being Refitted I ordered her to proceed without loss of time to Deptford. I now transmit a Duplicate of the same, and in addition thereto, am also to desire You will be pleased to lay before my Lords Commissioners of the Admiralty the accompanying Inclosures Numbered from No 1 to [blank] which will more fully explain to them the Nature and Extent of the Complaint I then made, "Of Sundry Armed Vessels without any Commission, having been fitted out from these Islands to Cruize and make Capture of American Vessels &c on the High Seas." and I cannot avoid representing to their Lordships that this practice of fitting out private Cruizers has occasioned very great Confusion, and done much hurt and Damage to His Majesty's Service: The Seamen belonging to the Hired Victualling Transports (from Cork to New York that had put into this Island, many of them, indeed without any apparent Necessity) almost to a Man left them, and when I wanted to hasten the Masters to proceed on their Voyage, they made Complaint to me, their Men had been decoyed on board the foregoing Armed

Vessels by great Bounties paid in Advance and large Promises of Prize Money hereafter: nay one of them called the *Tryal*, had the Audacity forcibly to enter the *Benjamin* Hired Victualling Transport and carried away part of her Seamen, with their Cloaths &c as their Lordship will perceive by the Deposition of James Clark and John Hannah inclosed herewith and marked No [blank] and I must farther add it has likewise greatly encouraged Desertion from His Majesty's Ships.

I plainly perceived the Mischievous tendency of these unauthoriz[ed] (and in my opinion illegal) proceedings in the beginning and strongly represented the Consequences to the Attorney General and to the Commander in Chief (for the time being) but without any Success or remedy, as their Lordships will perceive by the Correspondence between them and me: Copies of which are inclosed and marked No 2: 3: 4 & 5. a few days afterwards I received a formal Complaint from the Comte D'argout Governor of Martinique that one of the Armed Vessels without Commission had taken [a] French Vessel belonging to Martinique and carried her into Dominica: I then thought it became my Duty to use my utmost Endeavours to put an immediate Stop to such proceedings and if possible prevent the like in future: or it was plainly evident they would soon draw Government into very alarming and serious Disputes. In order to effect this, I put an Advertisement into the Publick News Paper Setting forth the Complaint I had received: and that I thought it necessary to put an immediate Stop thereto, and had ordered the *Shark* round to St John[s] Road, to prevent any of the Armed Vessels called Privateers to sail from Thence; and that I should order the King's Ships under my Command, to make Capture of all such Armed Vessels, having no Commission; as they may find Cruizing on the High Seas for the purpose of taking Prizes. the Papers marked No 6: are Copies of the Advertisement. Ordered to Captain [John] Chapman and orders to the respective Captains of His Majesty's Ships under my Command; I likewise wrote to the Governors of Barbadoes, Dominica, St Vincents and Grenada, on the same Subject the Papers marked No 7: 8: 9: 10. are Copies of my Letters and their Answers thereto: and my Lords Commissioners will perceive on perusal of those Answers, that His Majesty's Governors are all of opinion, that the practice I complained of is illegal, piratical, and highly Derogatory to the King's Authority.

In consequence of the foregoing Orders and Directions Captain [Henry] Bryne of His Majesty's Ship *Hind* Seized and sent into English Harbour, three of the aforescribed Armed Vessels, Vizt Two fitted out from Antigua and one from St Kitts: however I immediately gave back to their former Owners the Vessels with their Registers, some Negroes and as many of the People, as are usual to Navigate such kind of Vessels to enable them to proceed again on any lawful Trade: there were Eight or Nine Deserters from His Majesty's Ships amongst them; and the rest of the People mostly Entered for some one of His Majesty's Ships belonging to the Squadron under my Command; confessing they had been inticed onboard the Privateers by considerable Advance Money given them at entering and large promises of

Prize Money hereafter. When I had taken these Measures I flattered myself no Person could be hardy enough to persist in a Practice so apparently wrong; and pregnant with Mischief: and I am very much concerned to have occasion to inform their Lordships, They not only yet continue the same practices but likewise threaten they will enter Actions of Trespass against me and the Officers of the Kings Ships, for Seizing and sending into Port the Armed Vessels employed by them, to Cruize and take Prizes on the High Seas and have for that purpose retained most of the Law Gentlemen at the different Islands. I can not entertain a doubt but my Lords Commissioners will be of opinion it was absolutely necessary for me to act on this occasion; in the manner I have represented; and that they will readily give all necessary support and protection to me and the Officers of His Majesty's Ships under my Command. I have therefore repeated the orders of His Majesty's Ships to Seize and send into Port such private Armed Vessels as they may meet with at Sea, Cruizing to take Prizes; and Captn [Charles] Phipps in the *Perseus* has sent into English Harbour two of them; one fitted out from St Kitts and the other from Tortola; Captain [Thomas] Dumaresq of the *Portland* has also sent in one fitted out from Antigua which with the one from St Kitts; are two of the three sent in before by the *Hind*, and were given back by me to their Owners in expectation they would desist from their former Enterprize, and only go out again on Lawful Tra[de.] I am now at a loss to know what further Steps to take with these Vessels unle[ss] to detain them in English Harbour 'till I can receive their Lordships directions concerning them; for it can answer no purpose whatever to bring them to Tryal in the Court of Vice Admiralty at this Island: The opinion of the Judge on the Lawfulness of their Cruizing to take Prizes being evident from the Sentences He has already pronounced in their favour, by condemning the Prizes sent in by them and so very Liberally rewarding the Owners &c for taking them; which their Lordships will perceive by the Paper marked No 11: being a Copy of His Sentence of Condemnation of such Prizes as have been taken by these Privateers as they here call them. The Papers marked No 12: are the Custom House papers, Instructions to their Commanders, and Agreements between the Owners and Mariners onboard for the distribution of Prize Money, found on Board these Vessels when taken by His Majesty's Ships, by which their Lordships will perceive the ultimate tendency of their Scheme.

I am Sir [&c.]

Jam^s Young.

P:S: I must now request You will further acquaint their Lordships since writing the foregoing Letter, the Owners of the private Armed Sloop called the *Hamond* have arrested me on an Action of Trespass, for ordering their Vessel to be Seized; and laid their Damages at £1100 Antigua Currency: I have given in Bail to defend said Action, and doubt not their Lordships will give me all possible Support and protection therein, which may hereafter effectually prevent any Commanding Officer being publicly Insulted for what He may be obliged to Order in his particular line of Duty. J Y

[Enclosed] 8 Mar 1777 V. Adml Young R[d] 26 Apl

CAPTAIN TRISTRAM COFFIN TO SAMUEL PHILLIPS SAVAGE ¹

[Extract]

at present I have not prospect of Selling the Ship *Paris*, as there is So many prize Ships brought in here By the Americans & Sold for very Little, as good Ships as mine has been Sold for two hundred Johann[es] & that price will not do when considered the price She Cost in America; have already purchas'd One hundred & thirty fire arms, Sev[e]n thousand Weight of Lead; thirty thousand flints, four thousand Wt Poudre Some duck Cordage &C. the Plan you wrote my of Relative to Chartering A french Vessell is not Practicable here. they will not hear to any thing unless Security is given for the Vessell here before her departure . . .

Pt Petre Grand teere ² 8th Ma[r]ch 1777.

1. Mass. Arch., vol. 152, 94, 95, Board of War Letters, 1776-1777.

2. Pointe-à-Pitre, Grande-Terre Island, Guadeloupe.

9 Mar. (Sunday)

MIDSHIPMAN THOMAS SPRY TO THE SALEM COMMITTEE OF SAFETY ¹

Hawke Prison Vessel, March 9th 1777

Gentlemen

Salem Harbour

I wrote you this Morning and expected an answer I should be glad to know the reason why I am made a Prisoner. I came here as a Cartel supposed by the faith and Law of Nations, not to be violated, this I think a very great one; putting a Guard on board which has taken the Vessel into their possession – I hold myself and the Crew your Prisoners and will not proceed till this matter is honorably and properly cleared up I shall represent the whole proceeding to Sir George Collier who will do the same to Lord and General How – This proceeding is degrading the British Flag (upon this occasion ought to be held sacred)] – I should be glad to come on shore this afternoon to see you, that in some degree this matter may be cleared up – I am Gentlemen [&c.]

Signed T Spry

A true Copy Miles Greenwood, Clk

1. Mass. Arch., vol. 152, 96, Board of War Letters, 1776-1777. Spry, of H. M. Armed Schooner *Diligent*, was captured in July 1775. See Volumes 1 and 7.

COMMODORE ESEK HOPKINS TO CAPTAIN JOSEPH OLNEY,
CONTINENTAL NAVY BRIG *Cabot* ¹

Sir

Providence March 9th 1777

I have in my hands a paragraph of a Letter from the hon William Ellery Esqr one of our Delegates in which he says Mr [Joseph] Vesey ² has given a Scandalous Account of my behaviour on the 2nd January, by a Letter which he wrote to the Marine Committee in Respect to the affair of the *Diamond* Frigate when She was ashore to the Southward of Warwick Neck – Should be glad if you will assist Mr Lyon who I have Sent to him to get a true Account

of what he wrote to the Marine Committee, and indeed all he knows of that affair & whether he is acquainted with the Channel so well as to know that the Ships could have gone down to the place where She was ashore with that Wind or not And as you know the time Should be glad of your Opinion in Writing whether the Frigates could have got down that day or not – If Mr Vesey should Refuse to give Mr Lyon a true Account of that matter, I have Order'd him here to answer such Questions as is right, and you are to permit him to come accordingly I am Sir [&c.]

E H –

1. Hopkins Letter Book, 70, RIHS.
2. Vesey was serving as master in *Cabot*.

COMMODORE ESEK HOPKINS TO CAPTAIN ABRAHAM WHIPPLE,
CONTINENTAL NAVY FRIGATE *Providence* ¹

Sir

Providence March 9th 1777 –

I receiv'd a Request from General [Joseph] Spencer to Stop any Intelligence from going to Newport by Water – these are therefore to direct that the Sloop *Providence* immediately go down and Anchor in some convenient place this Side of Conimicut point, and Stop all Boats or other Craft from passing without General Spencer's Order for it as late as this day – it will be best to make her Men up to about forty – You may go in her yourself or send Mr [Jonathan] Pitcher ² to execute the above Orders – The Sloop will be as ready there as ever, to Act in Concert with the Fire Ship – Sir [&c.]

E H –

1. Hopkins Letter Book, 70, RIHS.
2. First Lieutenant of Continental frigate *Providence*.

COMMODORE ESEK HOPKINS TO CAPTAIN JOHN BURROUGHS HOPKINS,
CONTINENTAL NAVY FRIGATE *Warren* ¹

Sir

Providence March 9th 1777

You are hereby Requested to order your Barge mann'd and Equip'd, and put a good Officer in her, and Order her to reconnoitre down the River as far as they can do it with Safety, and make his Rendezvous onboard the Sloop *Providence* whenever he thinks proper – She is to Stop any Boat or Craft that may be going down the River without General [Joseph] Spencer's Orders as late as this day – I am Sir [&c.]

E H –

1. Hopkins Letter Book, 71, RIHS.

DIARY OF DR. JAMES HUTCHINSON ¹

[On board the Ship *Sally*]

9th [March, 1777]: The greatest part of last night we have had a breeze from the southwest, this morning the sea is as smooth as a mill pond, not a breath of air to be felt on the deck, our course being all becalmed, but what is very remarkable, there is a considerable breeze aloft, all our upper sails

being full and the vessel going three or two and a half knots thro the water, this is a phenomena that our Captain tells us he has never before met with; at 11 o'clock we saw land, this was a most pleasing sight to every soul on board and we congratulated each other on the occasion. we supposed it to be the southern cape of Virginia and if this should prove to be the case we are determined to go into Chesapeake Bay. At noon the weather being clear we had a good observation and ou[r] latitude was $37^{\circ}38'$ minutes, so that the land we first saw must have been Smith's Island² or near it; we therefore as the wind is fair and we have passed Virginia Bay mean to proceed for Cape Henlopen, we came nearer the land and kept in water between 8 and 10 fathoms deep; at one o'clock we saw a small sloop between us and the land. I asked the Captain permission to take a couple of the sailors and go in our yawl to her but he had suffered so much from his anxiety yesterday while our boat was gone on board the French brig that he was determined not to permit her to leave the ship again; we continued sailing along shore with a sweet gentle wind and a delightful smooth sea till evening when we saw a schooner which gave us chase; we however lost sight of her soon after dusk.

1. Miscellaneous Manuscript Collection, APS.

2. Off the eastern shore of Virginia just north of Cape Charles.

JOSEPH HEWES TO THOMAS BURKE¹

[Extract]

Dear Sir

Edenton 9th March 1777

I have just received a Letter from Mr [William] Hooper by which I have the pleasure to find you had got safe to Baltimore before he left it . . . I have been informed Three Prizes have lately Arrived at Newbern, one of them it seems was bound from London to St Augustine and being maned chiefly by New England Men, the Crew took the Vessel from the Captain and brought her in to this State, it is said she has a very Valuable Cargo on board, when she had got almost up to Newbern a little armed Vessel that was going out took possession of her and now Claims her as a Prize, Ought not these Americans who brought her in, have a large share, or must they be satisfied with regaining their Country & their Liberty and rest contented with the Character of Pirates which some persons have given them . . .

1. Thomas Burke Papers, NCDAH Transcript.

CAPTAIN SAMUEL CHAMPLIN, JR. TO NATHANIEL SHAW, JR.¹

Sir

Charleston South Carolina March the 9th 1777

it is with Satisfaction that I Can acquaint you of my arrivell here on the Eighth Instant . I have Done my utmost Endeavors for to get to the northward but it was not in my power the weather proved so Very Bad after I got as far to the nord as Hatterass I was obligd to Send of [stand off] as far as the Lattd of 28 and finally Got in here after being out thirty odd Days as the

Vessel provd Very leaky here I expect to over hawl my Vessel and proseed to the northward as fast as posible when it will be I Can not write you but I Shall mak all Dispatch in my Power for to get home.

I have taken the Ship *Mary* from St kitts bound for liverpool William Jones master² the Briggt *Athol* from Quebeck Bound for granada James waddee master the Schooner *two brothers* John Salter master from Ireland bound for Jamaca on the 22d of January we took the Brigt *Sally* from London Bound for Tobago Barry Hartwell master haveing a Cargo of Some Dry Goods and anumber of other articles to tead[i]ous to mention She was full of one article or another a fine Sailor with a good new Sute of Sailes I hope She will Get Saiffee into port.³

I was in at Suranam in January lay four or five Days but Could Get no liberty from the governour for nither wood nor water though wee Got Both by Stealth

Thomson p[h]ilips arrived whilst I was there from New London with a Cargo of horses. from [&c.]

Sam¹ Champlin Jr

1. Nathaniel and Thomas Shaw Letters and Papers, Portfolio 11, NLCHS. Champlin commanded the Connecticut privateer sloop *American Revenue*, twelve guns and 100 men, owned by Shaw.
2. *Mary* was taken November 21, 1776, and a number of the crew entered on board the privateer. The prize was sent into Bedford, and the prize crew made its way to New London, where, on March 17, 1777 they signed the following: "We the Subcribers (Seamen on board the Sloop *Amerucan Revenue*) do acknowledge to have Received of Nathaniel Shaw Junr the sum of One hundred Dollars each of us which is in full of our prize Money & in full of our Wages on board the Guinea Ship called the *Mary* commanded by Wm Jones & taken by sd Sloop *A. Revenue* Samel Champlen Master & in full of all Demands on any prize from sd Sloop this present Cruse," Nathaniel and Thomas Shaw Letters and Papers, Portfolio 11, NLCHS.
3. *Sally* was sent into North Carolina, Nathaniel and Thomas Shaw Letters and Papers, Portfolio 11, NLCHS.

VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS¹

(No 2:)

Sir

Antigua 9th March 1777.

I have received your (Secret and Confidential) Letter of the 4th December last. And in pursuance of their Lordships directions to give them the earliest information of what I may observe or learn concerning any Preparations making at the French Islands &ca I have thought it necessary to send home express His Majesty's Sloop *Hawke*.

At present the French have only three Frigates in these Seas, and I do not hear they have a greater force at St Domingo. But their Conduct in respect to the American Rebels, is now much more open and avowed than it was, as they not only suffer the American Privateers to refit at their Ports, but also to bring in their Prizes and dispose of them; which their Lordships will perceive (by the Correspondence between me and the Governors of Martinique and Guadalupe inclosed herewith and marked No 1 & 6.)² is

done; altho the French Governors assert to me; that they force them away from their Ports, this, however is only true, at the Principal Port at each Island; and they are suffered afterwards to go to other out Ports and Bays, at all their Islands where they Act as they please, and soon dispose of their Plunder; this the Governors say is done by Stealth and that they cannot prevent.

I have repeatedly acquainted their Lordships, that the American Armed Vessels and Privateers were received with every mark of Friendship, at all the French, Dutch and Danish Islands in these Seas, and are openly Cleaned, Refitted, and Supplied with every thing they can have occasion for: even to Men: it being matter of great notoriety that the American Privateers have not one third part of the Crews; their own Country Men; but are made up from all Nations; which they enter mostly at the Neutral Islands. I have every reason to beleive, that great Supplies of Naval Stores, Cloathing; Necessarys &c are daily sent from the French Islands to the Rebellious Colonies in America; by Vessels having French Papers; Navigated by French Men, and cleared out for St Pierres Miquelon Captain Hamond in the *Roebuck*, in his passage from the Delawar, on the 12th January last, stopped one of them from Guadalupe (so cleared and Navigated and brought her with him to this Island to be tryed, and notwithstanding it appeared, she was taken at no great distance from the American Coast, more than 11 Degrees of Longitude out of her Route, at a Season of the Year when it was impossible she could get to the Island Miquelon, and her Cargo consisting of no one Article, suitable to that place, but such as the American Rebels are in the greatest want of Vizt Salt, Molasses; Cordage, Canvass, coarse and fine Linnens Woolens &c:) yet has this Vessel under all these Suspicious Circumstances been acquitted by the Judge of the Admiralty of this Island as not being within the Limited distance of the American Coast! The Governor of Guadalupe wrote to me about this Vessel before she was tryed; formally demanding restitution of her and Cargo: the inclosed Papers marked No 3 & 4³ are his Letter and Copy of my Answer. There are two other Vessels (one a Frenchman the other a Qualified Dane) now for Tryal at this place; which were taken by Captain Elphinstone of the *Perseus* just going into Charles Town River, So Carolina: these I presume cannot escape Condemnation, as the plea of limited distance from the Coast cannot be set up in this case.

I must likewise acquaint their Lordships that the French do undoubtedly fit out Privateers for the American Rebels in Europe, as Cap[tain] Elphinstone of the *Perseus* has brought into Antigua a Retaken Ship c[alled] the *Mackarel* (a Hired Victualling Transport carrying Provisions to the King's Troops at New York.) that had been taken by a Privateer from Nantz called the *Notre Dame*; and the People found on board the *Mackarel* when she was Retaken by the *Perseus* were Nine French Men; and one American put on board as Prize Master, this being represented to me by the inclosed Letter, marked No 7: from Captain Elphinstone⁴ it appeared so very extraordinary

that I have sent them all to England in the *Hawk*, to be examined and dealt with as their Lordships may think proper. I am Sir [&c.]

Jam^s Young.

[Endorsed] 9 March 1777 Antigua Vice Adml Young (No 2) Rd 26
Apl 1777. (7 Inclosures)

1. PRO, Admiralty 1/309.

2. See Volume 7.

3. See Volume 7.

4. See Volume 7, 1281. *Notre Dame*, however, was not outfitted in France, but was a South Carolina state vessel which had been sent to France for supplies, and had added a number of Frenchmen to her crew for the homeward voyage.

VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS¹

No 3

Sir

Antigua 9th March 1777 –

I am to desire you will please to acquaint my Lords Commissioners of the Admiralty, that I have received your two Letters of the 14th November covering Intelligence from Lord George Germaine's Office: P Extracts of Letters his Lordship had received from Mr George Walker, and Lord Macartney.

In respect to the first That the American Rebels were meditating an Expedition against the Island of Barbadoes &c I beg to assure their Lordships they may depend I will do every thing in my power to annoy the Enemy and prevent any Descent being made at that, or any other Island within my Command; however, I apprehend if such an Expedition was ever intended, it is laid aside for the present; and from the late success of the King's Forces about New York, I presume to hope the Rebels cannot soon attempt such an Enterprize; besides I flatter myself the Island of Barbado's is so well provided for Defence, as not to suffer such an Insult.

Lord Macartney's representation, that Grenada and the other Islands within his Government are much exposed to Insults from the Rebels Privateers is certainly true, but not more so than the other Ceded Islands of St Vincents; and Dominica; from whose Governors I have received Similar Complaints, however till the late Reinforcement (of three Sloops of War) arrived on the Station; it was not in my power to afford them more protection and defence than I did: since then I have made such farther disposition of the Squadron under my Command; as appeared to me most likely to give all the Islands on the Station the most equal protection.

I presume, Lord Macartney might easily Supply himself with any Number of Gun Carriages He had occasion for, great plenty of good Timber fit for such uses, growing at all the Ceded Islands. All the Islands except Barbado's (where I was only four days; and in that time received three Expresses to return back) have equal Cause to complain of my not Visiting them, however I presume their Lordships will readily perceive; The Kings Service required my presence and continuance at this place; besides, having so few Ships under my Command; I was obliged to make the *Portland* as much a Cruizing Ship, as any other on the Station, and only kept with me

(to prevent accidents of Fire &c) the Ship whose turn it was to Careen and Refit.

I have likewise received their Lordships Order of the 19th Octr last with Copies of the Danish Edict; and Dutch Proclamation to prevent carrying any Military or Naval Stores from their West India Islands to any of the Rebelious Colonies in America. I beg to inform their Lordships that well knowing such an illicit Traffick was Constantly carried on, both from the Dutch and Danish Islands (notwithstanding the orders and Directions of their Respective Masters to the Contrary; as well as my repeated representations to their Governors to put a Stop thereto) I have always kept and shall still continue to do so: some of His Majesty's Ships; Cruizing off the Islands St Eustatia, St Martins; St Bartholomew; St Croix and St Thomas; where they have taken (and afterwards condemned as Prize) a great Number of Vessels Trading with produce to and from the American Colonies; but they have not hitherto been able to take any with Military Stores: they being carried in small Armed Vessels like to Virginia Pilot Boats, which Sail much too fast to be caught by any of His Majesty's Ships under my Command.

The Papers inclosed marked No 1 to 9, are some intercepted Letters found on board a Retaken Ship called the *Marquis of Rockingham* from Bristol to Tortola taken by the *Sturdy Beggar* Rebel Privateer and Retaken by the *Perseus*² and on board a Lumber Ship called the *Raven* (taken by the *Portland*) by which their Lordships will perceive intimations are given of a Treaty Concluded between the French Court and the American Rebels and also hints of a Design formed between them to seize some of the West India Islands; how far this Intelligence is to be relied on I know not; But thus far I must take leave to assure their Lordships these Seas now Swarm with American Privateers; and several of them Vessels of Considerable force; which it is probable will do a great deal of Mischief unless I am enabled to send out more Cruizers to annoy them. I therefore hope their Lordships will think it necessary and with all possible Expedition Strongly to reinforce the Squadron under my Command and I must also intreat they will be pleased to Augment the Squadron with such Ships as will sail well, or they will otherwise have but little Chance of taking the Rebels Privateers, which in General sail very fast; and are kept clean by Refitting at the French, Dutch, and Danish Islands; I cannot omit mentioning to their Lordships that all the King's Ships at present under my Command sail very indifferently: But the *Hind* & *Shark* sail so exceeding bad that they are not of the least use upon the Station as Cruizers: I therefore intend to send them to lie as Guardships at some of the Principal Islands whilst the Crops are Loading, in order to prevent the Privateers cutting out their Trading Ships, which they appear to apprehend, and afterwards Order them to England with the Convoy; It would likewise be necessary that at least One Ship should be appointed to Convoy the Trade from each of the Islands to the place of General Rendezvous, but this Service their Lordships must perceive I cannot effect, the Islands being more in Number than the Ships employed under my Command.

I hope my Lords Commissioners will pardon my further representing to them; that I am firmly of opinion the Kings Service on this very extensive Station, cannot be effectually carried on (in the present State of matters) with less than fifteen sail of Ships and some of them to be Frigates of 28: and 32 Guns. I am Sir [&c.]

Jam^s Young

1. PRO, Admiralty 1/309.

2. See Volume 7, 1206.

“EXTRACT OF A LETTER FROM ON BOARD HIS MAJESTY’S
SHIP *Pearl*, DATED ANTIGUA MARCH 9”¹

Our ship has been detached with Captain Hammond [Andrew Snape Hamond], and his little squadron, to range the coast down as far as South Carolina, from whence we proceeded to this place to refit. Our first and most profitable station was off the Delaware, where we fell in with the *Lexington*, Capt. Hallock, of 16 guns, belonging to the Congress; but as it blowed extremely hard, we had only time to send the boat once on board, in consequence of which only eight men, and an officer, went from us, and as many of the *Lexington*’s returned; but in the night the Americans repossessed themselves of their vessel, and I suppose got safe to Philadelphia.

We also boarded a French vessel laden with powder and arms, which Captain Wilkinson released, notwithstanding she was within ten leagues of the land; a plain proof that the French assist the Americans, and what is yet a greater mortification, that we dare not prevent it.

1. *Morning Chronicle, and London Advertiser*, May 2, 1777.

CAPTAIN ARTHUR McLELLAN TO THE MASSACHUSETTS BOARD OF WAR¹

Point peter [Pointe-à-Pitre, Guadeloupe] 9th March 1777
Gentlemen I take this opportunity of Wrighting to Let you know of my Alivel [arrival] here. I arivd here the 8th feby times was Very dull Here when I Arrivd and Remain So Still I Sold my Lumber for 210 Livers and fish for 33/ thier is 5 Livers pr Ct Duties out of that: Warlike Stores is Very Scarse Except powder Small arms from 50 Livers to 100/ and Scarsely Aney to be Had Rushey [Russian] Duck 140/ Livers Ravens duck None to be Had Cordidge 66/ Lirs

thier is No prospect at present of Selling My Vesel Neither Can I purchase any Salt at present therefore I Shall Be obligd to Ballase with Sand I Shall have My Goods Ready to Ship in 8 or 9 day I Expect to Sail for home By the 18 day of this Month I have Nothing Remarkable to wright At present it dangerous wrighting at this time the Crusers is Very plenty among the Islands I Am with Respect [&c.]

Arthur McLellan

1. Mass. Arch., vol. 152, 97, Board of War Letters, 1776–1777.

10 Mar.

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

March [1777] Do [Halifax Lighthouse] N46.46Wt 49 Leags
 Sunday. 9 Light Airs & foggy at 5 P M Saw the Land from NNE to
 NNW ½ past saw a sail to the No standing to the Wt
 ward Do gave Chase
 Monday. 10 at 9 A M Brot too the Chase She provd to be a Schooner
 Belonging to Salem from Cape Nichola Mould (Hispania-
 ola) Laden with Molasses ² Bore away for port Rosoway
 the prize in Compy
 Fresh Breezes & thick hazy Wr turning into Port Rosoway
 Harbour at 4 Anchord with the small Br in 5½ fms
 water Veerd to a whole Cable

1. PRO, Admiralty 51/607.

2. *Two Sisters*, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.WILLIAM PENNOCK TO ELIAS HASKET DERBY ¹

[Extract]

Portsmouth March 10th 1777

The Court meets next Wednesday when it is generally thought the Embargo will be taken off[f] was we going to return I think we might get Liberty there is a Brig Arriv'd here last Saturday from Cape Francois wh says Marketts in general was but indifferent Fish 30/ that the French sent all his Cargo down to Jamaica where every thing was very high he says that there had been a Privateer fitted out there with an American Capt & Commission & had brot in A Jamaica Man & Condemn'd her & that one Capt Prince had gon in the North Side of Jamaica & cut out a Ship, Schooner, & Sloop which had set the Island in an U[p]roar . . .

1. Derby Family Papers, Vol. 21, EI.

JOHN BRADFORD TO THE MASSACHUSETTS COUNCIL ¹

To the Honble the Council of the Massachusetts State

The petition of John Bradford humbly Sheweth, that the petitioner, as Continental Agent, has Fitted the Schooner *Lee* with fifty men – and ten Carrage Guns, for a Cruise Against the Enemy; and that Captain John Skimmer has the Command of her, But the *Lee* being Lately Commanded by Capt Daniel Waters, who has given her up, the petitioner prays the Honble Board to Grant a Commissn to John Skimmer for Said Vessel, and the petitioner As in duty Bound will every pray, &ca

Jn^o Bradford Con. Agt

[Endorsed] In Council March 10, 1777 Read & Order'd that the Prayer of the above Petition be granted & that a Commission be issued out to John

Skimmer as Commander of the above Vessel called the *Lee* he giving Bond agreeable to the Resolves of Congress

Jn^o Avery Dpy Scy

Boston 10th March 1777

1. Mass. Arch., vol. 166, 327.

Boston Gazette, MONDAY, MARCH 10, 1777

Boston, March 10.

The prize ship *Venus*, from Jamaica, laden with rum, sugar, cotton, &c. taken by Capt. Pierce in a Providence privateer, was unfortunately cast away lately on Great Trip, Nantucket shoals: and the people, twenty-one in number, providentially saved their lives by taking to the boat.

We have authority to assure the public, that by some late arrivals from France, we have the strongest assurances of being supplied with all sorts of warlike and other stores, and that our vessels shall be protected clear of their ports.

New-York Gazette, MONDAY, MARCH 10, 1777

New-York, March 10.

A Rebel Privateer Schooner, of 10 Guns, and 45 Men, has been brought in here since our last, by his Majesty's Ship the *Amazon*, Maximilian Jacobs, Esq; Commander: She was taken in the Sound dogging some Transports bound to the Eastward.

DIARY OF DR. JAMES HUTCHINSON ¹

[On board the Ship *Sally*]

10th [March, 1777]: We kept during last night in shoal water, constantly heaving the lead and seldom finding more than 8 or 9 fathom, sailing about 2 or 3 mile an hour, the water very smooth, our upper sails drawing but our lower ones becalmed. In the morning the land appeared to be 6 or 8 mile off; about nine o'clock we perceived a little behind us a schooner which soon gave us chase. We crowded all our ragged sails to avoid her, but she gained on us fast, and soon came so near that we could perceive her to be using oars; we therefore were convinced she could overtake us. The captain applied to us for advice. I proposed making directly for land and running our vessel on ground, hoping thereby to save our cargo; he agreed with my plan and stood directly for shore, the schooner perceived our intention and soon got between us and the land; I however advised the Captain to keep on; about 11 o'clock she gave us a shot, we did not mind this, she however soon repeated it several times and some of the shot struck very near our ship, we still stood on, till a few minutes after perceiving a Continental Ensign at the topmost head of the schooner, we threw our topsails aback and awaited her approach; she soon came within hail, when we were ordered to strike to the American flag, we answered we were Americans; the Captain then hoisted out his boat and came on board our ship, the schooner proved

to be the *Wasp*,² commanded by John Baldwin, a gentleman I had formerly been acquainted with; I welcomed him on board and enquired the news; he in a general way gave me an account of the melancholy state of our country acquainting us with every remarkable event that had occurred since the 26th of October to the present time and appeared much surprised that we had escaped capture, as he informed us there were numbers of cruisers along the coast, that he believed there were at this time ships of War in the Bay, and that he was stationed between the Capes of Delaware and Chesapeake to look out for vessels and give intelligence; his schooner sailing so remarkably fast that he was under no apprehension of being taken; we informed him of our want of provisions and he immediately sent a supply on board, the sailors eating so voraciously that I was obliged to request the captain to use his authority in restraining them being fearful they would injure their health; we had this day by Captain Baldwin's assistance a dinner of French Pork and Turnips, a meat tongue and potatoes with a Plum Pudding; we had a great plenty of wine in our own vessel, two casks of claret having as yet not been broached, we therefore dined sumptuously and with a most excellent appetite; not partaking of a sufficient dinner in point of quantity nor a good one with respect to quality since the latter end of January.

After we had dined we consulted what was most proper to be done to save our ship and cargo and determined that if the wind should continue as it now is being southerly it would be proper for Captain Rawlins [Thomas Rawlings] to go past our Capes and carry his ship to Egg Harbour, on the other hand should the wind come round, we thought it would be most prudent for him to proceed to Chincoteague; to enable our people to execute these resolutions, Captain Baldwin put his first lieutenant and two of his best seamen on board our ship, and as I had dispatches of importance from Dr. Franklin and others in France, he proposed taking me on board the *Wasp* and landing me at the first convenient place that I might proceed to Philadelphia express; I approved this plan and prepared for going on board the *Wasp*; Dr. [Hugh] Williamson determined to accompany me. I wished to take all my things on shore as from the account Captain Baldwin gave me I found they would produce me very great profits, sufficient to repay all my expenses in Europe, but he dissuaded me from this and advised me to take nothing on shore but such things as I could carry to Philadelphia on horseback, as he informed me it would cost sixty or seventy pounds to carry all my goods to Philadelphia by land; and there would be no possibility of taking them by water while the men of War remained in the Bay. With regard to our ship, he assured me it would be almost impossible she should be taken if the Captain followed his directions as he could with the present wind arrive safe in Egg Harbour in 16 or 18 hours, and should the wind change and come to the northward, she might run to Chincoteague in a less time; and should the worst happen they could always keep the shore on board and strand the vessel should there be occasion, the Lieutenant knowing the proper place to do this with safety; he further said he meant to stay by our ship till

he found a convenient place to land us, and after he had done that, to follow her and assist in taking care of our cargo; We took leave of our Captain and vessel, conjuring him to pursue Captain Baldwin's advice with great exactness.

About 4 o'clock I got on board the *Wasp* with all my letters, papers, etc., and a small trunk containing a few of my clothes, having left on board the ship two boxes of medicine, two chests of goods, one chest containing the principal part of my clothes, and all my medical manuscripts, a box of books, a case containing a number of surgical instruments, besides a number of baskets of prunes, a number of magazines, reviews, political pamphlets, some belonging to myself and some entrusted to my care for others, with several other things of less consequence. The weather became so foggy this afternoon that the Captain durst not venture to land us as he could not see the land distinctly; we therefore remained on board the *Wasp*; she had lately been in a very severe engagement with a transport, her sails were full of bullet holes, there being 56 in the first reef of the mainsail;³ she had 10 carriage guns, a great number of swivels and twenty two men.

1. Miscellaneous Manuscript Collection, APS.

2. Continental Navy schooner.

3. This engagement could have been with the ship *Worcester*, Bentley, master, from Jamaica, which arrived at Liverpool late in April, 1777. Her master reported having beaten "off a Privateer of twelve Guns in Lat. 37;" *Public Advertiser*, London, April 29, 1777.

PAROLE OF JAMES SCOTT¹

Baltimore March 10th 1777

I do hereby pledge my Honr to George Cook Esqr Commandr of the ship of war *Defence* of Maryland that I will (after having Obtained Leave of Congress) proceed to New York, and there Endeavour to be exchanged for Dennis Larkin Formerly belonging to said ship and that in case such Exchange cannot be Effected that I will Immediately return to this place to be disposed of as the Legislative power in the State of Maryland shall direct

James Scott

This is to Certify that James Scott of the Snow *Georgia*, was taken by the ship of war *Defence* belonging to the State of Maryland the 5th day of October 1777 [*sic*] – that the said James Scott do pass unmolested from this to philadelphia and no farther without Leave from the honl Congress – given on bord the ship *Defence* the 10th day of March 1777

Geor[g]e Cook

P S The above named Jas Scott was in the merchant service and is sent on his parole of honr

George Cook

James Scott for Dennis Larkin – Capt Thos Bolton for Wm Carter – Henry Jervis for Jas Cadery – Wm Lions for Alexr Stanton – Docr Jno Lebessuis for one of Equal rank

1. Executive Papers, Box 2, 165b, Md. Arch.

JOURNAL OF THE VIRGINIA NAVY BOARD ¹

[Williamsburg] Monday 10th March 1777. –

Ordered that Mr William Holt deliver unto Lieut James Gray five Gallons of Linseed Oil for the use of the Brig *Raleigh*. –

Ordered that a Warrant Issue to Christopher Cully for One hundred and sixty five pounds the Ballance of his Account for Building a large flat bottom Boat and bringing the same from East River to the Capitol Landing –

Ordered that a Warrant Issue to John Beckley for the use of John Hutchings for Forty pounds upon Account for his Attendance as a Commissioner of the Navy. –

1. Navy Board Journal, 187, VSL.

VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS ¹

(No 4:)

Sir

Antigua 10th March 1777

In addition to the sundry Dispatches now forwarded you Express by His Majesty's Sloop *Hawke*: I am also to desire you will please to acquaint my Lords Commissioners of the Admiralty that Mr Henry Topham the Naval Storekeeper of Antigua Yard returned here from his leave of Absence the 3d February last, and immediately resumed his Employment.

The same day came into English Harbour the Ship *Morant* Samuel Carter Master, with Naval Stores for Antigua Yard, which has since been delivered. – The 11th February arrived here the Ordnance Store Ship *Lord Amherst*: which having delivered the Ordnance Stores intended for this Yard, to Mr Alsop the Ordnance Storekeeper, proceeded the 27th February to Jamaica.

Captain Thomas Wilkinson of His Majesty's Ship *Pearl* Departed this Life at English Harbour the 13th February last; and in consequence thereof, I gave the Honble Captain Geo: Keith Elphinstone, an Order to Command the *Pearl*, The Honble Captain Charles Phipps an Order to Command the *Perseus*, and I have appointed Mr John Linzee Commander of the *Falcon* to be Captain of His Majesty's Ship *Camilla*. The Honble Thomas Windsor first Lieutenant of His Majesty's Ship *Portland* to be Commander of His Majesty's Sloop *Falcon*; I have likewise appointed Lieutent William Young to be first Lieutenant of the *Portland*; Lieutenant William Swiney to be second Lieutenant of the *Portland*; Lieutenant Billy Douglas from the *Hind*, to Command the Armed Brigantine *Antigua*; and have appointed Mr George Edwards from the *Roebuck* to be Lieutenant of the *Hind*: which appointments I hope their Lordships will approve.

I shall use the utmost dispatch in my power to forward and send back the Ships belonging to Lord Howe's Squadron that have come here to Clean and Refit; The *Roebuck* and *Pearl* have been hove down: and together with the *Perseus* and *Mermaid* will be ready to return to the Coast of America in three or four days: The *Falcon* is along side the Wharf preparing to Careen and the *Flora*, and *Camilla*, for the greater Expedition will get a good Parlia-ment Heel; and Supplies of such Stores as they may want.

Captain Thomas Coleman of the Marines having been very much indisposed at the Naval Hospital here for some time past, the Surgeons of the Hospital and of the *Portland* represented to me it would be necessary for his recovery that he should be sent to England: I have therefore given Captain Coleman Permission to come to England in His Majestys Ship *Hawke* and being informed Mr William Conyers is made a Captain Lieutenant of Marines I have ordered Him to be entered on the *Portlands* Books as Captain Lieutenant and do Duty as such.

The Inclosures herewith Marked No 1: 2: 3: 4 and 5. are the Account of the Appointment and removal of Officers between the 1st October 1776 and the 10th March 1777 a List of Prizes taken since the last Account forwarded the 9th December 1776. Copies and Abstracts of Orders given to His Majesty's Ships on their several Cruizing Stations. State and Condition: and the Disposition of the Squadron under my Command which You will be pleased likewise to Communicate to their Lordships. I am Sir [&c.]

Jam^s Young.

[Endorsed] 10 March 1777 Antigua Vice Adml Young (No 4) Rd 26
Apl 1777

I. PRO, Admiralty 1/309.

"DISPOSITION OF HIS MAJESTY'S SHIPS AND VESSELS UNDER THE COMMAND OF
VICE ADMIRAL YOUNG AT BARBADO'S, AND THE LEEWARD ISLANDS,
THE 10TH MARCH 1777." ¹

Ships.	Commanders.	Where Stationed &ca
<i>Portland</i>	V. Adml Young Captn T. Dumaresq	Sailed the 1st Feby to Old Road St Christophers to Compleat her Water; and that Service being performed; Ordered to Cruize in the Latitude 20° North, and Longitude from 58° to 61° West; to continue on this Service till the 10th day of March, then call at Prince Ruperts Bay Dominica to compleat her Wood and Water, afterwards to return to English harbour Antigua. Vide Copy of the Order mark'd No [blank]
<i>Seaford.</i>	Jno Colpoys.	Sailed the 17th Feby on a Cruize between the Latitude of 13° and 15th North; and Longitude 57° and 60° West; to continue on this Service till the 15th March, then to proceed to Carlisle Bay, Barbados; and wait the Arrival of the Feby Packet from Eng-

		land, and receive from her what Letters she may bring for me and the Officers of the Squadron; and then immediately return to English harbour Antigua. —
<i>Hind.</i>	Hy Bryne.	Ordered 13th Feby to proceed and Cruize among the Leeward Charibbe Islands &c; to continue on this Service till the 20th March, and then return to English harbour Antigua.—
<i>Beaver.</i>	Jas Jones.	Sailed the 9th Feby on a Cruize among the Leeward Charibbe Islands &c; to remain on this Station 'till the expiration of six Weeks and then return to English harbour Antigua.—
<i>Shark.</i>	Jno Chapman	In English harbour, Antigua —
<i>Hawke</i>	Robt P. Cooper.	In English harbour, Antigua; ready to Sail express to England. —
<i>Favorite</i>	Willm Fooks	Ordered 3d Feby to proceed on a Cruize; ranging along the Island Grenada, the Grenadines, and St Vincent; to remain on this Service till further Order. —
<i>Fly.</i>	Edwd Garner.	Ordered 25th Feby to Cruize from the Island Barbuda, to the South end of Martinico, from 20 to 30 Leagues off the Land; to continue on this Service 'till the 7th April next, and then return to English harbour Antigua. —
<i>Pelican Arm'd Brig.</i>	Lieut J. P. Ardesoif	Ordered 4th Feby to proceed after Captain Willm Fooks of his Majesty's Sloop <i>Favorite</i> , and put himself under his Command.
<i>Endeavour Arm'd Brig.</i>	Lt Fras Tinsley	Sailed the 6th Instant in Company to Prince Ruperts Bay Dominica to compleat their Wood and Water, and as soon as that Service is performed, to proceed and Cruize between the Latitudes of 18° and 21° North; and Longitude 59° & 61° West, to continue on this Station till the 5th April next; then return to English harbour, Antigua. —
<i>Antigua Arm'd Brig</i>	Lt. Wm. Swiney	

Ships.	Commanders.	Where Stationed &ca
<u>Ships belonging to Vice Admiral Lord Howe's Squadron.</u>		
<i>Flora.</i>	J. Brisbane.	In English harbour; Overhauling her Rigging, Caulking &ca —
<i>Mermaid</i>	Jas Hawker	In English harbour; fitting for Sea, having had a new Bowspreet former being sprung. —
<i>Roebuck</i>	A. S. Hamond	In English harbour; Refitting after being Careened. —
<i>Pearl.</i>	Honble G. K. Elphinstone.	In English harbour; Refitting after being Careened. —
<i>Perseus.</i>	Honble Chas Phipps	Ordered the 22d Feby on a Cruize, among the Leeward Charibbe Islands &ca to continue on this Service till the 8th March, then return to English harbour Antigua. —
<i>Camilla.</i>	J. Linzee	In English harbour; Overhauling her Rigging, Caulking, & compleating her Stores. —
<i>Falcon</i>	Honble Thos Windsor	In English harbour; preparing to Careen. —

Jam^s Young.

[Endorsed] In Adml Young's Letter No 4

1. PRO, Admiralty 1/309.

VICE ADMIRAL JAMES YOUNG'S REPORT ON CRUIZING VESSELS ¹Arrangement of the Cruizers

[Antigua, March 10, 1777]

<i>Favorite</i> } <i>Pelican</i> }	Cruizing off Grenada, the Grenadines & St Vincents.
<i>Seaford</i> —	On a Cruize to Windward of the Islands in the Latitude 13° & 15° North, and Longitude from 57° to 60° West.
<i>Fly</i>	On a Cruize from the East end of Barbuda, to the South end of Martinique
<i>Portland</i> —	On a Cruize to Windward of the Islands in the Latitude 20 North and Longde 58° to 61° West.
<i>Endeavour</i> } <i>Antigua.</i> }	Cruizing between the Latde 18° & 21° North, Longde 59° & 61° Wt
<i>Hind.</i> — } <i>Beaver</i> — }	Cruizing off St Eustatia & among the Leeward Charibbean and Vergin Islands —

J Y

1. PRO, Admiralty 1/309. Enclosed in Young's letter No. 4 to Philip Stephens, dated March 10, 1777.

"EXTRACT OF A LETTER FROM A GENTLEMAN AT ST. LUCIA, TO A MERCHANT
IN THIS TOWN [LONDON], DATED MARCH 10, 1777." ¹

There are a number of privateers in these seas. Under is a list of what have been here and at Martinique the last fifteen days, and there are more fitting out. The Congress Agents have blank commissions out, which they fill up and are very liberal of. Prizes are carried into the French Ports and openly sold. The *Mary*, belonging to your town, with her Slaves, was sold in the Bay I am now in. She was taken by *Puissance*, owned by a Mr. Bigora [Pierre Begozzat], a Merchant in Martinique.

	Guns.	Men.
A snow, name unknown	16	150
Brig <i>Tyrannicide</i>	14	100
Ditto <i>Sturdy Beggar</i>	14	110
Ditto name unknown, Whitlesey, Master	14	100
Schooner <i>Rattle-snake</i>	18	150
Ditto <i>Spitfire</i>	16	120
Sloop armed by a house in Martinique	12	90
Ditto <i>Puissance</i>	10	70
Ditto <i>Baltimore</i>	8	50
Small Schooner armed in Martinique	4	40

1. *Lloyd's Evening Post*, and *British Chronicle*, London, June 2 to June 4, 1777.

11 Mar.

JOHN LANGDON TO RICHARD PETERS ¹

Portsmo March 11th 1777

Your favo'r of the 16th Jany. is Just come to hand, Directg a Return of Military and ordinance Stores to the Honbl Board of war, to which I answer the whole of Stores which came from france in the Brig *Marquis of Kildare*, w[e]re sent to Ticonderoga P order of the Honbl Marine Committee, excepting the Powder, Some few Arms, Lead &c which was orderd for the use of the Continental Ships heare – I was orderd to Send Eight Tons of Lead to Ticonderoga, Since which, at the Request of the Assembly have Spared this State abt fifteen hundrd waight – have now on hand abt twenty five hundred waight Lead great part of which shall want for the ships now buildg – also abt thirty Barrells of Crude Sulpher, Bro't from the West indies, which unfit for use, till it's fluxed, Iv'e sent one Barrell to the powder mill, to try what can be done with it as it can't be used in its present state. – Iv'e no other Stores of any kind in my hand belongg to the Continent, except what is appropriated to the Deffirant ships use – with all due Respect [&c.]

John Langdon

Richard Peters Esqr

Secretary to the Honbl Board of War

P Post Baltimore

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

“AN ACCOUNT OF SHIPS AND VESSELS TAKEN AS PRIZE OF WAR, BY HIS
YOUNG AT BARBADO’S, AND THE LEEWARD ISLANDS AND IN THE SEAS
DECEMR 1776, AND THE

By what Ship taken	When taken.	Where taken.	Name of the		To what Nation or Province belongg	Sort of Vessel
			Vessell.	Master.		
<i>Unicorn</i>	24th Novr 1776.	Off Boston Bay	<i>Lively.</i>	Jonn Parsons	Newberry	Sloop
<i>Seaford</i>	15 Decr 76	Off St Eustatia	<i>Driver</i>	Guy Greenough	America	Schooner
<i>Hind.</i>	22d Decr 76.	Off Deseada	<i>Hope.</i>	Willm Ross.	Massachusets	Schooner
pr Tender <i>Roebuck</i> <i>Milford.</i>	15th Decr 76		<i>Pidgeon</i> <i>John</i>	Smith Jno Watkins		Sloop Ship
<i>Portland.</i>	1st Jany 1777	Off Bonnaire	<i>Three Friends</i>	J. Dickeson	So Carolina	Schooner
<i>Portland</i>	15th Jany 1777	At Sea.	<i>Prince Frederick</i>	Saml McLellan	St Croix	Brig
<i>Roebuck</i>	10th Jany 1777	"	<i>Peggy.</i>	Alexr Thompson	Philadelphia	Sloop
<i>Roebuck</i>	11th Jany 1777	"	<i>Adventure</i>	Lace Sandford	Virginia	Brig
<i>Roebuck</i>	12th Jany	"	<i>Felicity</i>	Vinct Simcone	Guadelupe	Brig
<i>Pearl &</i> <i>Perseus</i> <i>Perseus</i>	7th Jany 1777	At Sea	<i>Little John</i> <i>Speedwell</i>	Willm Smith Jno Hazard		Schooner Sloop
<i>Pearl</i> <i>Hind</i>	14th Jany 1777	Off St Eustatia	<i>Betsy</i> <i>Jane</i>	Jno Monlose	St Kitts	Schooner
pr Tender <i>Pelican</i>	23d Jany 1777	Off Dominica	<i>St Guillaume</i>	Pr Davide	St Domingo	Sloop
<i>Hawke</i>	21st Jany 1777	Off Martinico	<i>Elizabeth</i>	J. Bankson	St Kitts	Schooner
<i>Beaver</i>	4th Feby 1777		<i>Freedom</i>	Prize Master Josh Hudson		Brig
<i>Falcon</i> <i>Hawke</i> <i>Hawke</i>	3d Feby 1777	Off St Lucia Off Martinique	<i>Seaflower</i> <i>Batchellor</i> <i>Penguin</i>	Thos Croker Willm Gray John Carne	Massachusets Tingmouth Devonre	Schooner Ship Brig
<i>Hind</i>	23d Janry 1777	Off St Eustatia	<i>Salt River Packet</i>	Prize Master J. Spencer	St Croix	Sloop
pr Tender <i>Hind</i>	1st Feby 1777	"	<i>Hope.</i>	Arno. Renon	Martinique	Sloop
pr Tender <i>Hind</i>	1st Feby 1777	"	<i>Two Sisters</i>	Nl Pendleton	Baltimore	Schooner
pr Tender <i>Hind</i>	3d Feby 1777	"	<i>Sally</i>	Jno Davis	Newberry	Brig
pr Tender <i>Seaford</i> <i>Perseus.</i>	12 Jany 1777	off Deseada At Sea.	<i>John.</i> <i>Thomas.</i>	John Cockran T Nicholson		Sloop Snow
<i>Perseus.</i>	25 Jany 1777	"	<i>Adventure.</i>	Thos Newell	St Thomas'	Sloop
<i>Perseus.</i>	8th Feby 1777		<i>Mackarel.</i>			Ship
<i>Perseus.</i>	13th Feby 1777		<i>Marquis of Rock-</i> <i>ingham</i>	I. Pocock	Bristol	Ship
<i>Perseus.</i>	20th Feby 1777		<i>Adventure</i>	Willm Coffin	Massachusets	Snow
<i>Mermaid</i>	8th Jany 1777		<i>Dartmouth</i>	Jas Littlefield		Sloop
<i>Portland</i>	16th Feby 1777	At Sea.	<i>Raven</i>	Josh Stackpole	Massachusets	Ship
<i>Portland</i>	24th Feby 1777	"	<i>Perseverance</i>	Thos Parker	Bermudas	Sloop
<i>Perseus.</i>			<i>Ranger</i>	Willm Davis	Antigua	Schooner

1. PRO, Admiralty 1/309. Enclosed in Admiral Young's letter No. 4 to Philip Stephens, March 10.

MAJESTY'S SHIPS AND VESSELS, UNDER THE COMMAND OF VICE ADMIRAL
ADJACENT; BETWEEN THE LAST ACCOUNT TRANSMITTED THE 9TH
10TH MARCH 1777" ¹

From whence.	When last Sailed.	Where bound.	Lading.	No of			If any Ships of War in Company when Taken her Name &c	To what Port sent to be Tried	Whether Condemned or Acquitted.
				Tons.	Men.	Guns.			
Philadelphia	2d Novr 1776.	Newberry	Flour, Iron &c	40	6		None	Antigua	Condemned
Philadelphia	23d Novr 76	St Eustatia	Flour & Bread	80	6		"	St Kitts Antigua	Condemned Condemned
							"	"	Condemned
							"	"	A Retaken Vessel
So Carolina.	29th Novr 1776.	Curacoa	Rice & Indigo	30	7		"	"	Condemned
St Croix.	12th Jan'y 1777	St Piers Nfld	Salt dry Goods &c	100	8		"	"	Condemned
Georgia		Philadel- phia	Rice Indigo and Leather.	20	6		"	"	Condemned
Guadelupe.		Virginia	Powder & Sail cloth	110	9		"	"	Condemned
Guadelupe		Miquelon	Molasses Wine Cordage &c	140	13		"	"	Acquitted
							"	"	A Retaken Vessel
Georgia.		Philadel- phia	Rice Indigo &c	35	4		"	"	Condemned
St Eustatia	14th Jan'y 1777	St Kitts	Flour	15	4		"	St Kitts	
Said to be from St Domingo		Martinico	Guns & other Warlike Stores.	100	24	13	"	Dominica	
Isle of Wight	10th Novemr 1776	For a Mar- ket	Flour, Bread &c	70	7			"	A Retaken Vessel
								Antigua	Condemned Droits of Admty
								"	Condemned
Newberry Tingmouth	15th Jan'y 1777 8th Marh 1776.	Martinique St Lucia	Lumber Fish	200 60	9 6			Dominica	A Retaken Vessel
St Croix	20 Jan'y 1777	St Eustatia	Rice & Hides	25	8	"	None	St Chris- tophers	
Martinique	30 Jan'y 1777	St Eustatia	Ballast	30	8	"	"	"	
Baltimore	6th Jan'y 1777	St Eustatia	Flour & Bread	30	6	"	"	"	
Newberry	13th Jan'y 1777	St Eustatia	Lumber & Fish	100	7	"	"	"	
							"	Antigua	
Jamaica		Bristol	Logwood Fus- tic &c	72	14	6	"	St Croix	A Retaken Vessel
St Thomas'			Wine dry Goods &c	60	7	"	"	Antigua	A Retaken Vessel
Cork		New York	Provisions				"	"	A Retaken Vessel
Bristol		St Kitts	Dry Goods				"	"	
Newberry		St Eustatia	Lumber	170	10	"	"	"	
Newberry		Martinique	Lumber	280	8	"	"	"	
South Caro- lina		St Eustatia	Rice	50	5	"	"	"	

Jam^s Young.

JONATHAN GLOVER TO THE MASSACHUSETTS BOARD OF WAR ¹

Gentlemen

Marblehead March 11 1777

The Barer Mr Glover I have Sent on purpose for a Number of Articles I am in want off, to dispatch your Vessels (that I am Loading,) & for the Ship that is to be Calked & graved Eight or ten Barrills of Tar Six Ditto of pitch & five of Turpintime, three pe[ices] of ozenbriges or Ticklinburgs, 6 lb Twine to Make Small Sails for the Schrs one Hundred & Twenty fathoms of Shrowd hawser of Six Inches for Shrowds & Squaresail horses five or Six Coils of Small Cordage three Ditto of Spun y[ar]n one Coil of head Rope for the Small sales –

Provisions for the Severil Vessels, Schr *Franklin* Saml Green for the Westindis 2 bbs pork 3 Ditto Beef 500 lb Bread Schr *Woodbridge* Saml Dugard for Bilbao 3 Barrels pork 5 Ditto of Beef 800 lb Bread 1 bb flower. the Schr *Salsbury* Bartho Jackson for Bilbao 3 bbs pork, 5 Ditto of Beef & 800 lb Bread & 1 bb flower Schr *two Brothers* the Master Not known 3 bbs pork 5 Ditto of Beef & 800 lb Bread 1 bb flower 1 Cask of Rice to be divided amongst them –

Incloused is a Memorandum of Small artcils that is wanted for the Vessels, which please to Send as they are Not to be had hear, I Saw Capt [George] Williams at Salem & he has furnished Me with pees, potatoes we Can get hear, pray Send the above articles dow[n] Immediatly as the Vessells Cannot be dispatchd With out them – I am Gentlemen [&c.]

Jon^a Glover

1. Mass. Arch., vol. 152, 100, Board of War Letters, 1776–1777.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR ¹

[Boston] 11th March 1777 [A M]

Order'd The Comy deliver Capt Harreden [Jonathan Haraden] the Medicine Chest belonging to Brig *Tyrannicide* –

Voted The Ship at portsmo purchas'd of Mr Dennie be called *Bunker Hill* –
P M

Order'd That Richard Skillings Bill for Block work &c for Brig *Tyrannicide* £5. .7. .4 be paid & his Bill for cutting Mortices &c for Brig *Massachusetts* 13/ be paid –

1. Mass. Arch., vol. 148, 198, 199.

SHIPPING ARTICLES OF THE MASSACHUSETTS SCHOONER *Boston* ¹

It is agreed between the Master seamen and Mariners of the Schooner *Boston* Arthur Mclelen Master now bound from Newbury Port in the State of the Massachusetts Bay to the West Indies and from thence to Newbury Port aforesaid the place of discharge –

That in consideration of the monthly wages against each respective Seaman and Mariners Name hereunder set, That they do and will perform the above mentioned Voyage and the said Master doth hereby agree with and

hire the said seamen and Mariners for the said Voyage at such Monthly wages to be paid pursuant to the Laws of the State aforesaid, and the seamen and Mariners do hereby promise and oblige themselves to do their duty and obey the Lawful Commands of their Officers onboard the said Schooner or the Boats thereto belonging as becomes good and faithfull seamen and Mariners and to do their best Endeavours for the preservation of the said Schooner and Cargoe and do not neglect or Refuse doing their duty by Day or by Night nor go out of said Schooner on any pretence whatever without Leave of the Commanding Officer on Board; that in default there of they will be Liable to forfeit and Lose the whole of their wages together with every their goods Chattels &c on board renouncing by these presents, all Title Right Demand and pretention thereunto forever – And its further agreed by both parties that each and every Lawful Command which the said master shall think Necessary hereafter to issue for the effectual Government of the said Vessel suppressing immorality and vice of all kinds be strictly complied with under penalty of the Person or Persons disobeying, forfeiting his or their whole wages – That for the due performance of the abovementioned Agreement we have set our Hands the month & day against our names affixed and in the year of our Lord 1776 –

Time of Entry	Men's Names	Quality	Advance wages	Wages pr Month
4 december 1776	Arthur McLellan	Master	6..0..0	6..0..0
	Ls Sampson	Mate	6..0..0	6..0..0
	James Clark	Semen	5..8..0	5..8..0
	Nath Bayley			4.16..0
	Simon Knight			4.16..0
Decemr 26 –	Toby Fileen			4.16..0
Jany 6. 1777	Richard Miller		4.16..0	4.16..0
Jany 8 1777	R Stanford	Seman	5..8..0	5..8..0
March	Isaac Lane			4.16..0
11. 1777	Richard Smith	shpt Jany 1 disd 4 March	red advance	4.16..0

discharged the Cargo 4 March 1777 the wages to be paid to sd day –
The Capt is paid – it was paid to Capt Sargeant of Cape Ann.

I. Mass. Arch., vol. 292, 110–11.

OLIVER WOLCOTT TO JOSHUA HUNTINGTON ¹

[Extract]

Philadelphia 11 March 1777

. . . As to the Draught or Description of the Frigate which you are to Build, it has of late been neglected to be sent, the Committee have left it to the Discretion and Emulation of those employed in the several States to Rival each other in the Perfection of Building. But I shall endeavour to send (or procure it to be done, by the Board of Assistants to the Marine

Department who act under the Direction of the Marine Board) such Draughts as may be proper. Wishing of you Sir, success and much Honour to yourself in the Conduct of your Business . . .

1. "Huntington Papers," *Collections of the Connecticut Historical Society*, XX, 56.

MINUTES OF THE PENNSYLVANIA NAVY BOARD ¹

[Philadelphia] Navy Board March 11th 1777 –

An Order on Wm Webb to Commodore Seymoure [Thomas Seymour], for £350.

It is determined that James McKnight be appointed 1st Lieutenant of the Fire Ship *Strumbello*.

Captain John Brice of the Fire Sloop, to be removed to the Command of the Fire Brig *Vulcano*.

An Order on William Richards to Capt [John] Rice for Sundries for the use of the Galley *Convention*, to pay her Bottom.

An Order on William Richards for four Oars for the yawl kept by Thos Marl for taking care of the chain.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

ADVERTISEMENT FOR A DESERTER FROM THE PENNSYLVANIA NAVY ARMED SCHOONER *Delaware* ¹

Philadelphia, March 11, 1777.

Deserted from the armed schooner *Delaware*, belonging to this state, John Beard, born in Ireland, twenty-five years of age, five feet three inches high, sandy complexion, short brown hair, light coloured long clothes, leather breeches, and his face scratched in several places. Likewise one Barnet Williams, born in Ireland, about five feet five inches high, thirty-two years of age, sandy complexion, pitted with the smallpox, and has a cast in his left eye. He had on, when he went away, a swanskin jacket and trousers, and a white hat flapped. Whoever apprehends said deserters, so that they may be returned on board said schooner, shall have Eight Dollars reward, or Four Dollars for either.

Richard Eyres.

1. *Pennsylvania Evening Post*, March 15, 1777.

DIARY OF DR. JAMES HUTCHINSON ¹

[On board the Continental Schooner *Wasp*]

[11th March, 1777] Last night as Captain [John] Baldwin was not able to land us, he was determined to stay near the ship, ordering her to shorten sail and keep as close to the schooner as possible. About ten o'clock at night we saw the lighthouse,² at 12 it became very thick and hazy so that we could not see the ship, between two and three the haze continued and it was so dark we could not see the other vessel, though we were so near as to hear them when they spoke with a trumpet; between three and four we lost her

entirely and this morning could not find her; the wind continued southerly, the weather so thick and the surf running so high that the Captain did not think it prudent to put us on shore. During this day both Dr. Williamson and myself were under great apprehensions about our ship, and sincerely repented our having left her; Captain Baldwin encouraged us by telling us that he had no doubt but what she was safe in Egg Harbour before this time; as the wind had been as fair as it could blow. We spent on the whole a very disagreeable day tho' every officer on board the *Wasp*, endeavored to make it as pleasing as possible.

1. Miscellaneous Manuscript Collection, APS.

2. Cape Henlopen.

MARYLAND COUNCIL OF SAFETY TO VAN BIBBER & HARRISON, MARTINIQUE ¹

No 180

Gent. Your favor of the 28th December inclosing Account Current &c and Mr [Abraham] Vanbibber's of the 10th January, have come to hand.

We are exceedingly sorry that our Endeavours to extinguish the heavy Debt you have Contracted on Account of our State, have been Attended with so little success. Had the *Resolution* got safe through the Enemies and the 92 not missed the Island of Martinique, their Cargoes which were valuable would have greatly relieved you the 92 arrived at the Moal almost a wreck, [John] Martin, [Thomas] Conway, and Morre's [Ralph Moore] ² Cargoes if they arrive safe with the Money you have, or will receive for the Powder Leguiere Sold at Carolina belonging to this State will greatly reduce our Balance.

We are getting the Ship *Lidia* Burthen 400 Hhds ready to take in a load of Tobacco which will be dispatched to you as soon as possible. And you may depend, that the Governor and Council who will shortly succeed us and to whom in future be pleased to Address your Letters, will do every thing in their Power to Strengthen your hands. But if you could Draw Bills upon them even at 25 pCent Discount it would be serving the State and yourselves to do it. Salt, Blankets & Course Woollens with trimmings we want very much and wish to have them almost at any Price – Mr Vanbibber's Order on us in favor of Vanbibber and Crockett for 1133 $\frac{1}{6}$ Dollars has appeared and is duly honored.

Pray have you ever heard any intelligence respecting Simonton? Mr [William] McCreary who is now in this State has informed us, that he Shipped to the Care of Mr Vanbibber from Rotterdam for the use of this State, 2100 Musquets, 100,000 Gunflints 20 Boxes Dble & 20 Boxes Single Tin, 1300 Gunlocks 5 Tons Lead and a large Quantity of Medicines that a Mr Beall, who is Connected with Mr Norton at Williamsburgh, informed him, that their Goods arrived safe in Statia that Mr Vanbibber refused to pay the freight of them, and that a Mr [Cornelius] Stevenson had taken them up and sold part of them to pay it.

We cannot give Credit to this information; and beg that you will make

Enquiry and inform us particularly how this business has been Transacted; and what has been done with the Goods –

Inclosed you have Invoice and Bill of Lading for the *Brothers* Cargo which we wish to a good Market. Herewith you will receive several Copies of the Convention of New York Address to the people of that State which be pleased to distribute amongst the Inhabitants of Martinique and the British Islands also a News paper that has Governor [William] Livingstons Speech to his Assembly This Speech and the Address we beg you would have Translated into the French Language by an Able Hand and send some Copies to Old France

P.S. Send as much Salt by the Brig as she can conveniently take in. We are [&c.]

[Annapolis] March 11th 1777 –

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

2. Masters respectively of brig *Friendship*, sloop *Molly*, and brig *Brothers*.

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

March 1777 Cape Henry So59 Distance 22 $\frac{1}{3}$ L

Monday 10th at 1 AM in 3d Reef Main Topsail at $\frac{1}{2}$ past saw two Sail to the Wt wd Out all Reefs set Topgt sails and gave Chace, Fir'd several Shot & brot too the Chace a Schooner from St Thomas's bound to Virginia² put an Officer onboard and made Sail after another – Modt: and clear Wr the *Emerald* EBN at 8 PM Hove too Main Topsl to the Mast having come up with and Brot too the Chace a Prize Schooner belonging to the *Emerald* bd to New York, continued Laying too for the Prize to come up.

Tuesday 11th at 7 AM saw the Prize to the SW out Reefs and Made Sail at [11] Calm tow'd the Prize alongside took a few Goods out & sunk her –

1. PRO, Admiralty 51/694.

2. Schooner *Wolf*, Simon Elliott, master, with salt, guns and dry goods, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

CAPTAIN NICHOLAS BIDDLE TO JAMES BIDDLE¹

My Dear Brother

Charles Town Feb: [sic March] 11th 1777

I have just got here after one of the most disagreeable Passages that ever I experienced – We sprung our Fore Mast and were forced to get every thing of[f] it to keep it from going over the side. And a few days after we lost our Main Mast which gave way even with the deck, and gave us little more warning than was Necessary to stand from Under. As it Blew a fret of wind and a very high Sea going to see it stagger from side to side with the rowl of the Vessel was as unpleasant a sight as ever I wish to behold. We Rigged Jury

Masts and very fortunately have got in just before a Gale of Wind came on that would undoubtedly put us ashore. The *Randolph* is the very Best Vessel for Sailing that ever I knew 'I hope soon to be out in Her again – ²

A Person of Credit Declares to me that He knows those Spars our Masts were made of to have lain these 18 Years in the Water at the Mast Yard –

A Gentleman told me today that He se[e] Charle³ in Hispaniola the Middle of January That he was well and had Purchased a Brigg very Cheap. Said that He was either to come here or go to Philadelphia –

I lost 14 or 15 Men in the Passage by sickness but have been very Hearty Myself Give my Love to Fanny⁴ and the Family. I will write more fully when I have more Leisure. If an opportunity Offers soon do embrace it and let me know how Neddy⁵ is –

God Bless You

Nicholas Biddle

To Mr James Biddle in Philadelphia p Express

1. Nicholas Biddle Papers, HSP.

2. Upon the appearance of *Randolph* in Charleston, General Moultrie observed: "The North-Carolina troops, being ordered away, and most of our regular troops in Georgia; gave great uneasiness to the inhabitants for the safety of Charlestown; but upon the arrival of the *Randolph* frigate, their fears were a little subsided; looking upon her to be a great additional strength to our batteries, and protection to the harbor," William Moultrie, *Memoirs of the American Revolution So Far As It Related to the States of North and South Carolina, and Georgia* (New York, 1802), I, 191.

3. Charles Biddle.

4. Frances Marks Biddle, wife of James Biddle.

5. Edward Biddle.

JOHN PALMER'S JOURNAL OF A CRUISE IN THE CONNECTICUT PRIVATEER SLOOP *Revenge* ¹

Munday the 10 Day of March [1777] this morning Pleasant Weather and at 7 am Got Under Way Stood Cource NNW this Day our Drummer ² takin With Convulcion fitts Very Bad So Ends these 24
Tuesday the 11 Day of March the Drummer Rather Better & Nothing Remarkable So 24 howers

1. John Palmer's Journal, MHA.

2. Nathan Clarke; see Volume 7, 996.

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

March 1777

Mounta Christe, distce 10 Leags

Monday 10th 7 AM Saw a Sail in the NE Quar TKd and gave Chace, set T G Sails & Middle Stay sails, Fir'd 3 Four Pounders Spoke with a Sloop from St gave Chace to a Schooner, Broach'd a Puncheon of Water.
P M Modt & Clear Wr still in Chace of the Schooner, 3
P M Saw a Sail to the Eastwd gave Chace to her. 8 P M saw the Chace in Shore, Hoist'd out the Boat & sent her

Tuesday 11th

after the Chace, Brought too, Fir'd a Swivel, the Boat return'd Hoist'd her in & made Sail to the Westwd on purpose to fall in with the Chace in the Morning,

2 AM Handed T G Sails, Loosed T Sails on the Cap, off Mounta Christe Saw a Sail to the Westwd took her to be the Vessel we Chac'd the Night before Set Steering Sails, got the Sweeps out, the Chace standing in for Cape Francois hoist'd out the Boat & sent after her

P M the Boat came up with the Chace which proved to be the *Warren* Brig from Townsend in America, we took Possession of her, stood off the Land and Fir'd Four Shott at a Sloop Bound to Cape Francois, the Prize in Company $\frac{1}{2}$ past 5 the Prize bore away for Jamaica.

1. PRO, Admiralty 51/78.

JOURNAL OF H.M. SLOOP *Albany*, LIEUTENANT MICHAEL HYNDMAN ¹

March 1777

Do [Antigua] WSW Dist 7 Leagues

Tuesday 11th

at 4 AM made Sail for English Harbor at 6 Do made the Sigl for a Pilot by firing 3 Guns at 8 got a Pilot and run in found here Vice Admiral Young saluted with 13 Guns which the *Flora* return'd the flag being on board of her Found here his Maj's Ships *Mermaid*, *roebuck*, *Pearl*, *Perseus*, *Cammila*, *Falcon*, *Sharke* and *Hawke*: Moord in Freemans Bay

Modt and fair Wear PM unbent our Sails, Sald hence, his Maj's Sloop *Hawke* for England.

1. PRO, Admiralty 51/23.

VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS ¹

Sir

Antigua 11th March 1777.—

Please to acquaint my Lords Commissioners of the Admiralty that after making up my Dispatches of this Date (by the *Hawk*) The Masters of the five Transports (mentioned in the Postscript to my Letter of this Date to be arrived at St Johns) have waited on me at English Harbour and I have enclosed You herewith an Account of said Vessels for their Lordships information.² I am Sir [&c.]

Jam^s Young.

[Endorsed] Rd 27 Apl

1. PRO, Admiralty 1/309.

2. The five transports had sailed from London December 5, 1776 for New York and were blown off the American coast. One, *Unity*, Joseph Dixey, master, carried ordnance stores. The other four all laden with coal and clothing were the *Adventure*, John Sime, master; *Duke of York*, Joseph Graham, master; *Maria*, Robert Gordon, master, and *Union*, John Hudson, master, PRO, Admiralty 1/309.

12 Mar.

STATE OF NAVAL PRISONERS EXCHANGED WITH HALIFAX ¹

Dr an Account of Prisoners Eschanged between Sir George Colier of Halifax & the Massachusetts Bay				Cr			
1776				1777			
Novr	Cr Prisoners due as p Rect to Comy			March 12th	By Prisoners this day Received by		
1777	Stone	21			Comy Spry	22	
March 11th	Cr Prisoners deld Mr Comy Derby	15			Due to The British	14	
		<u>36</u>				<u>36</u>	
			Prisoners		Salem 12th March 1777		
N B	Prisoners due from Sir Peter Parker as p acc.	} 54			Spry -		
	Settled with his Secy Mr Reed, at Rhoad Island						
	11th Feby 1777						
	Sent to Rhoad Island since being the Crew of the <i>Milford's</i> Tender & some Others about	} 50					
		<u>104</u>					
	have been permitted to go to Ireland without Parole	63					
	has been Discharged upon parole to Return others in their Room	} 57					
	Prisoners.	<u>224.</u>					

1. Mass. Arch., Revolutionary Rolls, vol. 8, 162.

BOND OF CAPTAIN JOHN SKIMMER OF THE CONTINENTAL SCHOONER *Lee* ¹

Know all Men by these Presents, That We, John Skimmer, Thos Jackson and John Bradford Are held and firmly bound to the Honble John Hancock Esqr President of the Congress of the United Colonies of New-Hampshire, Massachusetts-Bay, Rhode-Island, Connecticut, New-York, New-Jersey, Pennsylvania, the Counties of New-Castle, Kent, and Sussex on Delaware, Maryland, Virginia, North-Carolina, South-Carolina, and Georgia in the Sum of to be paid to the said John Hancock Esqr or his certain Attorney, Executors, Administrators, or Assigns, in Trust for the Use of the said United Colonies: To which Payment well and truly to be done, We do bind Ourselves, our Heirs, Executors, and Administrators jointly and severally, firmly by these Presents. Sealed with our Seals, dated this twelfth Day of March in the Year of our Lord 1777 –

The Condition of this Obligation is such, That if the Above-bounden John Skimmer who is Commander of the Schooner called the *Lee* belonging to the United States of America mounting Ten Carriage Guns, and navigated by Fifty four Men, and who hath applied for a Commission or Letters of Marque and Reprisal, to arm, equip, and set forth to Sea, the said Schooner as a Continental Ship of War, and to make Captures of British Vessels and Cargoes, shall not exceed or transgress the Powers and Authorities which shall be contained in the said Commission, but shall in all Things observe and conduct himself, and govern his Crew, by and according to the same, and certain Instructions therewith to be delivered, and such other Instructions as may hereafter be given to him; and shall make Reparation for all Damages sustained by any Misconduct or unwarrantable Proceedings of Himself or the Officers or Crew of the said Schooner Then this Obligation shall be void, or else remain in Force.

Sealed and Delivered in
the Presence of
John F. Osgood
W^m Addiscott

John Skimmer
Tho^s Jackson
Jn^o Bradford

1. Mass. Arch., vol. 6, 216. Since Skimmer had not as yet received a Continental commission, a Massachusetts commission had been applied for through John Bradford.

Connecticut Journal, WEDNESDAY, MARCH 12, 1777

New-Haven, March 12.

For three successive days, last week, two of the enemy's frigates, with three or four tenders, came too at Fairfield, where they made an almost incessant fire on the houses near the shore; it is suppos'd they intended to land, having manned their boats; but the militia assembling, and having with them two small cannon, they thought prudent to give over the attempt. One of the Tenders was hull'd, and sheer'd off. – We had no one either kill'd or wounded.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN JAMES ROBINSON ¹

Sir

Philadelphia March. 12. 1777

The *Sachem* Sloop of war under your command being ready for sea, after having received on board a quantity of Indigo shipped by the Secret Committee of Congress. You are to proceed from this port to the Island of St Eustatia, and on your arrival there apply to Mr Saml Curson junr to whom the Indigo is addressed, deliver it to him agreeable to Bills of Lading and take his receipt. On your arrival in that Port wait on the Governor and ask the Liberty and protection of the Port in the name of the United States of America. Take care not to violate the neutrality of it neither suffer your people to behave in any disorderly or irregular manner there – procure the utmost despatch of your business and receive on board any Stores or Merchandize Mr Curson, Mr Henricus Goddet, or Mr C: [Cornelius] Stevenson all of that place may have to ship, or so much thereof as you can with propriety or convenience bring back. Which done you must grant them bills of Lading receive their despatches and proceed back for this Coast.

If you can get back to this Port and find it secure do so. If it is gaurded by the enemy get into Cheseapeake Bay, or into some Safe Inlet or harbour and give us the earliest notice of your Arrival with an Account of what goods you bring back. Should you make any Prizes going or coming, send them into the safest Ports, addressed to the Continental Agents where they Arrive. If you carry them into the West Indies you may order perishable commodities or those suited for the Country to be sold provided the property is indisputably Prize, agreeably to the discriptions of Congress, but the Vessels and other parts of the Cargoes must come to the Continent for condemnation

It is a Standing Instruction of this Committee to all the Navy that Prisoners be used with humanity and kindness and that you pay due attention and obedience to the printed Instructions of the Navy Board. so farewell

We are yours friends &c

1. Marine Committee Letter Book, 61, NA.

Pennsylvania Journal, WEDNESDAY, MARCH 12, 1777

To Be Sold

By public vendue, on Friday, the 14th day of March inst. at Chincotague Inlet, a Sloop, taken up at sea, and brought in there, by the Continental Schooner *Wasp*, John Baldwyn, Commander. Inventory to be seen at Mr. Burdett's or at the time of sale

DIARY OF DR. JAMES HUTCHINSON ¹[On board the Continental schooner *Wasp*]

12th [March, 1777]: Had but little sleep last night; the fog has cleared away and we see land about 2 or 3 leagues distant, our Captain tells us it is about Indian River and that he will proceed higher up and land us a little to the southward of the Cape; he therefore crowded sail for this purpose as he meant afterwards to go in search of our ship. About 11 o'clock the wind came to the west and it looking very dark and gloomy over the shore; we

reefed our sails and stood on till one o'clock when there came the severest squall on a sudden from the northwest our people had ever before seen. We were in the utmost danger of being laid on our broadside before we could take in sail, some of this was however soon torn to pieces by the violence of the wind, the rest was hauled down as soon as possible and our little schooner scudded before it. The squall lasted near an hour tho the violence did not continue so long, and we saw numbers of small birds blown by our vessel. About two o'clock the wind had abated so far as to enable us to carry a little sail. However it was now impossible to put our first plan into execution as the wind was directly contrary and our distance from the land increased by being driven off by the squall; we therefore determined to stretch in for land to the southward, and about five o'clock came to anchor about half a mile from the shore; the surf ran very high but we were determined to venture on shore and got our things on board the boat for this purpose, taking our leave of Captain Baldwin, thanking him for his civilities while we were on board the *Wasp*, and left the vessel being rowed towards the shore by the two good seamen. Three or four men assembled on the beach at our approach and advised us to go back, telling us we should be in imminent danger from the surf; we consulted on the matter and agreed to attempt a landing which we effected with safety tho our boat filled just as she struck the beach, the people on shore running into the water to assist in securing our things.

Dr. Williamson and myself congratulated each other on being once more on American ground, assisted the men in emptying the water out of their boat and in getting off, which was done with much difficulty and we saw her arrive to the schooner in safety. On inquiring of those inhabitants who received us where we were, we found ourselves about four miles to the southward of Indian River, they assisted us in carrying our baggage to an house about half a mile distance, the owner of which was named Evans; he received us with the greatest hospitality, we informed him we wished to get to Philadelphia as soon as possible, enquired after a proper conveyance; he advised us to go to Lewistown where he did not doubt of our being provided, and informed us he had a son about three miles nearer Indian River, who could assist us, he furnished us with a Cart and sent a man with us to his son's house, where we arrived about eight o'clock; we advised with him concerning our journey to Lewistown, and found out that we could not go by land, without going around the head of Indian River, and Rehoboth Bay, which would be twenty or thirty mile about, but that if we would lodge at his house in the morning he would set us across the river and bay, in his Pettyaugre, and land us within four mile of Lewistown, to this we assented.

I. Miscellaneous Manuscript Collection, APS.

JOURNAL OF THE VIRGINIA NAVY BOARD¹

[Williamsburg] Wednesday 12th March 1777. —
Ordered that the keeper of the Public Store deliver for the use of the Shipyard on Chickahommany One Pott, two Kettles and four Frying Panns. —

I. Navy Board Journal, 188–89, VSL.

VIRGINIA NAVY BOARD TO CAPTAIN CHARLES THOMAS¹

Sir

Wmsburg 12th March 1777

The Govenr & Council having desired us to furnish Mr Nichols Wallace with about two Tunns of Cordage for the use of the Ship *Albion* you are desired to let him have that quantity as soon as can – He paying you for it such price as Cordage now sells for – [&c.]

Thom^s Whiting 1st Comr

1. Public Rope Walk Papers, 1777, VSL.

VIRGINIA NAVY BOARD TO CALEB HERBERT¹

Sir

Williamsburg 12th March 1777 –

As you are building a Galley at the public Warehouse at Quarles's in King William County, we desire you will be as careful that no accident happe[ns] from Fire as you possibly can and give as little trouble to the Inspectors as may be

Thomas Whiting 1st Comr

1. Navy Board Letter Book, VSL.

JOURNAL OF H.M.S. *Portland*, CAPTAIN THOMAS DUMARESQ¹

March [1777]

Do [Barbuda] bore WbS 29 Leagues

Wednesday 12th [P.M.] Saw a Sail to the Sth Ward made sail and gave Chace – Fir'd four 12 Pounders & Six at the Chace, who brought too, a Sloop from Demirare bound to America. Sent a Midshipman and 8 hands on board, brought her Crew on board – Hoisted in our boats & at 3 wore to the Sth ward.²

1. PRO, Admiralty 51/711.

2. Sloop *Betsy*, James Howland, master, from Demerara to Dartmouth, laden with rum, *Public Advertiser*, London, June 30, 1777.

VICE ADMIRAL JAMES YOUNG TO CAPTAIN JAMES HAWKER, H.M.S. *Mermaid*¹

Copy:

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

You are hereby required and directed to proceed in his Majesty's Ship *Mermaid* under your Command to St John's Road Antigua: and there use the utmost dispatch to Compleat the Ships Provisions to four Months Victualing for her allowed Complement: and you are directed immediately on your arrival to examine into the State and Condition of the Hired Transports now in St John's Harbour (Chartered to carry Provisions: Army Cloathing, Ordnance Stores &c to the Kings Army at New York) and forthwith return me an account of them, and you are to order the Masters of such of the Transports as are ready to proceed on their Voyage, to put themselves under Your Command; and accompany His Majesty's Ship

Mermaid to New York; and to take the utmost care they do not lose Company. And you are directed to take such Transport Vessels under your care and protection, and Convoy them in safety to New York, only stopping with them at Old Road St Christopher to Compleat the *Mermaid's* and their Water, and are strictly Commanded to make no delay whatever in executing this Service: and take especial care none of the Transports lose Company with His Majesty's Ship under Your Command, and to the utmost of your power prevent any of them being taken by the Rebels Cruizing Vessels. On Your arrival at New York you are to put yourself and said Transp[ort] Vessels under the Command and Orders of Vice Admiral Viscount Howe, or the Commander in Chief of the Kings Ships at that place: for which this shall be your Order.

Given under my hand onboa[rd] the *Flora* in
English Harbo[ur] Antigua the 12th March 1777
Ja^s Young

By Command of the Admiral. Geo: Lawford
[Endorsed] (No 1:) Copy of Order given to Captain James Hawker of
His Majesty's Ship *Mermaid* – 12th March 1777–
[Admiralty endorsement] In Vice Adml Young's Letter dated 2d May 1777

1. PRO, Admiralty 1/310.

13 Mar.

CAPTAIN HECTOR MCNEILL TO JOHN BRADFORD¹

Sir

Boston 13th March 1777

Your Letter of yesterday, in answer to Mine of the day before, I have duly considered, and thereby find, That you are not disposed to Supply me with cash, and Such other Necessarys as will enable Me to keep my Ships company together, and go to Sea.

Now sir, I must acquaint you that on The principall I first set out on (which if I have the least knowledge of my own heart, was the Love of my country) I am obliged to tell you; That in justice to both, you will Next See me (as soon as my health permitts) with a Protest in My hands against my old Friend for his refusing to me, what he will See (if he consults the regulations of The Honble The continental Congress,) he Ought to grant, even supposing no former ties of uninterrupted Friendship had Existed between us,

upon the whole I will assure you That if I am not Speedily Supply'd, I Shall disband My men, & quit the Service, for I cannot think my self Obliged to Sacrifice my reputation, in complisance to a set of men who can only be call'd drones in the Common wealth, I am Sir with all Possible Personall respect [&c.]

Hector McNeill

To John Bradford Esqr
Continental Agent within the Massachusetts State

1. BMS.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT ¹

[Boston] Thursday March 13th 1777

Petition of Dorcas Hutchins setting forth she has a Husband in Great Britain from who she has lately received a Letter desiring that she would improve the first Opportunity to take Passage on board some Vessel bound for Europe – has four small Children one of which at her Breast and her Family almost destitute of every necessary of Life & must shortly become a Burthen to the State – she has now an Opportunity of going to Ireland in the Brigantine *Lord Clifford* [*Lord Lifford*] therefore prays for a passage on board said Brig whereof is Commander John Jones.

In the House of Representatives Resolved that the prayer of the Within petition be granted and that Dorcas Hutchins be and she is hereby permitted to depart this State and imbarck with her four Children on board the Brigantine *Lord Lifford* now bound to Ireland.

Sent up for Concurrence

In Council Read & Concurred

1. Mass. Arch., vol. 37, 58, 59.

Independent Chronicle, THURSDAY, MARCH 13, 1777

Boston, March 13, 1777.

Captain [Stephen] Mascoll, in a Privateer Schooner, from Salem, in attempting to board a large Ship, on the first Day of January, off the Western Islands, had the Misfortune to be killed, together with one of his Men, and after a struggle, the Schooner sheered off.¹

On Wednesday, the 19th Instant, will be sold by Public Auction, at Batchelder's Wharf, in Beverly, The Bark *Carlisle*, burthen about 300 Tons, and her Cargo, consisting of Mohogany and Logwood, now on board, as she came in from Sea. Her Inventory to be seen before or at the Sale, by applying to Nathan Leech, of said Town. – Any Gentleman or Company, that sees fit to buy her, will find her a prime Sailer.

At the same Time and Place, will be sold, a Number of Carriage Guns, consisting of 9, 6 and 3 Pounds, with a Number of fine Swivel Guns.

Likewise, Provisions, with a Number of other Ships Stores, viz. 2 new Cables, one about 9 and the other about 12 Inches; some spare Ship's Sails, &c. N. B. A large Copper and Hearth.

1. Stephen Mascoll of Salem commanded the Massachusetts privateer schooner *General Putnam*, 8 guns and 60 men. He was killed in an engagement with the ship *Nancy and Betsy*, Captain Norman M'Cloud, 6 six pounders and 18 men, "Extract of a Letter from Madeira, Jan. 12," *London Chronicle*, February 18 to February 20, 1777. *General Putnam* returned to Salem on March 8, reporting the death of Mascoll and the seaman, James Masury, *Continental Journal*, March 13, 1777. Mascoll had also commanded schooner *Boston Revenge*, first Massachusetts privateer; see Volume 2, 1316.

Continental Journal, THURSDAY, MARCH 13, 1777

Boston, March 13.

A few days since, Capt. Babson arrived from South Carolina, and brings advice that a brig of 16 guns belonging to that state,¹ and commanded by

Capt. [Thomas] Pickering of the state of New-Hampshire, went into a port of Jamaica, and brought off three large ships loaded with rum and sugar, two of which had safely arrived.

Deserted from the Continental Ship of War the *Boston*, Elkanah Elmes, John Hayes, Jonathan Stearns, Daniel Bain, Elijah Burnam, Andrew Smith, Michael Flanagan, Gideon Washburn, John Laden, William Williamson, William Crow, Samuel Averill, John Cumstock, William Shiels, John Cowl- ing, Richard Sweetland. Eight Dollars Reward and necessary Charges will be paid for each of the above Deserters, by Hector M'Neil, on board the said Ship at Boston.

1. *Defence*, of the South Carolina Navy.

COMMODORE ESEK HOPKINS TO WILLIAM ELLERY¹

Sir

Providence March 13th 1777

I saw a paragraph of your Letter to the Genl Assembly in which you mention of a Story from Mr [Joseph] Vesey which if true would have been greatly to my Scandal and likewise to the other Officers of the Navy that were in this place – I must beg your patience to hear the Circumstances of that matter –

I was onboard the *Warren* Jany 2nd near Fields point, the Ship *Providence* lay about a mile below, and the Sloop *Providence* against Patuxet I receiv'd Intelligence by a man from Coll Bowen then in Warwick that a Ship was aground near Warwick Neck – the man came onboard the *Warren* a little after one OClock in the afternoon, Mr Allen Brown was then onboard as Pilot (and he is one of the best in the River) he said the Wind was so far Westerly and blow'd so hard that the Ships could not be carried down – I took the *Warrens* pinnace with 22 Men, went onboard the Sloop *Providence*, and carried Mr Brown our Pilot with me – when we came onboard the Sloop Capt'n [Abraham] Whipple had just got onboard her with a number of Men – We immediately came to Sail, and run down with the Sloop, I did it chiefly to see what Situation the Ship was in, and when we got down found the *Diamond* ashore on a Shoal which runs off S.W. from Patience about half a mile from that Island, and a little more S.E from Warwick Neck and as there is about 11 feet Water at low water on that Shoal, and not very hard bottom & the tide about half down She did not Careen –

There lay about a Mile and a half off about S W B S a 50 Gun Ship with her Top Sails loose and her Anchor apeak which as the Wind was could have fetch'd within pistol Shott of the *Diamond* – the Wind blowing so hard is I think the Reason of her not coming to Sail – The truth is the Ships could not have got down and if the Wind had not blow'd so hard and they could it would not have been prudent in my Judgement, neither Should I have Order'd them down as the Enemy's Ships could have come to Sail with any Wind that we could and a great deal better as they Lay in a wide Channel, and we in a narrow and very Crooked one – So much for the Ships not going down –

Now it remains to give you an Account of our proceedings after we got down in the Sloop – I went ashore at Warwick saw Colonel Bowen who told me he had Sent for two eighteen pounders, and in less than half an hour they came – I went onboard the Sloop and we drop'd down under the Ships Stern a little more than Musket Shott off it being then a little after Sun Sett – We fired from the Sloop a number of Shott which she return'd from her Stern Chacers – the Ship Careen'd at Dusk about as much as she would have done had she been under Sail After they had fired from the Shore about twenty Six Shott they Ceased, and soon after Hailed the Sloop and said they wanted to Speak with me – I went ashore and was inform'd they were out of Ammunition I offer'd them Powder and Stuff for Wads but we had no Shott that would do – they sent to Providence for Powder and Shott and I went onboard the Sloop and sent some Junk ashore for Wads – Soon after they hail'd again from the Shore, and I went to See what they wanted, and gave Capt'n Whipple Orders not to fire much more as I thot it would do but little Execution it being night and could not take good Aim with the Guns – When I got ashore the Officer that Commanded there desir'd that I would let them have some Bread out of the Sloop which I sent the Boat off for, but the people not making the Boat well fast while they were getting the Bread She drifted away and I could not get onboard again – The Ship by Lightening got off about 2 OClock the same Night – and on the whole as the Ship was on a Flat almost under Cover of a 50 Gun Ship and got off again before it was possible to have done anything with the Frigates I thought it of no moment untill I saw your Letter to our General Assembly – upon which I sent my Secretary to Boston to know how Such a report could have been raised & inclosed is Mr Vesey's Answer – This is all I shall Say in the matter –

We are now block'd up by the Enemy's Fleet, the Officers and Men are uneasy – however I shall not desert the Cause, but I wish with all my heart the Hon Marine Board could and would get a Man in my room that would do the Country more good than it is in my power to do for I entered the Service for its good and have no desire to keep in it to the disadvantage of the Cause I am in –

You may if you think proper Show this Letter to the honble Marine Board or any other Persons you may See fit – I am with Esteem [&c.]

E H –

To the hon William Ellery Esqr
One of the Members of the Contl Congress
at Philada or Baltimore

1. Hopkins Letter Book, 71–72, RIHS.

COMMODORE ESEK HOPKINS TO WILLIAM ELLERY¹

Sir

Providence March 13th 1777 –

The bearer Lieutt [John Peck] Rathbun waits on you with this he has Served since the Fleet went from Philadelphia there being no Vacancy whereby I could promote him agreeable to his Merits – if there Should be any Vacancy with you I can recommend him as a man of Courage and I believe

Conduct, and a man that is a Friend to his Country – and I believe the most of the Success Capt [John Paul] Jones has had is owing to his Valour and good Conduct, he is likewise of a good Family in Boston – Any Service you may do him will be Serving the Cause – he is able to give you some Account of Captn Jones's Conduct which you may give Credit to –

Inclosed you have a Copy of a Vote of our General Assembly – whether anything will be done in Consequence of it is uncertain as yet – if Men Sufficient comes in I think General Spencer will make an Attempt on Rhode Island. I am with Esteem [&c.]

E H –

To the honble William Ellery Esqr
Member of the Cont Congress
at Philada or Baltimore

N B. A Copy of the above Letter (except the latter part) was sent by Lieutt Rathbun to the hon John Hancock Esqr Presidt of the Marine Committee –

1. Hopkins Letter Book, 73, RIHS.

Newport Gazette, THURSDAY, MARCH 13, 1777

Newport, March 13.

On Thursday evening the foraging fleet that sail'd from here on Thursday, returned from Fisher's Island, with cattle, sheep, hay, &c.

We hear that the *Perseus* had taken so many prizes in two or three Days off the coast of South Carolina, that for want of hands to man them, she was obliged to proceed with them to the West-Indies.

Another of our Frigates has cut a couple of Tobacco vessels out of Virginia.

By one of the sloops from South Carolina we learn that they left the *Pearl* in chase of a Philadelphia frigate, and it was thought that they must soon be up with her.

We are well assured, that out of 27 men which the Rebels had in their Row-galley mention'd in this paper of 27 Feb. only 17 were able to come out of her when she reach'd the shore. Six were taken out of her that night about 12 o'clock and buried, and three more have since died of their wounds. The Lieut. of her after they had landed, went to discharge an 18 pounder upon a hill contiguous to the ferry, the gun burst, kill'd him upon the spot and wounded eight more.

Two sloops from South Carolina, have been taken and sent in here within the Course of a Week, one by the *Orpheus*, and the other by the *Unicorn*.

NATHANIEL SHAW, JR. TO JOHN WRIGHT STANLEY¹

To Mr John Wright Stanley }
Mercht Newbern N Carolina }

New London Mar 13 1777

Dear Sir, This moment I had Intelligence that Capt Wm Powers had got within your Barr in a Brig that was a Prize to my Sloop *American Revenue* Samuel Champlin Commander – This is to desire you would do the Needful

in having the Vessel Libled, Condemned & Sold &c and shall Order the Amo of the neat proceeds convay'd to this place in the Safest manner either by a Bill or in Continental Bills – I should think it would be best to Lodge the Money with the President of the Continental Congress & take an order for our Treasurer to give his Note with four pr Ct Interest for use of the Continental States, but of this I shall write you more fully when I here from you – I have desired Powers Incase he can get a small Vessell that will Sail fast to Apply to you to purchase her & Load with naval Stores for N London and for him to come home with her – Capt Stev Tinkers family is well &c I am Sir [&c.]

1. Shaw Letter Book, YUL.

NATHANIEL SHAW, JR. TO CAPTAIN WILLIAM POWERS,
NEW BERN, NORTH CAROLINA ¹

N Lond Mar 13 1777

Sir I this moment was informed by Capt Thos Willson that he came out from Newburn the 21st Febr and saw you in a Brig prize from the *American Revenue* going in – I have wrote to Mr Stanley to Assist you & do every thing needful towards desposing of the prize – this harbour is very difficult to get in as their is Men of Warr Crusing from Fishers Is homma[ck] up to Plum Is Capt [William] Leeds in the Prize Schooner got in far as Gardiners Is but was Chased by a man of Warr on Naregansett Beach &c Stanton & Palmer is boath arrived – If you come home by Water Run for Watch hill Reef & go into Stonington – Naval Stors are in great demand especially Tarr, if you can get a Small Vessell cheap that well Sail fast you may apply to Mr Stanly & desire him to purchase her on my Accot & Load with naval Stores & would have you come home with her I hope to hear from you soon & am Sir [&c.]

1. Shaw Letter Book, YUL.

JOURNAL OF H.M. BOMB VESSEL *Thunder*, CAPTAIN ANTHONY PYE MOLLOY ¹

[March 1777]
Thursdy 13

[Moored off New York]

at 8 [A. M.] a Signal was made on Bd the *Brune* for a Ct Martial to enquire into a Compl[ain]t alleged agst Capt. Anthony James Pye Molloy Esqr Commander of this Ship by Mr Richd Hancorn, late masters mate of the said Ship for having being treated in a tyranicle manner by the sd Capt. Molloy. At Noon the Court Still Sitting.

at 5 P M the Ct was opened when the Charge was partly proved agst Capt Molloy but from the General and good Character, that he bore from the rest of his Officers the Ct thought proper to sentence him to be reprimanded only ²

1. PRO, Admiralty 51/987.

2. On May 3, 1777, Molloy left the *Thunder* to take command of H. M. Sloop *Senegal*. In 1780, when Molloy commanded H. M. S. *Intrepid*, Lieutenant Joshua Barney, a prisoner on board, branded him: "the Greatest Tyrant in the British Navy;" Manuscript Autobiography, DARL.

MINUTES OF THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL ¹

Philada Thursday March 13, 1777.

The Council . . . taking into consideration the necessity of appointing a Navy Board: thereupon Resolved, That a Navy Board, consisting of Eleven Gentlemen to be appointed and have full power and authority to do and perform all matters and things relating to the Navy of this State, Subject nevertheless to the directions and examinations of this Council, from time to time as we may judge expedient, and saving to ourselves always the power of appointing Officers agreeable to the Constitution of this Commonwealth – thereupon Resolved, That Andrew Caldwell, Joseph Blewer, Joseph Marsh, Emanuel Eyre, Robert Ritchie, Paul Cox, Samuel Massey, William Bradford, Thomas Fitzsimmons, Samuel Morris Junr, and Thomas Barclay, be a Navy Board, and that they or any Three of them be Commissioned and empowered to Act agreeable to the foregoing Resolution – The Commission to continue in force until revoked by this or any future Supreme Executive Council – And a Commission being made out accordingly, the same was signed by the President – thereupon,

Ordered, That Mr. [John] Hubley administer to the several Members of the Navy Board, the qualifications required by the Constitution of this State for the faithful discharge of their Office.²

1. Record Group 27, Supreme Executive Council Minute Book (March 4, 1777–June 26, 1779), 11–13, Pa. Arch. Hereafter cited as Supreme Executive Council Minute Book.
2. Presumably the change in form of government from Council of Safety to Supreme Executive Council was the reason for reappointing a Navy Board.

MINUTES OF THE PENNSYLVANIA NAVY BOARD ¹

[Philadelphia] State Navy Board March 13th 1777 –

Gave an Order on William Webb favor Boyer Brooks being Paymt for 25 Galley Sweeps & 39 Boat Oars, delivered Capt [William] Richards – £38. . 11. . 7.

Gave an Order on William Webb, favor Edwd Pole, for Casting 20 Hand Leads, sent to Capt Richards' Store, £3. . 0. . 9.

Delivered four Blankets to Capt John Christie of the Fire Brig *Vesuvius* out of the Council's Store.

An Order on William Richards to Capt John McFetrich of the *Washington* Gondalo, for 56 yards of Bed sacking, to compleat 14 Beds for 28 Men.

Agreed with Arthur Donaldson to superintend the sinking of the Chevaux de Frizes: The Terms as follows:

He is to have the liberty of employing 12 Men to attend constantly; to call on the Commodore for as many more Hands as will be found usefull; Mr Donaldson to draw on The Commissary for as much provision and Rum as he finds absolutely necessary; His charge for some Liquor and extra Provisions for himself to be left to this Board; to be paid Twenty five Shillings P day, for every day that he is actually employed; and to be entirely under the controul of This Board.

An Order on Wm Webb to Benja Crofts for the Balance of his Bill for Painting the Schooner *Delaware*, £19..15..3.

An Order on Wm Webb to David Solomans for 20 Barrels Tar delivered William Richards £18.

Resolved, That a Copy of the resolution of the 1st Inst as far as it relates to the appointment of Saml Massey and Paul Cox for the purchase of such Articles as may be necessary for the outfit and supply of the Fleet, be sent to Captain Richards, and that He, when an appearance of a deficiency of any necessary article is likely to happen, be desired to inform this Board thereof, that the proper Steps for a supply may be taken.

An order to John Read Barrack Master at Fort Island to deliver to Capt [Jeremiah] Simmons of the *Arnold* Battery as many of the two Inch Plank belonging to this State, which are now at Fort Island, as will compleat the Fore Castle and Gang Way of said Battery.

This Day the Supreme Executive Council of the Common Wealth of Pennsylvania, appointed Andrew Caldwell, Joseph Blewer, Joseph Marsh, Manuel Eyre, Robert Ritchie, Paul Cox, Samuel Massey, William Bradford, Thomas Fitz Simmons, Samuel Morris Junr & Thomas Barclay Esqrs as Navy Board for this State and is as follows Vizt –

The Supreme Executive Council of the Common Wealth
of Pennsylvania:

To Andrew Caldwell, Joseph Blewer, Joseph Marsh, Manuel Eyre, Robert Ritchie, Paul Cox, Samuel Massey, William Bradford, Thomas Fitz Simmons, Samuel Morris Junr and Thomas Barclay, Esquires send Greeting –

Whereas, the Civil department of this Common Wealth requires great attention and will for some time fully employ this Council to discharge the duties thereof and as it is also of great importance that a due attention be still paid to the War which we are engaged in – And confiding in your abilities and integrity, We do appoint you a Navy Board, hereby giving to you, or any Three of you, full power and authority to do and perform all matters and things relating to the Navy of this State – Subject nevertheless to the directions and examination of this Council from time to time as We may judge expedient And saving to ourselves always the power of appointing Officers, agreeable to the Frame of Government of this Common Wealth. This Commission to continue in force untill revok'd by this or a future Supreme Executive Council.

Dated at Philadelphia this thirteenth day of March in the year of our Lord one thousand seven hundred and seventy-seven –

(Signed) Tho Wharton Junr Prest

Attest:

Ty Matlack Secy

South-Carolina and American General Gazette, THURSDAY, MARCH 13, 1777

Charlestown, March 13.

This Day a Brigantine from Ireland for the West-Indies, with Salt Provisions, &c. taken by a Northward Letter of Marque, arrived here.

14 Mar.

WILLIAM FROST TO THE MASSACHUSETTS BOARD OF WAR ¹

May it please yr Honors;

Falmo March 14th 1777

I have recd the Ship *Content* of Capt [John] Langdon, & given a Rect – have not been able to get either Master or Hands Yet – tho' Capt Staret (by whom I sent my last Letter) says he will take Command if his Wages are paid during the Time of the Voyage, taken, or not taken; & upon no Other Conditions – he now has the Care of the Ship, & further says the mizzen sail is Useless it is so old, & several other Sails want repair – for which is wanting 6 or 8 lb sewing Twine, 40 or 50 yds Ravens Duck or Ticklenburg – about ½ a Piece stout Canvas for Tarpolins for Hatchways, Coats for the Masts, & to carry for spare Canvas, as there is none at present but One spare Topsail – The Person who graved her, has left 6 or 8 Streaks from the Keel on either side ungraved – The Barnacles are now on her Bottom – shall therefore Want 5 or 6 bbls Tar (or less Tar & some Pitch) I shall endeavour to load the Ship with all Expedition – for which is wanting Bread & Rum – I can supply the People with Potatoes – Both her Quarter Rails are made of worm eaten Spars – which may be a Detriment in the Sale of the Ship – shall begin to load next Week – I have the honour to be [&c.]

W^m Frost

1. Mass. Arch., vol. 152, 109, Board of War Letters, 1776–1777.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Boston] Friday March 14th 1777

Whereas the Congress have expressed a Desire that the Aid of the General Assembly shou'd be afforded for the equipping & getting to Sea as soon as possible the Continental Frigates in this State

Ordered that the Commanders of those Frigates be called on immediately to inform this Board in writing what is yet wanting to prepare there Ships for the Sea to the end that every thing needfull may be done without any further delay.

1. Mass. Arch., vol. 20, 330–31.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR ¹

Boston 14 March A M

Order'd That Capt [Nathan] Stones portledge Bill £34. 14. 3 be paid in full to the 16 Inst

Order'd That Wm Smiths Bill for piloting the Brig *Massachusetts* to Mblehd £4 – be paid

Ordd That Mr Gray deliver Commodore Manly [John Manley]² one Roll Sheet Lead –

1. Mass. Arch., vol. 148, 203–05.

2. Captain of the Continental Navy frigate *Hancock*.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN JONATHAN HARADEN¹

Sir,

War Office, Boston March 14th 1777

Your Orders are to proceed with the first fair Wind & suitable Weather to the Coast of Ireland, England & France, where you are to cruise, until by manning your prizes, or otherwise your Men are reduced to in Number: – or in Case your Circumstances otherwise require your going into Port, when you are to proceed to Nantz in the Kingdom of France – In your Cruise useing your best endeavours to take, burn, sink, or destroy any Armed, or other Vessels together with their Cargoes belonging to Great-Britain, & under proper Prize-Masters to send such Vessels & Cargoes, as are taken into some safe Port of the United States of America, preferring this State under whose Commission you more particularly act, or into any Ports allied with, or friendly to the States of America. –

Upon your Arrival at Nantes you are ordered to apply to Messrs Jacques Gruel & Co & cleaning & refitting your Brig take in as many Arms & other warlike stores as you can conveniently stow, together with such Masters & Mariners of Vessels, fitted out by this Board & sold there, as you can accommodate, & return to Boston, or other safe port in this State immediately, giving us the earliest possible Notice of your Arrival by Express –

Recommending you to the Protector of the injured & oppressed & wishing you a successful Cruise. – We Are, &c.

S P Savage, Prest

[P. S.] Should you be so fortunate as to make any Captures before you go to Nantes you are to direct the Prize Masters immediately upon their Arrival to apply to this Board & follow their orders respecting such Vessels as they may bring in, – As the Articles you will take on Board your Brig in Nantes will be of the greatest Importance for the Defence of this State, you are expressly order'd, after you sail from thence not to give Chace to any Vessels or subject yourself to the least Risque of being taken, but to make the best of your way direct home –

[Endorsed] The above is true Copy of my sailing orders which I promise to observe & follow

Jon^a Haraden –²

1. Mass. Arch., vol. 151, 415, Letters from the Board of War, 1776–1780. Haraden commanded the Massachusetts Navy brig *Tyrannicide*.

2. The same orders were issued this date to Captain John Fisk, Massachusetts Navy brig *Massachusetts*, Mass. Arch., vol. 151, 416, Letters from the Board of War, 1776–1780.

DR. HENRY H. TILLINGHAST TO CAPTAIN JOHN PAUL JONES¹

Dear Sir,

Providence March 14. 1777.

Your agreeable Letter with the enclosed Account was duly handed me by Mr [John Peck] Rathbun. The Muster Roll of the Ship *Alfreds* which



Jonathan Haraden

is now in the Possession of my Father ² contains only £20..16..2 of Currency as the total Sum, whereas in yours, Mr [James] Hogan has charged me with £5 at Entrance beside, which I am almost confident is through Mistake.

I did receive two Months advance Wages which I think is included in that Charge of £20..16..2, as I never could have had that Sum charged for Slops, wish Sir you would rectify it.

The Money advanced me by Mr [James] Read when at Philadelphia under your Command, I have substracted from the Ballance due. As I ask no more than Equity and Justice allow, it may not seem, altogether so improper to seek for that which is my Right. Selfish Avarice neither prompts it, but only a Desire of receiving no more than my Due, and not a farthing less.

You best know Sir, wether my Account instead of being dated from the time of my Entrance into the Navy untill Jany 20. 1777, had [ou]ght to be dated to the Day which the Account was drawn out and attested by yourself, which was March 11th

Far be it from me to insinuate, or even imagine you to have any Views, but those that actuate the honorable. I have received the Ballance of my Father and wait your Interposition to see if the £5 Charged, is not inserted through Mistake, and your Sentiments of the other Proposition, which if you judge just, an Order from you, intimating it, will be accepted by my Father, but if not, I shall be fully content.

That there are Individuals who endeavour to sow the Seeds of Dis[sio]n among the Officers of the Fleet, is evident, and indubitable. It can be easily accounted for, when one Reflection is encouraged. The different Constitutions, Habits & Persons who compose them, are as different [as] the many Colours of Josephs Coat.

How many of them are possessed of Homers Genius, or Cicero's Eloquence, we illiterate dare not, or cannot investigate!!

I congratulate you on your Promotion and wish you all imaginable Success on every Enterprize.

If you recollect you will remember that I left with you an Order of our old Pilots Jonathen Lewis signed by the Commodore, and payable to me for Capt Manly. The Money was advanced him, by my Father you will be so kind as to acknowledge the same.

I presented your Complement to Mrs Tillinghast and in Return wish hers may be acceptable am Sir [&c.]

Henry Hendren Tillinghast

[Endorsed by Jones] Providence March 14th 1777. letter from Doctr Tillinghast Recd Boston.

1. Papers of John Paul Jones, 6560, 6561, LC.

2. Daniel Tillinghast, Continental agent for Rhode Island.

COMMODORE SIR PETER PARKER TO GOVERNOR NICHOLAS COOKE ¹

Sir

Chatham, Rhode Island 14 March 1777

Lieutenant D'Auvergne is charged with the delivery of a Number of

American Prisoners, for whom you will please to give a Receipt and place them to our Credit –

All the Prisoners which have been applied for, by you or Mr Hopkins have, I believe been released; I am inform'd that there are now some Petty Officers within your District that are detained Prisoners, the following are among the number viz Stephenson, Wallace, Clutterbuck & Fisher; I shall be glad to have these sent to me, and if you will take the trouble to write to Boston, that whatever number of British Prisoners are sent from thence to Providence to be Exchanged here, shall be replaced by an equal Number from Halifax to be landed at Marble-Head, for which purpose I shall give the necessary directions –

You will please to inform Mr Hopkins, that Lord Howe has sent Orders to Captain [Hyde] Parker [Jr.] to discharge his near Relation Mr Hawkins from the *Phoenix*, and to set him at Liberty, therefore he may expect to see him in a very few days –

Mr Howard a Midshipman belonging to the *Carysfort*, having been lately set at Liberty, any one of the Prisoners you receive now may, if you chuse it, be set against him – I am Sir [&c.]

P: Parker

1. Letters to the Governor, vol. 10, 36, R. I. Arch.

“LIST OF PRISONERS SENT BY SIR PETER PARKER MARCH 14, 1777”¹

Willm: Kentle

John Shaw

Danl. Swift

Jona Langworthy

Zebulon White

Elija Dean

Seth Tharber

Samuel Merritt { Seaman left
sick at Newpt:

Ephriam Andrews

Andw Godfrey

Esill Dean

Jas Cudworth

Ebiather White

Jacob Phillips

McAdm Johnston Surgeon

Chas Simpson

Jos Valentine } Seamen

Elijah Jones

John Sandford } Master

Jno Talbot

Phenix Sandford } Seamen

Jno Drinkwater

{ Ship *Thomas* retaken
Ship taken by the
Unicorn

Sally Sloop taken by the *Unicorn*

Elisha Corshill	}		<i>Renown</i>
Jno Rowe			
Adam Chote			
Jacob Woodberry			
Benjn Sisson	}	Master.	<i>Orpheus</i>
Jno Cook.			

Whole No 27

The above 27 Persons Embarked onbd the *Chatham* Sloop March 14th 1777 to be conveyed under the Charge of Lieut: D'Auvergne, to Providence to be delivered to Nicholas Cook Esqr &c &c &c to be placed on the Credit of the Cartel accounts, open between the Council and Sr Peter Parker –

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

JOURNAL OF LIEUTENANT JOHN TREVETT¹

[Providence, March 13 and 14, 1777]

. . . we had a fire Brig, and Sloop, fitting at Providence, and soon was ready: we went down the river with them, in the night, waiting for a favourable time to chain them together. The time shortly came, when we undertook to chain them, but a sudden breeze of wind sprung up, before we could chain, and the sloop-fire-vessel, got so near the ship, she was obliged to run ashore, near East Greenwich, and we sat her on fire rather than she should fall into the hands of the enemy: The Brig and Sloop *Providence*, returned to Providence.

1. Trevett's Journal, NHS.

JOURNAL OF H.M.S. *Cerberus*, CAPTAIN JOHN SYMONS¹

March 77	At Anchor off Hope Island
Friday 14	at ½ pt 5 A M saw a Sloop in shore bearing W N W which prov'd to be a fire Vessell at 6 Weighed & came to Sail in turning to Windward split the M: Trysail at 8 fired several shott at the above on which they sett her on fire, sent the boats and tow'd her away to Leeward and let her burn down ½ pt 10 bore up & stood over to our own birth at 11 Anchd as before a Brigg & two Sloops in Sight.

1. PRO, Admiralty 51/181.

JOURNAL OF H.M.S. *Renown*, LIEUTENANT ROBERT DEANS¹

March 1777	Moor'd with the Stream Anchor in Narhighganset Passage, Rhode Island
Friday 14th	at 5 A M Saw a Sloop between Warwick point & Calf Pasture Point & a Sloop Privateer with a Brigg in Greenwich bay Do the <i>Cerberus</i> immediately got under Weigh,

sent my boats to Assist the *Cerberus* in cutting off the Sloop, at $\frac{1}{2}$ past 7 Anchored the *Cerberus* immediately after the Rebels set Fire to the Fire Sloop and the Sloop Privateer. with the Fire Brigg sail'd further up to Providence at 11 the *Cerberus* Anchor'd again in her Station

1. PRO, Admiralty 51/776.

Connecticut Gazette, FRIDAY, MARCH 14, 1777

New-London, March 14.

Saturday Morning last, 11 Sail of Men of War and Transports, being Part of the British Fleet from Rhode Island, appeared in the Offing, just without the West End of Fisher's-Island, standing to the Westward, but the Wind being small and the Tide unfavourable, they drifted back of the Point and came to Anchor.

On Sunday they made Sail, and about Noon anchored North Side of the Island, where they continued till Tuesday Morning, when the Whole came to Sail and stood to the Eastward.

The Appearance of this Fleet so near us occasioned the Militia from the neighbouring Towns to be ordered in, for Defence of the Harbour &c. Among whom was the Norwich Light-Infantry Company, commanded by Col. Christopher Leffingwell, who made a genteel and martial Appearance, being neatly dressed in Uniform.

After the Departure of the above Fleet, Col. Leffingwell went to Fisher's-Island, accompanied by several Boats, to make what Discoveries they could; where they procured the following Memorandum from Mr. Brown, who lives on the Island, viz. That the Fleet took off the Island 106 Sheep, 8 Oxen, 11 Cows, 22 Yearlings, 26 Swine, 24 Turkeys, 4 Dozen Fowls, 123 Bushels of Corn, 100 Bushels Potatoes, 5 & half Tons pressed Hay, and 3 Cords of Wood; they also took a Parcel of Pork out of the Cellar, and some Bed-covering, such as Blankets and Sheets, they also shot a Number of Sheep Mr. Brown had no Account of. — That the armed Ships were the *Amazon*, Capt. [Maximilian] Jacobs; *Greyhound*, Capt. Dickinson [Archibald Dickson]; and *Lark*, Capt. [Richard] Smith, with seven Transports. That they landed three Companies of British and three Companies of Hessian Troops.

Mr. Brown informed that there were 20 Ships at Anchor in Gardiner's-Bay, tho' 11 only could then be discovered, besides two that were coming through Plumb-Gut. (No Doubt this Fleet are also on a plundering Voyage).

We learn that the Stock, &c. which was taken from Fisher's-Island, was chiefly paid for.

Last Saturday three Men went from hence in a Sail Boat, to Fisher's-Island, for a load of Corn, (having a Permit from the Committee of this Town for that Purpose), they being in the greatest Strait therefor, and none to be purchased here; but before they had loaded their Boat they discovered a Number of Troops landed on the Island; upon which they thought it

Advisable to make the best of their Way to the Boat; they accordingly sat out, but soon found themselves pursued; and by the Time they got on Board the Boat, which lay within Pistol Shot of the Shore, about 300 Men embodied in two Divisions had got to the Shore, when an Officer called to them to come on Shore, threatening to fire on them if they refused, but they disregarding their Threats began to hoist Sail, when the Enemy fired a Volley at them, which they repeated till the Boat was out of their Reach, which was about 15 Minutes (the Wind being small) mean Time the Enemy attempted to get to them in a Sail Boat but she happily got a-ground on a Point. The three Men say 1000 Shot or upwards was fired at them, and about 100 struck the Boat, but providentially neither of the Men were hurt.

Another Boat was soon after fired upon by them, but without doing any Damage.

A few Days ago a large Prize Ship mounting 24 Guns, bound from London to New-York, esteemed the richest Prize that has been taken since the Contest with Great Britain, laden with Dry Goods, was sent into an Eastern Port. She was taken by two Privateers. This Account we have by the Eastern Post.

JOURNAL OF H.M.S. *Amazon*, CAPTAIN MAXIMILIAN JACOBS¹

March 1777 Off Plumb Island

Thursday 13th Fresh gales & thick fogg at 3 AM up Lower Yds Empd watering Modt with rain at 10 Saw a Sloop to Wtward Sent the Barge after her at 11 the Barge returnd with a Small Sloop from Stonington with Sugar and Rum Fresh breezs and hazy with rain at 4 PM Saw a Schooner to the W ward Sent the Prize Sloop² Armd to Chace her at 6 Completed our water

Friday 14th AM Strong gales at 10 Sloop Joined us with a Rebell Schooner from St Thoms for Connecticut River loaded with Salt and Dry Goods³ Fresh Breezs and Clear Wr at 3 weighd Came to Sail at 4 Anchd off Gardrs Island in 4 fm the Low point SSE $\frac{1}{2}$ E & beach point NBE the Et end Plumb Island No the Wt end NNW $\frac{1}{2}$ W Veerd to $\frac{1}{2}$ a Cable

1. PRO, Admiralty 51/4112.

2. Unnamed vessel, Samuel Beebe, master, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

3. *Ibid.*, schooner *Oliver*, John Buckley, master.

MINUTES OF THE PENNSYLVANIA NAVY BOARD¹

[Philadelphia] State Navy Board March 14 1777

A Letter from Lodwick Sprogell Commissary General of the Musters being taken into consideration,

Resolved, That, it is the duty of the said Commissary General of the Musters, to attend the several Vessels of War belonging to this State, and to

Muster the Men, in the Nearest convenient place to the Vessells, unless the Men should be in Barracks, in which case the Commissary is to attend at those places where the Men are quartered. That the Commissary should not pass any person whatever as an Officer, untill a Commission or Warrant, or a Certificate of his appointment is produced to the Commissary.

That no person whatever, in the Naval Service of this State shall on any account, be discharged from the Service of the Publick, without an Order from this Board.

That proper steps will be taken to compleat the Boys in their duty as Drummers and Fifers.

Resolved, That Joseph Marsh, Manuel Eyre, Joseph Blewer, Wm Bradford, with Commodore Seymore and John Hazlewood, be appointed to go down the River on Sunday next [March 16] to fix on proper Stations for the Fire Rafts and Vessells; and report their opinion to this Board.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

ADVERTISEMENT FOR A DESERTER FROM THE PENNSYLVANIA NAVY
ARMED VESSEL *Ranger*¹

Philadelphia, March 14, 1777.

Ten Dollars Reward.

Ran Away from the armed vessel *Ranger*, under my command, a certain William Burgen, born in Ireland, about 36 years of age, black short curled hair, about five feet ten inches high, a remarkable stout hearty looking fellow, very little addicted to liquor; he entered in October last, and received bounty and wages. Whoever apprehends said deserter and delivers him on board, shall be entitled to the above Reward and reasonable charges. – It is most earnestly requested that no friends to their country will encourage or countenance him, as I am determined to put fully in execution the Resolve against such as are so lost to their country's good.

John Mitchell.

1. *Pennsylvania Packet*, March 18, 1777.

HENRY FISHER TO THE PENNSYLVANIA COUNCIL OF SAFETY¹

Gentlemen

Lewes-town March 14th 1777

On Tuesday the 11th- after Night came into our Road two Ships & a Sloop Tender, one of them has not been in our Capes before, I take her to be a Forty or Fifty Gun Ship, the other a Frigate, the Sloop appears to have ten Guns; on Wednesday morning there appeared a third Ship, the Frigate & Sloop made Sail after her, they have not been seen since, last Evening the other Ship went out and at this time they are not to be seen from the Light House

I should have sent off this Express before, but did not know when they might be bound up the Bay and then should not have had the Horses – Our Council of Safety will not admit of a Guard when the Ships are in the Road, therefore I dont know when I may be surprised and taken on board,

believe me Gentlemen I am in a very deplorable State for when the *Roebuck* was last in the Road I happened to be the Commanding officer & only ordered twelve Men and an Officer to receive the Flag as they were often sending on Shore when two of the Council which were Magistrates and another came & advised that we should lay down our Arms & submit – By this you may see the Temper of our People here. These are Matters of Fact and such as I am able to prove; & if the honorable Congress does not take some Notice of us the Pilots will be all taken in their Beds; for you cannot think that ten or twelve Men can stand guard & protect themselves; therefore must beg your Assistance or you will feel the effects if there should come a Fleet into our Bay; – In the mean time I shall strive to do every thing that lies in my Power for the good of the Cause I am Gentlemen [&c.]

Henry Fisher

N.B. Please to call on Mr Davis Beaven and he can prove some of the Matters I have alledged

1. Papers CC (Letters Addressed to Congress), 78, IX, 55, NA. Fisher was not aware that the Council of Safety had given way to the Supreme Executive Council.

JOURNAL OF THE VIRGINIA COUNCIL ¹

[Williamsburg] Friday the 14th day of March 1777

Ordered that two Gallies such as the Navy Board may judge most fit be stationed at Cherryton or such other place on the Eastern Shore as the County Lieutenants of Accomack & Northampton shall think best for the protection of the Trade and defence of the Inhabitants there.

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 368. *Galleys Protector and Safeguard*.

DIXON AND HUNTER'S *Virginia Gazette*, FRIDAY, MARCH 14, 1777

Williamsburg, March 14.

A Few able Seamen are yet wanting for the *Albion*. Apply (as formerly) to Capt. Alexander Thompson on Board, or to Michael Wallace in Nansemond.

JOURNAL OF H.M.S. *Emerald*, CAPTAIN BENJAMIN CALDWELL ¹

March 1777

Cape Henry S38°W 30 Leagues

Thursday 13th

at 7 A M saw a Sail in the SE quarter, wore Ship & gave Chace out 3d reef of the Topsls & let the reef out of the Mainl carried away the Lower Steering sail Yard, reef the Topsails, at 11 brought the Chace too, which proved to be the Sloop *Dolphin*, Wm Beard Master,² from Madeira, bound to Philadelphia with wine, sent the Cutter onboard to bring the prisoners out
Strong Gales, the Cutter onboard the prize with the Boatswain, Gunner & 7 Men, at 2 came on a violent squall of Wind, clued up the Sails and handed them

brought too under bare poles ½ past 7 PM set the Mizn Staysl

Friday 14th at 7 AM set the Main Staysl at 10 wore Ship the prize ½ a mile a Stern Strong Gales
Ditto Weather, at 5 PM the Sloop made a Signal of distress, sent aboat onboard her, found she had split all her Sails, the Cutter stove & broke a Drift in the Gale of Wind & lost with Six Oars & 2 Boat Hooks, got the people out and set her on fire.

1. PRO, Admiralty 51/311.

2. Vice Admiral Howe's prize list of May 22, 1777 gives the master's name as Jonathan Clark, *London Gazette*, July 8 to July 12, 1777.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD ¹

Navy Board [Charleston] *Friday 14th: March 1777.*

The Board met according to Adjournment

Present. Edward Blake Esqr. first Commissioner

Roger Smith, George Smith, Josiah Smith, Esqrs –

A Letter to Mr. Edward Darrell –

The Commissioners of the Navy desire you will get from on board the Different Prize Vessells now in this Harbour, all the Water Casks that are to be got, keeping an Accot. thereof, and of their Value at the Current Price given for those things, – Capt Cochran informs the Commissioners, that he landed at Gadsdens wharf, Twelve water Casks, you will Enquire what is become of them and have them taken care off –

Edward Blake first Commissr

A Letter to Capt. Robert Cochran –

Capt Robt Cochran Sir/

The Commissioners of the Navy desire that you will as soon as possible furnish the board with a pay Bill for the Brigg *Notrie Dame* made Out to the fourth day of October 1776 and a Second pay Bill from the fourth day of October 1776 to the fourth Inst

Navy Board 10th March 1777 –

A Letter to Capt. Edward Darrell

Capt Edward Darrell Sir/ Navy Board 10th March 1777 –

Please forward to Beaufort P the first good Opertunity, To Mr. Tunis Tebout for the use of the Row Galley, One Ton of Barr Iron –

An Order was wrote to Mr. Myer Moses –

Mr Myer Moses Sir/

Please deliver Mr. Daniel ONealle Two Thousand pounds weight of good Clean Merchantable Hemp *for the use of the Navy of South Carolina.*
March 14th 1777 –

Resolved to Advance Daniel *Oneille Rope maker*, One Thousand pounds to Enable him to *purchase Stock &* hire Hands to Carry on his Business –

An Order to John Calvert

Mr. Calvert Sir/

Please deliver to Edward Darrell Esqr. Twenty Pieces of Sail Duck (such as he shall Chuse) for the use of the Naval Department

March 14th 1777 –

A Letter was wrote to his Excellency the President

Sir/

Navy Board 14th March 1777 –

The Commissioners of the Navy are of Opinion that a great Advantage will result to the State, by a Ship Yard and Workmen being engaged in the Public Service, for want of which, the Vessels and boats belonging to the State, suffer much by delay, and for want of Necessary repairs, They Inform your Excellency, that Capt Cochran, has made them an Offer of his Ship Yard & five Workmen, at the rate of Twelve Hundred pounds P Annm., which Offer they Judge reasonable, And recommend may be received, and Meet with your Concurrence, and that of the Privy Council – By Order of the Board ²

Agreed to draw on the Treasury for the following Accounts in favor of

Viz

<i>Job Rothmahler for Beef Supplied</i>	}	£ 140.15..6
<i>the Schooner Rattle Snake</i>		
<i>Anthony Bonneau 2 Accots. for sundrys</i>	}	1257.10.11
<i>Supplied the Rattle Snake</i>		
41 Wm. & Jas Carson for a Coil of Cordage		36..6..–
42 John Benfield for Candles		53.17..6
		<hr/> £1488..9.11

1. Salley, ed., *South Carolina Navy Board*, 50–52.

2. All letters were signed by Edward Blake.

JOURNAL OF H.M.S. *Boreas*, CAPTAIN CHARLES THOMPSON¹

March 1777

Friday 14

Monte Christa SSW $\frac{1}{2}$ W abt 6 Leags

at 8 AM Tackt Monte Christa S $\frac{1}{2}$ E abt 4 Leags at 9
A M Tackt $\frac{1}{2}$ past Brot too & Examin'd a Spanish Sloop
from St Domingo Bound for Cape Francois at noon made
Sail Monta Christe SBE $\frac{1}{2}$ E Distance 3 Leagues
Moderate Breezes & fair Gave chace at $\frac{1}{2}$ past 2 fird a
Gun & made a Private Signal to the *Badger* at 3 fir'd three
guns at the chace & Brt her too a Schooner from Martinico
to Pt a Prince laden wt flour & lumbr suppos'd to be
American Property Joind Co wt the *Badger* took the
french Men out of her & sent them on board the *Badger*
sent 2 of our People onbd ²

1. PRO, Admiralty 51/125.

2. Sloop *Betsey*; Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

RICHARD HARRISON TO THE MARYLAND COUNCIL OF SAFETY ¹

Gentlemen/

St Pierre M/que Mar 14. 1777 –

On the representation & earnest Solicitation of Mr Vanbibber, I wrote you the 8th of December last offering to move from this Island down to St Eustatia in order to release that Gentleman from the West Indies, he being exceedingly desirous to rejoin his family & friends in Maryland – from what he told me, at that time I really thought such a measure would not only oblige him, but tend to promote your Interest also. – But, notwithstanding I am still of Opinion that Statia is the best place for purchasing & selling any kind of Merchandize, I find that the great Number of Cruizers continually hovering about that Island & the Inability of its Government to check their Ravages, render it infinitely more unsafe for the Americans to resort to than to this – Our privateers (which are every day going out & coming into this port) together with the french frigates & Guarda Costas have lately kept our Coasts tolerably clear of the Enemy's small Cruizers, which have been (and still are to Leeward) the greatest Annoyance to our Commerce. – Add to this that we have now a brisk trade opened to Dunkirk (a free port) in the Article of Tobacco, and that we possibly may have a chance now and then of dealing in the Bill way with the privateers men (who begin to sell certain kind of prizes here by connivance of Government) and I am of Opinion, upon the whole, that this place has yet the advantage. – I therefore concieve it incumbent on me to inform you that I shall remain here untill I know you have seen this Letter & recieve your Orders in consequence of it to go elsewhere, whatever may have been your determination on what I formerly wrote you – This change of Opinion may appear to you perhaps fickle, but it arises from a change of Circumstances, of which I thought it a duty to inform you. I have the Honor to be [&c.]

R^d Harrison

(Copy)

1. Red Book, XVI, Md. Arch.

JOURNAL OF H.M.S. *Seaford*, CAPTAIN JOHN COLPOYS ¹

March 1777

At Sea

Friday 14th

At 6 P M Barbadoes WbS $\frac{1}{2}$ S 9 or 10 Leags At 9 Do
Fired a Shott brot too a Sloop Proved an English Sloop
from Damerara for Barbadoes, taken by an American Privateer,
Exchanged the Prisoners, Sent the Sloop to Barbadoes.

1. PRO, Admiralty 51/880.

15 Mar.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Boston] Saturday March 15th 1777

Petition of Elijah F. Payne setting forth the privateer *Eagle* on her late Cruize took & brought into this State a certain Mulatto Boy said to be son to

the King of Syrolean & bound to Liverpool to be Educated praying that he may have Liberty to depart this State in the Brig *Lord Lifford* bound to Europe. Ordered that the Prayer of the within Petition be granted and that the Young Mulatto Lad mentioned in said Petition have Liberty to depart from this State to Ireland in the Brig *Lord Lifford* of which John Jones is Master.

1. Mass. Arch., vol. 20, 331, 333.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR ¹

Boston 15 March 1777 [A. M.]

Order'd That Mr [Ellis] Gray deliver six Tin & six Horn Lanthorns to Commodore Manly for Ship *Hancock*

pm

Order'd The Comee of Sequestration deliver Capt [Corban] Barnes one yard Gold Lace – paying for it

1. Mass. Arch., vol. 148, 205, 207.

WILLIAM C. MESERVE AND ROBERT NEALL TO THE PRINTER OF
THE *Boston Gazette* ¹

Mr. Printer.

Please to insert the following, and you will oblige the Public.

On the 3d day of February last, on our passage from Boston, in the sloop *Dispatch*, Nathaniel Thayer, Master, bound for Baltimore, we were taken by his majesty's ship *Brune*, Capt. Ferguson, between Cape Henry and Cape Charles, and were plundered of many things that belonged to us, among which were some of our cloathing; the remainder we were allowed to keep; they gave us nothing to eat for near two days, and then put us on short allowance, viz. three pounds of meat, and three pounds of bread for seven days, and two jills of rum for seven men, if on deck, for twenty-four hours, and no more, tho' at the same time obliged to do equal duty with their own hands – The ship was bound for New York, and as we had reason to believe, suspecting the prisoners would rise and take the ship from them, put 20 of us on board of a sloop, which had been captured by them, in her passage from the West-Indies, first discharging her cargo, which was salt, into the sea, stripping her of her sails and rigging, cables, anchors and boat, and [illegible] itting her decks and upper works in several places, and then turned her adrift, without giving us either victuals or drink; the nearest land we could make to leeward, was as near as we could judge, fifteen miles, the wind then being to the eastward. – We had some blankets on board, which we were allowed to bring from the ship; of these we made a squaresail, in the best manner we could, got it up and made for the land, and in about eight hours we struck on Gwin's island, near two miles from the shore; we then made a raft of our hatches, and some other plank, on which one of us the subscribers, viz. William C. Meserve, ventured ashore, got a boat and come off, conveyed the rest of the prisoners ashore. – We further declare, that had the wind

shifted to some other point of the compass, we should have drifted to sea, and all have perished, unless we had been fortunate enough to have been taken up by some other vessel. – The following are the names of such of the prisoners as we know, who came ashore with us, viz. Capt. Nathaniel Thayer, Capt. William Russell, Capt. Simonton, Capt. Newall, William Pickett, John Pickett, Jonathan Alby, Benjamin Keith, Skillon Brooks, Benj. Brooks, and James Arms.

William C. Meserve Robert Neall.

Boston, March 15, 1777.

Suffolk ss.

William C. Meserve and Robert [Neall] made oath to the truth of the foregoing declaration, by them subscribed

Joseph Gardner [notary public].

1. *Boston Gazette*, March 24, 1777.

SHIPPING ARTICLES FOR THE CONTINENTAL NAVY SHIP *Columbus*¹

[March 15, 1777]

[The Articles are in printed form and follow exactly the text prescribed by the Continental Congress on November 28, 1775. The various blank spaces are filled in, according to requirements. She was bound on a cruise from the port of "Rhode Island." She was named "*Columbus*", and her commander was "Hoysteed Hacker Esqr." The latter's signature appears regularly thereafter in every paragraph where space was left for that purpose. The names of the crew appear below in two parallel columns, each listing time of entry, name, station and wages. The wages, however, were not filled in.

The left column was for sea officers (commissioned, warrant and petty) and seamen; the right column, for marine officers and men. For convenience in reading, the right column is here dropped to follow the other.]

Time of Entry

1777	Names	Stations	Wages
January 5	Hoysteed Hacker	Capt	
5	Philip Brown		
Febry 9	William Earl	Master	
feby 10	Constant Church	Cheaf Mate	
Febry 22d	Wm Broad	2d Mate	
march 7th	Justin Jacobs	midshipmon	
March 10th	[name erased]	mid	
March 10th	Sheffield Attwood		
Febry 10th	Jonathan Sloan	Gunner	
Fb 24	Samuel Grant	Guners mate	
Febry 4th	Ben Jamin	Cook	
March 18,	John Dabney	Cpt Clke	
1777			
Febry 4th	John Hacker	Boy 2	

	his	
	Mark X Sinnett	Boy
	Mark	
Feby 28th	William Taylor	Seaman able
	his	
January 16th	Thomas X Caton	Boatswain
	mk	
	his	
Februy 7	Frans X Mathews	Dos Mate
	mk	
	his	
" 11th	John Robinson X Stockwell	Quartr Master
	mk	
24	John Smith	Do
26	Peter Hamilton	Seaman
February 10	Stephen Hill	
[torn] 10	Jeremiah Scanlan	
	his	
[torn] 22	Joshua X Cutawow	Seamen
	mark	
Feby 10th	Thomas Young	Do
	his	
[torn] 18	James X Edwards	
	Mark	
	his	
[torn]	Willm X Jedox	
	[mark]	
1777		
Januy 24th	Josp Hardy	Capn Marines
1777		
Januy 6th	Edward Burk	1st Lieutt
Feby	[name erased]	2d Do
Feby 4th	[name erased]	Captn Clark
Feby 10	John Fisher	Steward Feby 10
Feby 17th	Oliver Crandle	Do mate
Feby 20	Ezra Sears	Surgeon
march 1st	Isaac Olney	2 Lieut Mrns
march 15	Hugh allen	
Febry 20	Thomas Welch	1 Sergt
Feb 10	Rufus Rogers	2 St
Feby 13	William McCall	Corporal
" 16	Willm Blyth	Fifer
" 16	Oliver Crandle	Marine
" 19	Grinnel Thurber	Marine
" 19	Cato Franklin	Marine

Time of Entry 1777	Names	Stations	Wages
Febry 20	his James X Lewis mark	Marine	
25	his Charelas X Beean Mark	for 12 munths work	

1. Rhode Island Mss., vol. 10, 87 RIHS.

COMMODORE ESEK HOPKINS TO NATHANIEL SHAW, JR. ¹

Sir

Providence, March 15th. 1777

It appears by Lieutt [David] Phipps's Account from Captn [Elisha] Hinman that he is not paid for his Service longer than from the time he went to do duty onboard the *Cabot*, but as he was in the Service and did duty onboard the *Providence* Sloop before I think it will be right for you to pay him what may be due to him from the time he Enter'd into the Service untill the time he went onbd. the *Cabot*, but as I have not the Enlistments I cant at present undertake to tell what Sum. I am Sir [&c.]

E H

To Nathaniel Shaw junr. Esqr.

Continental Agent in New London

1. Hopkins Letter Book, 73, RIHS.

LIEUTENANT PHILIP D'AUVERGNE, R.N., TO HENRY WARD ¹

Sir

Colonel Waterman of warwick has received the prisoners with which I was charged, 27 in No for which I have received a receipt on the current acct

I have Sir Peter Parkers command to signify to Adl Hopkins that Lord Howe has given directions for his relation Mr Hawkins, now onbd the *Phoenix* to be imediatly releasd. therefore he may be expected a providence in a few days.

It is also the Comodore's directions to me to acqt Governor Cook, that any of the Persons that I have brought may be accounted as returned in lieu of Mr Howard a midshipman of the *Carysfort*, lately released, to the westward or any other persons which the council shall please to name will be returned by a future opportunity.

I have given Colonel Waterman some private Letters from Mr Malbone to you respecting a son of his now at providence, Sir Peter Parker orderd me to say that he would acknowledge it as a favor if Govr Cook would permit him to come to his father, who is very a[n]xious to see him.

The comodore will be glad of the acct of the ballce of prisoners by the first opportunity.

allow me to trouble you with my respects to Mr and Mrs Clark.
I have the honor to be with the most perfect consideration [&c.]

P D'Auvergne

Warwick Pt March 15: 1777.

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

JOURNAL OF H.M.S. *Chatham*, CAPTAIN TOBY CAULFIELD ¹

March 1777 [Moored off Newport, Rhode Island]
Friday 14 heard several Guns up the harbor 7 AM saw a large fire on the other side of Conanicut 1/2 past 10 sailed up for Providence our Tender as a Flag of Truce wt a number of Prisoners
3 PM arriv'd H. M. S. *Juno* & a prize
5 fir'd a Gun & made the *Greyhounds* Sigl to speak a Vessel coming in which prov'd to be a prize to the *Unicorn* –
Saturday 15 the large fire we saw yesterday proved to be a fire Ship the Rebels had sent down towards the *Renown* which was towed ashore by our Guard boats

1. PRO, Admiralty 51/192.

STEPHEN SEAMAN AND PLATT TITUS TO THE NEW YORK CONVENTION ¹

[Esopus Creek] March 15, 1777.

To the Honorable the Convention of the State of New York

We the Subscribers for ourselves and in behalf of the other Ship wrights, Ship joyners and Others, lately employed on the Ship *Congress*, beg leave to represent that your Honorable House were Pleased to Resolve on the 20th Day of December last, that the Superintendant of said Ship, Capt. Augustine Lawrence, be Desired to Pay the People Belonging to said Ship for the Nights work in which they were employed bringing said Ships from Poughkeepsie into Esopus Creek. Also that the said People working on board the said ship should in future be allowed one ration and a half per day Continental Allowance – neither of which Resolutions have been complied with, as the said Ship Carpenters and Ship Joyners are by Order of Your Honorable House about to quit the Ship and go to the Northward in Public service, we humbly pray your Honourable House will Oppoint some Person to settle and Pay the said wages and allowances of rations agreeable to the resolutions, as your Petitioners have Famelise to Leave behind who want the Fruits of all Our Industry to Support theirs, and your Petitioners will ever Pray,

Stephen Seaman, Platt Titus.

1. *New York Historical Manuscripts*, I, 657.

JOURNAL OF THE NEW YORK PROVINCIAL CONVENTION ¹

[Fishkill] Saturday Morning, March 15th, 1777.

A ration roll of the ship joiners on board the Continental ship *Congress*, from the 20th December, 1776, to the 14th Feby. 1777, it being an allowance

to them made by the Committee of Safety on the 20th December, 1776, on account of the dearness of provisions and other necessities of life; the said roll amounting to £32 11s. 7¾d. is sworn to by Mr. John Child, clerk of the Continental ship *Congress*, and audited by the committee of accounts, was delivered in and read.

One other ration roll of the Continental ship *Congress* from the 20th December, 1776 to the 14th February 1777, it being an allowance made by the Committee of Safety on the 20th December, 1776, on account of the dearness of provisions and other necessities of life; the said roll amounting to £25 11s. 10d. is sworn to by Mr. John Child, clerk of the said ship, and audited by the committee of accounts, was delivered in and read.

An account of the ship carpenters, ship joiners, riggers and labourers employed on board the Continental ship *Congress*, in transporting said ship from Poughkeepsie to Esopus Landing, and mooring her there, for which they demand each four nights' wages; the said account amounting to £49 14s. is certified to by Mr. John Child, clerk to said ship, and audited by the committee of accounts, was delivered in and read.

A pay roll of the ship carpenters on board the Continental ship *Congress*, from the 14th February to the 8th of March, amounting to £9 6s. 6d. which was allowed them in addition to their former wages (in lieu of rations) by resolution of the Committee of Safety, on the 14th February, 1777; the said roll is sworn to by Mr. John Child, clerk of the said ship, and audited by the committee of accounts, was read. And thereupon,

Ordered, That the Treasurer of this State pay unto Mr. Stephen Seaward the sum of £32 11s. 7¾d. in full for the ration roll of the ship joiners on board the Continental ship *Congress*, from the 20th December, 1776, to the 14th February, 1777. Also, the further sum of £25 11s. 10d in full for the ration roll of the shipwrights on board the said ship, from the 20th December, 1776 to the 14th February, 1777. Also, the further sum of £49 14s. in full for an account of the shipwrights, joiners, riggers and labourers employed in transporting the ship *Congress* from Poughkeepsie to Esopus Landing. And also, the further sum of £9 6s. 6d. in full for the pay roll of the shipwrights on board the said ship, from the 14th February to the 8th March, 1777.

1. *Journals of the Provincial Congress, Provincial Convention, Committee of Safety and Council of Safety of the State of New-York, 1775-1776-1777* (Albany, 1842), I, 836, 837. Hereafter cited as *New York Provincial Congress*.

JOURNAL OF THE CONTINENTAL CONGRESS¹

[Philadelphia] Saturday, March 15, 1777

The Marine Committee reported to Congress, that there are several very fine prize ships in the state of Massachusetts Bay, very suitable for the service of the Continent, and which might be fitted out at a small expence; and recommended to Congress, that they should be empowered to purchase three of said ships for the purpose aforesaid; and also recommended to the notice of Congress, Captain Daniel Waters, and Captain Samuel Tucker, who were early employed by General Washington in cruising vessels, and were very

successful, and are strongly recommended by the General and others, are, in their opinion, proper to be appointed to the command of two of them: Whereupon,

Resolved, That the Marine Committee be empowered to give directions to the agents to purchase three ships, and order them immediately to be armed and fitted out for the service of the United States, to be under the direction of the Marine Committee.

Resolved, That Daniel Waters and Samuel Tucker be appointed captains in the navy of the United States, and that they have the command of two of the ships ordered to be purchased;² and that the command of the other ship be given to Captain John Paul Jones, until better provision can be made for him.

1. Ford, ed., *JCC*, VII, 180, 182–83.

2. Commission issued to Captain Samuel Tucker, and dated March 15, 1777, is in Record Group 15, Revolutionary War Pension Records, Samuel Tucker, NA.

JOURNAL OF H.M.S. *Preston*, CAPTAIN SAMUEL UPPLEBY¹

March 1777
Saturday 15

C Henlopen N 13:00Wt 15 Leagues
6 AM made the signal for the *Daphne's* Lieut who came on-board & informed us the Schooner in Company was the Vessel she chased yesterday from St Cruz bound to Philadelphia Laden with Rum and Salt.²

Ditto [Light airs and clear] weather saw a strange sail to the NEt gave chase at 5 boar[d]ed her she proved to be a French Brig called the *Rose* from Philadelphia to Martinico Loaded with Flour and Lumber, sent 6 Men onboard the Brig & brought the Prisoners onboard³

1. PRO, Admiralty 51/720.

2. The lieutenant was prize master of ship *Sally* which had been taken by *Daphne* on March 14. While in *Sally*, the lieutenant captured schooner *Adventure*, William Young, master, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

3. *Ibid.*, *La Rose*, Augustin Couster, master.

THOMAS SMYTH TO DANIEL OF ST. THOMAS JENIFER¹

Sir

Chester Town March 15th 1777

Captain [Thomas] Coursey being disappointed in getting the Cordage he expected was to be sold here waites on the Council for what is necessary to secure the *Chester* Galley when launched, which must be done in a few Days or she will suffer much –

I have a middle sized mooring Anchor which I woud sell to the Council if Captn Coursey thinks it will be suitable for the Galley and a peice of pretty good Cable tho' very short which I woud also sell if it is wanting it is only long enough for mooring. The Council will be pleased to give Captn Coursey orders on me for whatever provisions they woud have me deliver to him of those purchased for the use of the State – I shall readily give him every

IN CONGRESS.

The DELEGATES of the UNITED STATES of *New-Hampshire, Massachusetts-Bay, Rhode-Island, Connecticut, New-York, New-Jersey, Pennsylvania, Delaware, Maryland, Virginia, North-Carolina, South-Carolina, and Georgia,* TO

Samuel Tucker Esquire.

WE, reposing especial Trust and Confidence in your Patriotism, Valour, Conduct and Fidelity, DO, by these Presents, constitute and appoint you to be *Captain* of the armed *Ship* called the *Boston* in the Service of the United States of North-America, fitted out for the Defence of American Liberty, and for repelling every hostile Invasion thereof. You are therefore carefully and diligently to discharge the Duty of *Captain*.

by doing and performing all manner of Things thereunto belonging. And we do strictly charge and require all Officers, Marines and Seamen under your Command, to be obedient to your Orders as *Captain*. And you are to observe and follow such Orders and Directions from Time to Time, as you shall receive from this or a future Congress of the United States, or Committee of Congress for that Purpose appointed, or Commander in Chief for the Time being of the Navy of the United States, or any other your superior Office, according to the Rules and Discipline of War, the Usage of the Sea, and the Instructions herewith given you, in Pursuance of the Trust reposed in you. This Commission to continue in Force until revoked by this or a future Congress.

DATED at *Philadelphia March 15th 1777*

By Order of the CONGRESS,

John Hancock

PRESIDENT.

ATTEST.

Chas. Thomson

*Number Two
of this Day's
Appointment*

Assistance in my power in forwarding the fitting out the Galley and am with much esteem [&c.]

Tho^s Smyth

To the Honoble Daniel of St Thomas Jenifer
President of the Council of Safety in Annapolis

1. Executive Papers, Box 2, Folder 171, Md. Arch.

MARYLAND COUNCIL OF SAFETY TO JESSE HOLLINGSWORTH, BALTIMORE ¹

No 187

Sir,

We communicated to you our Intention to send the *Lydia* round to Potomack to Load but as she will want some Ballast we think right to advise you to purchase about sixty or eighty Hhds Tobacco for that Purpose, giving Thirty five Shillings for Elk Ridge and Thirty for Patuxent or Potomack Tobacco. This you will put in and dispatch the Ship of as soon as possible – We are &c

[Annapolis] March 15th 1777 –

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

VIRGINIA NAVY BOARD TO CAPTAIN JOHN CALVERT ¹

To Capt John Calvert [*Norfolk Revenge* galley]

Sir We recev'd yours of the 14th Instant together with the proceedings of the Court Martial held on Lieut [James] Tennant,² which we have had under consideration and upon considering the matter we are of opinion that Mr Tennants behaviour has been very remiss and have therefore affirm'd the judgment of the Court Martial. – We shall consider when we have a fuller Board whether he ought to be reinstated. –

(Signd)

Thomas Whiting 1st Commr

[Williamsburg] 15th March 1777 –

1. Navy Board Letter Book, VSL.

2. Tennant was first lieutenant of *Norfolk Revenge*.

JOURNAL OF H.M.S. *Boreas*, CAPTAIN CHARLES THOMPSON ¹

March 1777

Mte Christie SbE 5 Leags

Saturday 15

Moderate & fair

at ½ past 3 P M saw a Sail in Shore gave chace at Do She Haul'd his wind in Shore & came to an Anchor sent the Boat in & made the Signal for the Tender to follow, when the People Quitted the chace & she Drove on a Reef some distce from the Shore at ½ past 5 Mte Christe SE½E abt 4 Leags sent the Boat to Board the Chace . . . at ½ past 7 the Boats returnd & inform'd us the chace was a Brigg from Nantucket wt fish & Lumber but on shore & Bilg'd wore & made Sail

1. PRO, Admiralty 51/125.

CAPTAIN WILLIAM JUDD, R.N., TO VICE ADMIRAL CLARK GAYTON ¹

Sir./.

Antelope Port Royal Jama
March 15th 1777

In answer to your letter dated 15th Feby, concerning my Conduct respecting the French Ship *Hercules*, whom I boarded in the Night at Sea, as to particulars I must beg you will be pleased to consider the Inclosed from my Lieutenant Mr [Peter] Rainier who I think executed my Orders with Spirit and real Conduct on the Occasion

The French complaind concerning my firing two Shot I most certainly did, being from my Infancy brought up in the British Navy (which I shall to my utmost Revere) I do not wish to understand that of the French Service, as my Orders in time of War directs not to trifle as Monsr Dubrocque wanted to do with His Majestys Ship which I have the Honor to Command I am Sir with the greatest respect [&c.]

Will^m Judd

A Copy

[Endorsement] In Vice Adml Gaytons Letter 30th March 1777.

[Enclosure]

Lieutenant Peter Rainier, R.N., to Captain William Judd, R.N.

Sir./.

Antelope Port Royal Harbour
Jamaica March 15th 1777

In compliance with your directions requiring me to relate the particular circumstances that attended my boarding, in the Course of Duty, the *Hercules* french Merchant Ship Dubrocq Master from Port au Prince to Bordeaux July 9th 1776 (P Log) I beg leave to inform you that I was received onboard with that Civil respect customary with the French on such Occasions, when I acquaintd Mr Dubrocq with the nature of the Duty I was to discharge, Namely to enquire and examine him Strictly as to his Nation, Cargo, & Voyage, he readily satisfied me under those heads, and produced such Papers as I required to ascertain the truth of his replies, this being over, he told me he thought it strange that we should fire Shot at him as we were at Peace with the French. I answerd it was the Custom of the British Navy, and that the Second Shot was fired because altho' he shortend Sail on hearing the first, he did not bring too, he said that the French Ships of War never fired a Shot at a friend for that purpose, and that his People took us for a Corsair which terrified them so, that one of them got hurt, he did not say the Hurt was Occasion'd by either of the Shot, neither dare he, as I was well convinced they both flew wide of him, being upon Deck when the Shot was fired

I finally replied we were at War, and therefore examined all Ships with great Strictness, when I said we were at War, I only meant with His Majestys Rebel Colonies, and I am almost certain I thus explaind myself to Mr Dubrocq Every Military person knows that the Whizing of a Shot passing by the Ear, always appears, particularly to those who are not used to it, much nearer the hearer than in fact it is, and I am persuaded was the case with the French Sailors, nothing farther passed but seemingly abundant Satisfaction with my usage of him, he only beg'd the favor of me to let him Know the

Name of My Ship, and the Commander who I came from, which I readily complied with

This is the whole I can recollect as it happen'd Eight Months ago, and as I never thought of being question'd on the Subject my Account may not be so precise as could wish, but I dont think I have omitted any thing Material Dubrocq spoke tolerable good English, and moreover the Midshipman who was with me spoke french so that I am Convinced we perfectly understood each other

It may not be unnecessary to add that it was at 10 P M, of the above mention'd day, we Brought to, and 1/2 past 11, we got our Boat in, and made Sail I am, with great respect [&c.]

Peter Rainier

William Judd Esqre
Commander of His Majs } A Copy.
Ship *Antelope*

1. PRO, Admiralty 1/240.

"EXTRACT OF A LETTER FROM MR ROBERT WOOD SURGEON OF HIS
MAJESTY'S HOSPITAL AT JAMAICA DATED 15TH MARCH 1777" ¹

I am also to acquaint you that Mr Douglass, the first Lieutenant of His Majestys frigate the *Winchelsea* has been some time under my care, and seems to benefit but little from the Methods pursued for his Recovery. I would recommend a change of Climate as most conducive to reestablish his Health, which is indeed much impair'd, and is dayly growing worse. He has long labour'd under the influence of a Slow nervious Fever, attended with a Cough, an obstinate constipation of Body, which frequently throws him into faintings, and deprives him of the use of his Limbs, both Muscular and Nervious Systems seem much debilitated, and his Memory at times fails him, in consequence of which, his remaining here (as the warm Season approaches fast) may be attended with fatal consequences

Lieut Lisle of the Marines of the said Frigate, being much in the same Situation, & of a very Scorbutick Habit of Body, much afflicted with the Rhumatism and his Mental faculties much impair'd from old Age, being upwards of Sixty, is in my opinion very unfit for Discharging his Duty as an officer in this Climate, I would therefore recommend his going to England the first opportu[nity] that offers: hoping this may meet with your Approbation

[To] Clark Gayton (A Copy)

1. PRO, Admiralty 1/240. Enclosed in Gayton to Stephens, March 30, 1777.

16 Mar. (Sunday)

JOURNAL OF AMBROSE SERLE ¹

[New York] Sunday 16th. [March]

The *Phoenix* came in for Water. Capt. [Hyde] Parker [Jr.] says, that the Fleet have lately taken, &c. above 60 Prizes.

1. Tatum, ed., *Serle's Journal*, 200.

PETITION OF OFFICERS AND CREW OF THE PENNSYLVANIA
FLOATING BATTERY *Putnam* ¹

[Philadelphia, March 16, 1777] ²

To His Excellency, Thomas Wharton, Esqr., President of the Supreme Executive Council of the Commonwealth of Pennsylvania, Captain General and Commander-in-Chief, in and over the same.

The Humble Petition of sundary officers and privates belonging to the New floating Battery *Putnam*, under Command of William Brown, Esqr., for the Defence of the State of Pennsylvania.

Most Humble Sheweth,

That your Petition excited by the late alarming progress of the enemy of the United States of America, did most Chearfully turn out as Voulenteers, under the command of our Noble Captain, Aforesaid, and joined General Washington's Army, in the State of New Jersey, where we expected our service would contribute the most Benefit to the Generall Cause, for which we are all engaged.

That your Petition was at very considerable expences to procuring Cloaths and other necessary's for this extraordinary service which was to be performed in the most inclement season. We need not attempt (were it in our power) to represent to your Excellency the critical situation of the Army when we marched by night from Trinton to pri[n]ce Town; and thereby with unabated ardor, executed a Master Stroake of General ship Which effectually baffled the designs of our enemy; but only to shew that in this enterprise we were Necessarily parted from our baggage waggon, which contained all our cloathing and necessary's save only what was on our backs; that the circumstances of the Campaign deprived us of an opportunity of seeing the baggage waggon untill the twenty-third of January; When, to our Great Damage, the articles in the inclosed list (which can be attested to if required,) was missing, being either lost, stole, or plundered. That notwithstanding the extraordinary hardships to which we were exposed for want of these necessarys, (not having the means of releasing them), we indured the campaign for the honour of our country – That our loss was not sustained by any neglect of ours, but the consequence of strict obedience to our duty on our part; That the extraordinary expence of equipping, as well as the service, is performed without any extraordinary allowance whatever. That many of us have familys, the suport of which depends wholly on what we can save of our wages, best part of which is now stopt payment of the articles now lost; the loss, therefore, is the more severely felt at tthis time, when the scarcely [scarcity] adds to the dificuallly of replacing it.

We, therefore, Most Humbly begg leave to refeed the consideration of the premisses to your Excellency who we dout not will grant us such recompence, as to your Excellency's Superior judgment shall seem meet, and your Petitions, As in Duty bound, Will Ever Pray.

William Edwards,
John Carmonday,

William Petterson, Sergt.
James Munks,

Robert Ronalds,
James Robartson,
John Mulland,
Robert Reed,
Joseph Kineer,
Andrew Mitchell,
William Johnson,
Samuel Philip,
John Brannan,
Timothy Riely,
John Willard,
Peter Poland,
James Burchal,
Peter Green,

Donald Murphy,
William Robertson,
Nicholas Nailor, Mast'r Mate.
George Camble,
Timothy Karby,
James Kirkland,
James Morrison, Capt. Lieut.
James Wekemson, Lieut.
George Mayers, Gûnner.
James Thompson, Sergt.
James Cockron, Sergt.
Andrew McKemson,
Thomas McKemson,
William McKemson

Dinnes M'Coyl.

1. *Pennsylvania Archives*, 2nd series, I, 386-87.

2. The date is approximated.

DIARY OF DR. JAMES HUTCHINSON ¹

[Delaware bay and river to Philadelphia]

16th [March, 1777]. Went on board the pilot boat last night about one o'clock and proceeded up the bay with a fair wind, we met with nothing remarkable till we got to Reedy Island where we found several ships, brigs, schooners and sloops waiting for a wind to go down the river; we passed New Castle about one o'clock, Wilmington about two, and got opposite Chester by sunset; we proceeded on and by 8 o'clock were at Gloucester Point; the wind was then contrary and it was ten o'clock before we arrived at the City of Philadelphia; here we landed and proceeded to a house in Front Street, where we understood Richard Bache, Robert Morris and a number of other gentlemen were at supper; I delivered my dispatches to Robert Morris and received from him an account of the fate of our ship, the news of the capture was very unexpected, and a very severe stroke to me, to complicate the sum of my misfortunes, on inquiring into the matter, I found that the Captain of our ship, having lost the *Wasp* in the night of the 10th and finding the weather on the 11th very foggy, undertook in direct contradiction to common sense, and the orders he had received from Captain [John] Baldwin, to proceed up the bay, saying in excuse for his folly he thought the weather was so thick that he could escape unseen by the men of war; they however kept a good lookout and saw him entering, as any person possessed with a single ounce of rationality would have expected, one of them went in pursuit of him but a shoal called the Overfall being between them he yet had a little chance of escaping by making for the Cape May shore, and running the ship aground; the Frigate however dispatched her tender, who continued the chase, Captain Rawlins [Thomas Rawlings] made for the land but unfortunately it being low water, the ship struck on a spit of sand about two musquet shots from the beach; the moment she struck the Captain and every hand

on board were in the greatest confusion and deprived of the power of thinking; they however hoisted out the boats and jumped in them leaving the ship to be taken possession of by the Captors.

the French Engineer who from the various specimens he had given me on our passage, I thought sufficiently ignorant, took care of his trunks, and even his bed and bedding, but our Captain was so amazingly stupid and so totally deprived of the power of reflection, that he never even saved his quadrant, or a second shirt, tho he might with the greatest ease have taken every thing in the Cabin in his long boat as it was very large; had he pursued the positive instructions that were given him, he would have been safe in Egg Harbour, and the vessel and cargo which was of immense consequence to the Continent, been saved, but this fell a sacrifice to his ignorance. The ships crew proceeded on shore in the boat where a number of armed men had got ready to receive them, and to protect the vessel in case she had not struck till she got near the Beach; soon after they landed they saw the people from the tender board our ship, which soon floated as the tide rose, and they had the mortification to see her carried off by the captors.

The Captain and Chevalier Vrecour rode up to Philadelphia, where they arrived this day, with no other misfortune on the road except that of the Chevalier losing his sword, which he had quixotelike wore on horseback, and which was taken from him by encountering some bushes in the night; the Captain bore the expenses up to town as Monsieur had come to America without one farthing of money, expecting his consequence would soon procure him a supply.

After Robert Morris informed me of the loss of our vessel I was not in a situation to acquaint him with any European intelligence or inform him of a number of other matters which he wished to know, I therefore left Dr. Williamson with him and proceeded to my Uncle Pemberton's with a heavy heart.

1. Miscellaneous Manuscript Collection, APS.

CAPTAIN GEORGE COOK TO DANIEL OF ST. THOMAS JENIFER¹

Dear Sr

Annapolis March 16th 1777

Just as Setting off for Baltim[ore] Capt [William] Patterson inform'd me, had he a Recruiting Warrant He Would be Able to pick up a good many Men, Your kind indulgence in given him a Warrant to recrute for the *Defence*, or any Others that may be able to gett men in the Service of this State, will Lay me under the greates Obligations, and is Dear Sr [&c.]

George Cook

1. Executive Papers, Box 2, Folder 173, Md. Arch.

JOHN PALMER'S JOURNAL OF A CRUISE IN THE CONNECTICUT
PRIVATEER SLOOP *Revenge*¹

Saturday the 15 Day of March [1777] at 6 a m Got under Way and Stood Cource S and at 5 P m made a Sail a Way a head and We kept Site of hur all Night for We thought it Not Best to Speek Hur till morning

Sunday the 16 Day of March a Lite brease and Very Pleasant and at Sunrise We Spoke With this Sail and Shee Was a Schooner from Halifax Bound to Domineco Laden With fish and Lumber and We fetchtd the Capt and maite all hands Except one on Board of us and mr King and mr fostor and three of our hands Went on Board and took the Ch[arge] of hur and at 12 a Clock We Both Got under Way Stood Cource WNW With a Smart Brease With the Wind at East and all hands in Good Spearits We in Company With the Schooner all this Afternoon till Night – Took hur in the Latd By Observation 16. .4 Daye Out 54 So Ends these 24 howers

1. John Palmer's Journal, MHA.

17 Mar.

WILLIAM GARDNER TO WILLIAM WHIPPLE¹

Sir

Portsmouth March 17th 1777

In behalf of Colo Langdon (who is absent on Public Business) I now acknowledge the Rect of your favr P James Belton Esq. together with the 42,000 Dollars, which are very acceptable, as the Business of the Continent was for sometime done on Credit – the Paymt of which has carrd off large Amots already, therefore Colo Langdon thinks you had better send on an additional Sum P the first good Opportunity – in order that he may be kept supply'd. – He recd a Letter from Messrs Whartons the last Post, wherein they mention their not receivg the Money for the Goods P Schr *Betsy*, he therefore begs you would cause it to be paid. – No Prizes have arrived here for sometime past either Continental or Private, but several in the Massachusetts – some of which very valuable, among the Number is a Ship of 350 Tons bound from London to Venice loaded with Pepper, Tin, Allum, Bale Goods &c &c mountg 24 Guns from 1 to 3 pounders –

The Ship now buildg goes on fast² – she having her Top timbers all in & is Ceiling up – Large Quantities of Timber is Hawld to the Landings for the 74 – I beleive sufficient to compleat her. The Ship *Mifflin*, Capt Andrew Marshall sail'd for Virginia the 28t Ulto – Also Schr *Dove*, James Miller Mr the same Day for Baltimore – & Schooner *Friends Adventure*, Josiah Smith Mr the 9t Inst for same place. I shall not enter upon Answering the Particulars in your several Letters as Colo Langdon intends writing you fully on his Return – I am very Respectfully Sir [&c.]

W^m Gardner.

PS. Colo Langdon, wrote you in his Last for Ticketts being sent along, I hope you wont forget it as they are much Enquir'd for –

The Honble, William Whipple Esqr

Member of Congress Baltimore.

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

2. Continental ship *Ranger*.

WILLIAM GARDNER TO ROBERT MORRIS ¹

Sir

[Portsmouth] March 17th 1777

At the request of Collo Langdon (who is absent on Publick business) I am now to acknowledge the receipt of yours of 23d January, respecting the Brig *Joseph* Emperor Mosely Master – belonging to your Friends Messrs Hughes & Smith being Captured by a Pirate. You may depend that every precaution will be taken to detect the Villain should he arrive in any Port this way, It is a great pitie his name (or the Vessels) could not be ascertained, as that would be coming at the Point; however, I make no doubt but he will be detected sooner or later, as such wretches seldom escape Justice. If he should, it won't be for want of Vigilance; as it is really a matter of Infinite importance –

Collo Langdon will write you more fully on this subject in his next – In the interim I am Sir [&c.]

William Gardner

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

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Boston] Monday, March 17th 1777 –

Capt John Fisk's Roll for one Months advance pay for the Officers & Crew on board the Brig *Massachusetts* Read & Allowed & Ordered that a Warrant be drawn on the Treasury for Three hundred & nineteen Pounds in full [discharge] of said Roll. Warrant was drawn and Signed by fifteen of the Council.

Capt Jonathan Harraden's Roll for one Months advance pay to the Officers and Crew on board the Brig *Tyrannicide* Read & Allowed & Ordered that a Warrant be drawn on the Treasury for Three hundred & Twenty pounds twelve shillings in full Discharge of said Roll. Warrant was drawn & Signed by fifteen of the Council.

1. Mass. Arch., vol. 20, 333, 334.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN SAMUEL GREEN ¹ °

Capt Samuel Green,

War-Office, Boston March 17th 1777 –

You being Master of the Schooner *Franklin*, now loaded & ready to sail your orders are to proceed direct to Cape Francois where you are to dispose of your Cargo for the most you can obtain, & invest the Proceeds in Five Hundred good effective Fire Arms with Bayonets, & One Hundred pair Horsemans Pistols, if to be purchased, If not in the several Articles mentioned below, or a proportion of each, giving the preference to the first in the order they stand.

Upon your Arrival you will enquire for Capt Paul Reed in the service of this State, & if he should have sold his Vessel, you are to take on Board the Effects he may have to ship together with his Men & come home. – If Capt Reed should not have sold his Vessel, or you cannot hear of him, you are to purchase at the Cape as much Salt, as together with the Articles before order'd

will be sufficient to put your Vessel in a good set of Ballast & come home. – Upon your Return you are to make the first Harbour in this State, to the Eastward of this State, or in New-Hampshire, from whence you are to give the earliest Notice to the Board by Express; – By order of the Board,
Sam^l Phps Savage, Prest

10,000 Sail Needles – Blanketting –

Gun Powder – Ravens Duck –

[Endorsed] War-Office, Boston March 18th 1777 – I acknowledge the above to be a true Copy of the orders I have received from the Honble Board of War, & promise to obey the same –
Sam^l Green

1. Mass. Arch., vol. 151, 417.

Boston Gazette, MONDAY, MARCH 17, 1777

Boston, March 17.

Thursday last arrived at Salem, the *Lady Washington* Privateer belonging to Providence. During her Cruize, we hear, she has taken a ship from London bound for the West Indies, laden with English Goods, which she parted with about 10 Days ago; on board of which was the noted Lewis Gray, formerly of this Town.¹

1. Prize was the 160 ton ship *Weathrill*, Martin Cox, master, *Independent Chronicle*, Boston, April 10, 1777.

CAPTAIN WILLIAM COIT, CONNECTICUT NAVY SHIP *Oliver Cromwell*,
TO GOVERNOR JONATHAN TRUMBULL ¹

Respected Sir/

By Captn [Eliphalet] Roberts am Informe'd that Leut [Michael] Melally is discharged from the *Oliver Cromwell* and he desierd me as from Yr Honours to Nominate some one in his place Your Honour and your Honourable Commite will be pleased to here me represent Some maters which perhaps may Illucidate the Scituation of the ship. With all the Earnestness that I ware Capable of engaged a Sufficient number of Good men and Was told that every other matter should be ready to my hand, since many months agoe. Every means that Human mind can inv[e]nt has been used to perswade my Crew to leave the Ship and so far have succeded against me, as to Carry away at least one Hundred Good seamen. By the dismissal of Mellally it makes a Vast Confusion on Board Party will be party – men who are fond of Excuseing themselves Just on the Point of doing their Dutys requires great Excuses It is Unknown to me what may be Call on hereafter – Sir It would please me to know What men are discharged and for what reasons, many discharge themselves to the loss of the State, by taken their own discharge when they Gett the least advantage With respect to Pay which at times it is not possable to Avoid – my best Compliments wait on Your Honour and Counsell and if it may be sufferd that we may go to Sea Do not doubt but Shall do well, It is my Opinion that it will not be for the Best at present to Appoint any other Officers we can go to the Best advantage without

Dear Sir Suffer not the Vile representations of Those who do not wish well to our sincere Cause to prejudice Your mind against my Behaviour for I am Vext If I know my own Heart. I think it an Honest one and while life remains and these times last 'tis at my Countrys service

But please Your Honour lett me say that there is one Matter which gives me great Consern, and I beg Your Honour to Consider the Vast expence the Continent is at for their Frigate, recolect the great Expence of the Forces Station'd at N London see What good they have done, and in Comparisson take a serious View of my Command and I am sure there will be a Strikeing Contrast to the Advantage of the Ship –

I want but Bread, Wood and rum to Compleat me for a Voiage, But there is a Variety of Changes in my Men. They will Run away and I have No law to Regulate my Conduct by, The Only Means is my Own Discretion and that by some is thot imprudent But I Will do for the Best

Again amongst the Variety of Requests your Honor & Councell will note that ill men in service Whose only means are their Hands for the Support of themselves and families and being Generally Speaking in real Necessity for their Support Their Importunity is so great to Me, that my Humanity, What little I have, is Affected I Therefore must desire Your Honr & Councill to give me an Order to The Treasury to rec[i]ave One Thousand Pounds to be reciaived by Lieut [John] Smith on Account of the Ship there is more due but that will, I belive fully Answer. And it is impossab[le] to do without as my men must have it and I hope that if I don't Acot for it properly my Estate will pay it. I do Assure Your Honours is not for my own Occations but for the good of the Countrys –

Several ships are in the offing, one in as a Flag. I do not imagine any Danger to the Town at Present I could wish that Your Honours would give me Some perticular directions about the Boats & Small Croff that pass in and out of this Port I am with Respect [&c.]

Will Coit

N.B. pray let me know what P Mo I must settle wth Lt Melally at N London March 17th 1777

1. Conn. Arch., 1st Series, IX, 141a–141c, ConnSL.

MIDSHIPMAN LUTHER ELDERKIN, CONNECTICUT NAVY SHIP *Oliver Cromwell*,
TO THE GOVERNOR AND COUNCIL OF CONNECTICUT¹

Ship *Oliver Cromwell*.

New London Harbour, March 17th 1777.

May it please your Honor,
and the Gentlemen of the Honorable Council,

Since the Discharge of Lieut [Michael] Melally from the Ship, there appears to be an Uneasiness not only among the Officers, but also among the Seamen on board, lest some unexperienced Person may be appointed in his Place. – I beg Leave, therefore, to inform your Honor, and the Honorable Gentlemen of the Councell, that in Consaquence thereof, the Master, Boat-

swain, and several other Officers will decline the Service, unless the Ship shall be officer'd agreeable to their Minds.

Although I have requested a Discharge from the Ship, I have no Objection to sailing under Capt Coit, nor have I any Desire to quit the Cause of my Country, while my Abilities are necessary for it's Defence, but determine to risque all in it's Preservation – And if your Honor, & the Honorable Council, shall think fit to appoint me up Service, either by Sea or Land, in whatever Capacity you shall please, I shall with Pleasure obey your Commands and endeavor that my Conduct shall meet your Approbation, As I have been used to the Sea, an Appointment in that Way would be most agreeable.

Having receiv'd no Answer from your Honor to my Request for a Discharge, I beg your Honor and the Honorable Board would determine thereupon, as in your Wisdom shall seem best for the Public Service – I am with greatest Respect [&c.]

Luther Elderkin –

1. Conn. Arch., 1st Series, IX, 142, ConnSL.

MAJOR GENERAL PHILIP SCHUYLER TO COLONEL MORGAN LEWIS ¹

Dear Sir

Albany March 17th 1777

As the Ice has now left Hudson's River, you will forward the Cannon & whatever Military Stores are now here as fast as possible to Fort George to be conveyed to [illegible] as soon as Lake George shall be navigable – If the Batteaus at that place are not already repaired no Time should be lost in doing it The Shooner there should also be overhauled and put in Repair without Delay.

The Ship Carpenters now moving up to Fort George will require a Number of Carriages to draw in the Timber for the Vessels they are to build – These Carriages you will furnish immediately and send one of your assistants to superintend the Works at that place – The Hospital there will also require Repairs and should be done immediately.

Two Blacksmiths must be kept at Work there, and a Quantity of Iron sent up – If the Ship Nails are not already forwarded send them on without Loss of Time – A Company of Carpenters to consist of an Overseer and twenty Men must be engaged and sent without Delay to Fort Stanwix – Capt: Marquisie, the Engineer, who is at Schenectady will take Charge of them.

Lake George will probably be navigable by the first Week in April – About that Time therefore the work Cattle designed for Tyonderoga and the carrying place should be at Fort George to be transported without Delay.

All the working Cattle for the Communication between this and Fort George and Fort Ann should also be there about the first of April.

Nails pitch or Tar and Oakham for the Batteaus building at Saratoga [illegible]

Three ploughs and as many Harrows [with] the necessary apparel must be sent to Tyonderoga under the Care of a trusty person who understands farming and gardening in order to prepare the Earth for raising Turnips and

other Vegetables for the Use of the Army – You will give orders to supply them with working Cattle and Men and direct your Assistant to procure a piece of Land for the purpose – As soon as the Ice has left Wood Creek you are to cause it to be cleared from the old Timber which obstructs its Navigation.

The Saw Mills at Wyng's and Cheshire's, Skenesborough and Tyonderoga must be immediately set to Work.

Thirty of the Batteaus building at Saratoga must be sent to Wood Creek to be employed between Fort Ann & Skenesborough.

Do not forget the Ferry Scows I formerly ordered to be constructed, nor the Repairs to the Roads.

At Half Moon, Stilwater, McLarin's, Fort Miller, Fort Edward and Cheshire's Turning Cranes should be erected to load & unload the Batteaus with – They are a trifling Expence and will greatly preserve the Batteaus, which sustain more Damage in loading & unloading than by any other Means whatever. I am Dr Sir [&c.]

P. Schuyler.

1. Schuyler Letters & Orders, 18 April, 1776 – 29 June, 1777, NYPL.

New-York Gazette, MONDAY, MARCH 17, 1777

New-York, March 17.

The *Thames* Frigate, Capt. Tyringham Howe, arrived on Monday Evening from England. She brought over in Cash to the Amount of £.100, 000 for the Army and Navy; and sailed from Portsmouth on the 4th of December, having under Convoy 16 Sail of Victuallers, some of which came in with her.

By a Transport just arrived, we learn that the *Galatea* has lately taken fourteen Prizes. The Transport spoke with her at Sea off the Bermudas.

Since our last was sent in here by his Majesty's Ship *Emerald*, the Schooners *Judith* and *Edward*, from Virginia for Cape-Anne, laden with Wheat, Tar, Turpentine, and Tobacco, taken the 8th Inst.¹

1. "By The *Emerald*: March 3, *Edward*, Samuel Arnold, Master, from Baltimore; with Bread and Flour. [March] 8. *Judith*, Mark Burnam, Master, from Virginia; with Flour," Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

JOURNAL OF H.M.S. *Eagle*, CAPTAIN HENRY DUNCAN ¹

March 1777	Moor'd off the Town of New York
Sunday 16	at 11 AM Arriv'd here His Maj's Ship <i>Phoenix</i> Anchor'd in the East River the <i>Phoenix</i>
Monday 17	at 4 PM Arriv'd here His Majesty's Ship <i>Daphne</i> with two Prizes

1. NMM, Admiralty L/E/11.

CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT TO THE
PENNSYLVANIA COUNCIL OF SAFETY ¹

[Philadelphia] March 17th 1777

The Continental Navy Board request the Favour of the Honble the Council of Safety to order Ten Guns to be delivered to Capt [Benjamin] Dunn or his Order, which were some Time ago borrowed from the Sloop *Race Horse* for the Defence of the City & are now wanted for the said Sloop

1. Society Miscellaneous Collection, Box 15c (Revolution), HSP.

ACCOUNT OF FRANCIS TRIMINGHAM, MASTER OF THE SLOOP
Sea Nymph, AGAINST JOHN PAUL JONES ¹

Philada March 17th 1777 –

John Paul Jones Esq

To the Brig *Sea Nymph* ²

Dr

1776.

To 2 Hencoops taken off the Brig	£ 3. . . . –
To 2 Curtains contg 7½ yds Furniture	
Check a 7/6 P	2. 16. . 3
To Rings, Tape & making of do	7. . 6
To 1 small Book case	15. . –
To 1 Spy Glass, Cap. Trimmingham's	5. . . . –
	<hr/>
	£11. 18. . 9

(Copy)

Fra^s Trimmingham

1. Papers of John Paul Jones, 6561a, LC.
2. These articles had been removed from the *Sea Nymph* and taken on board the Continental sloop *Providence*, September 3, 1776, and the prize sent into Philadelphia. See Volume 6. The brig had been acquitted in Admiralty Court, and by the above bill Jones was required to restore the items or their value, John Maxwell Nesbitt to Jones, August 5, 1777, Papers of John Paul Jones, 6514–15, LC.

MINUTES OF THE PENNSYLVANIA NAVY BOARD ¹

State Navy Board

[Philadelphia] March 17th 1777 –

An order on William Webb to John Huddle for the amot of 4,743 feet Pine Board, for the use of the Fire Ships £33. . 4. . 6.

The Committee appointed by this Board to go down the River to fix on proper Stations for the Fire Rafts and Vessells, Report, That they have made the proper examinations, and are of opinion that the best places or Stations to fix the Several Chains of the Fire Rafts, are as follows,

Part in Darby Creek.

Part in Mantua Creek.

Part in Schuylkill River.

And that the Fire Vessells should be placed between the Chevaux de Frize and Woodberry Creek in the Jersey Channell.

The Committee also reports as their opinion, that a four Gun Battery at Derby Creek is necessary for the defence of the Fire Rafts in case of an Attack, and that a Flanking Wing should be added at Fort Island.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

ADVERTISEMENT FOR A DESERTER FROM THE PENNSYLVANIA NAVY
ARMED BOAT *Tormentor*¹

Philadelphia, March 17, 1777.

Deserted this day from the *Tormentor* armed boat, belonging to this state, William Alford, who followed labouring down towards Chester, and says his friends live nigh there. He is about eighteen or nineteen years of age, near five feet four inches high; had on a white country cloth coat and jacket, old breeches, a new check shirt, new shoes and stockings, and brass buckles; he has fair hair, and has never had the smallpox. Whoever secures said deserter, so that I get him again, shall have Four Dollars reward, and reasonable charges.

James Brown, Capt.

N.B. He has been seen within this day or two, skulking about this city.

1. *Pennsylvania Evening Post*, March 20, 1777.

JOURNAL OF H.M.S. *Preston*, CAPTAIN SAMUEL UPPLEBY¹

March 1777

Monday 17

Do [Cape Henlopen] S80:00W 23 Leagues
at 7 [A. M.] saw 2 Strange sail gave Chace as did the
Hotham Tender at 9 saw 2 more sail to the NE bore
away the *Hotham* Tender in Company.

Ditto [Light airs and clear] weather fired several Shot
at the Chace on which she brot too, she proved to be the
Hanover Brig from Nantucket bound to Philadelphia with
Sugar & Oil² recalled the *Hotham* from Chace, got the
Prize alongside took out her water & some Sugar scuttled
her and cast her off, sent a Tun of water onboard the
Hotham.

1. PRO, Admiralty 51/720.

2. Brig *Hanover*, Uriah Gardner, master, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY¹

[Annapolis] Monday March 17. 1777

Commission Issued to Richard Johns appointed Captain of a Privateer called the *Swallow* mounting 10 Carriage Guns and Navigated by 45 Men.

1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

"A LIST OF COMMISSIONS OF LETTERS OF MARQUE AND REPRISAL GRANTED BY THE COUNCIL OF SAFETY FOR THE STATE OF MARYLAND" ¹

Vessels Names	What Vessel	Tons	Guns		Small Arms	Masters Names	No of Men	Sureties Names	when Commissioned	Owners Names & Place of Residence
			Carri	Swivl						
1 <i>Rebecca & Sally</i>	Boat	25		6	9	Thomas Russell	8	Robt Purviance and John Davidson	} 24 June 1776.	James Calhoun & John McLine Baltimore
2 <i>Harlequin</i>	Schooner	15		6	21	William Woolsey	21	W Lux Robt Purviance		
3 <i>Montgomery</i>	Schooner	25	2	5	28	Robert Polk	25	John Davidson	5 Sept 1776.	Gilbert Middleton Annapolis
4 <i>Molly</i>	Sloop	80	10			Thomas Conway	35	Robert T. Hooe	} 12 September 1776	State of Maryland. Abm Vanbibber, R. T. Hooe & others Maryland.
5 <i>Baltimore Hero</i>	Sloop	50	6	6	8	Thomas Waters	20	John Crockett & Thomas Ringgold		
6 <i>Independence</i>	Sloop	70	10			James Tibbett	40	David Stewart	30 Septemr 1776.	David Stewart Willm Lux & Bowley Balto
7 <i>Harlequin</i>	Schoonr	25		6	29	James Handy	21	John Davidson	11 October 1776	Geo Woolsey, Danl Bowley & Co Baltimore
8 <i>Potomack</i>	Sloop	50	12			Francis Speake	30	Robt T. Hooe	25 October 1776	Robt T. Hooe & others Chs County
9 <i>Buckskin</i>	Schoonr		3	6		Joseph Handy	30	James Martin	11 Novemr 1776	Geo. Handy & others Worcester County
10 <i>Betsey</i>	Sloop		10			Robert Dashiell	20	William Hemsley	16 Novemr 1776	Wm Hemsley & others State of Maryland.
11 <i>Sturdy Begger</i>	Brig	135	14	10		John McKeel	100	John Muir & Frederick Green	} 19 Novemr 1776	Lux, Bowley & Co Baltimore
12 <i>General Lee</i>	Schooner	60	10	8		James Phillips	50	David Weems		
13 <i>Friendship</i>	Brig		10	6 ²		John Martin	30	21 Decemr 1776.	David Weems, Saml Purviance & others Maryland
14 <i>John</i>	Sloop		6			Richard Somervell	20	John Crockett	31 Decemr 1776	Council of Safety of State of Maryland
15 <i>Enterprize</i>	Schooner		10			George Handy	60	John McLine & James Campbell	} 13 Febr'y 1777.	John Crockett & others Baltimore
16 <i>Molly</i>	Sloop	80	10			Robert Conway	50		
17 <i>Swallow</i>	Sloop		10			Richard Johns	45	Robert T. Hooe	17 Mar. 1777.	William Smith & Co Baltimore
										State of Maryland
										Messrs Hooe & others Maryland

1. Navy and Army Returns, SCHS.
2. The *Friendship* listed one cohorn.

18 Mar.

DIARY OF BENJAMIN MARSTON ¹

[Halifax] 1777

18th [March] Arrived safe in Halifax after 4 days passage; Lieut. Spry the Officer of the Cartel treated me with great politeness & humanity – Am so happy as to find my dear Miss C — in this place – The pleasure of again seeing that dear Girl has abundantly rewarded me for all the disagreeable feelings of a 6 mos imprisonment – Gracious Heaven grant me to be but so fortunate as to be able to provide for that dearest Girl an easy Situation in Life – & you cannot make me happier. –

a memo of the Interest the Rebels took from me & sold at Plymouth in New-England

	Ster
1/3 [of] 6818 Gs Rum is 2272 1/2 Gs. it sold at an average @ 5/6 Ster	624.18..9
1/3 of 4436 lbs cocoa is 1478 lbs is 13..0.22 @ £5.0	65.18..9
1/3 12 blls Limes @ 60/ 2 hhds Rum my own private advent. 220 Gs @ 5/6	12..--.- 60.10..--
858 lb Tobacco @ 3d	10.14..6
	<hr/> Ster £74..2..0
deduct my part of Vessell hire & wages abt	50
	<hr/> 724..2..--

1. Marston Diary, UNBL. Marston had been taken in the schooner *Earl Percy* captured in September 1776 by the American privateer *Eagle*. See Volume 6.

JOHN LANGDON TO ROBERT MORRIS ¹

Sir

Portsmo March 18th 1777

This will be handed you by Capt George Wentworth who goes express, by whom I've the pleasure to Inform you of the Arrival at this port last evening of the French ship, called the *Mercury* from Na[n]tz, the Dispatches by her you have p Express this ship's Arrival is the most fortunate event that could have happend, being loaded with Warlike stores for the Continent ² by the Cpts orders, he was to Come in to Boston, Newbury port or this place I've taken Charge of the ship, and shall have her unloaded, and wait the Orders of Congress

Our men in this State who are Marching off for Ticonderoga, are greatly in want of Arms; therefore should this State, or any of the general Officers apply for Arms, &c. for to give Dispatch to the Continental Troops, shall think myself Obligated to Deliver so many as they may want – this ship mounts fourteen Six pounds and has fifty men, all french, – I shall be glad to know what is to be done with the ship whether she is to Return in Ballast, or to

take masts, from hence, or go to the Southward for Rice, Tobacco or flower, there is two Passengers one a Brigadr General, the other Capt of Artillery well Recommended by Mr Franklin,³ they set off for Boston to Morrow or Next day, no doubt the Dispatches will give you the Inteligence, but what is Related by these Gentlemen, is truely pleaseg. there seems not the least doubt but that the French are prepared to take an Active part. – On these happy events I Beg leave to Congratulate You and the Honbl Committee – and am with all due Esteem [&c.]

John Langdon

P.S. by a Vessell just arrived from the West indies, have heard that the *Betsey Frigate* Sprung a leak and put in to Martinico where she has sold her Masts and Lumber to great Advantage but have no letter from Capt Palmer I am in want of a Sum of money for Acct of the Honble Secret Committee –

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.
2. In a letter to William Whipple on the same date, Langdon said the French ship carried "11,987 Stand of Arms, 1000 Bbs Powder large parcels of Woolen & linnens for the use of the Continent," John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.
3. Brigadier General Prudhomme de Borre, and the Chevalier Maudit Du Plessis.

MASSACHUSETTS COUNCIL TO BENJAMIN LOVELL III¹

State of Massachusetts-Bay, Council Chamber March 18th 1777 –
To Mr Benja Lovell 3d Greeting –

We confiding in your Ability and Integrity do by these presents Constitute and appoint you to be Master on board the Brigantine *Tyrannicide* Commanded by Jonathan Haraden Esqr And you are hereby strictly required to discharge the duty of a Master on board the said Brign in all things appertain-[i]ng thereto – Observing from time to time such orders as you shall receive from your superior Officers –

By Command of the Major part of the Council
John Avery Dpy Secy

1. Shipping Miscellany, EI.

MASSACHUSETTS BOARD OF WAR TO JOSEPH GARDOQUI & SONS¹

Messrs Joseph Gardoque & Sons,
Duplicate pr Capt Jackson –
Gentn

War Office, Boston March 18th 1777

The foregoing is a Copy of our last pr Capt Tucker to which we beg reference & now confirm² – This will be delivered you by Capt Samuel Dugard,³ & incloses Invoice &, Bill of Lading of 982 Quintals Merchantable Cod Fish, which wish safe to your Hands, & a good Market; – You will dispose of this Cargo to the best Advantage & Invest the Nt proceeds in a proportion of the several Articles before mentioned, with the Addition of Four Tons Sheeps Wool third sort. If Capt Tucker should have Arriv'd you will ship on Board the Schooner such part of his Effects as may be sufficient to compleat her loading.

If Capt Tucker should not have Arrived, you will ship as much Salt in the Schooner as together with the Articles before ordered will put her in a good sett of Ballast & send her direct home: –

We shall soon have an opportunity of again addressing you by one or two Vessels now loading at Marblehead for your place. Interim, we are with great Respect, Gentn [&c.]

By order of the Board,
Sam'l Phps Savage, Prest

1. Mass. Arch., vol. 151, 56–57, Letters from the Board of War, 1776–1780.

2. Letter of February 10, 1777. See Volume 7, 1156.

3. Dugard commanded the schooner *Marblehead*.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN JOHN CLOUSTON,
MASSACHUSETTS NAVY BRIGANTINE *Freedom* ¹

P Capt [John] Fisk ²

War-Office, Boston March 18th 1777 –

Should you be so fortunate as to make any Captures, before you go to Nantes, you are to direct the Prize-Masters immediately upon their Arrival to apply to this Board, & follow their orders respecting such Vessels as they may bring in – As the Articles you will take on Board your Brig will be of the greatest importance for the Defence of this State, you are expressly ordered, after you sail from thence, not to give chace to any Vessel, or subject yourself to the least risque of being taken, but to make the best of your way direct home.

By order of the Board,

Sam^l Phps^s Savage, Prest

1. Mass. Arch., vol. 151, 57, Letters from the Board of War, 1776–1780.

2. Massachusetts Navy brig *Massachusetts*.

COMMODORE ESEK HOPKINS TO THE CONTINENTAL MARINE COMMITTEE ¹

Gentlemen

Providence March 18th 1777

My last to you was by Lieutt Rathbun of the 8th instant – Since which I hear the *Cabot* has Sail'd with as many Men as Captn Olney would carry – I have had an Account from Swansey that the *Ham[p]den* will be soon repair'd the defect was in the after part of her Keel I hope soon to get her out as her Crew keeps by her – The *Warren* is now against Patuxet with 112 Officers and Men onboard the *Providence* about 130 – the *Columbus* about 20 – and the Sloop *Providence* but a few the *Alfred* is repairing fast at Boston, and Captn Hinman informs me that he has the most of his Men Shipp'd – I this day spoke with an Officer belonging to the *Lady Washington* Privateer, who got into Salem last week She took a Ship ² about the 20th Jany last from London bound to St Christophers, who Sail'd from England in Company with 18 Transports with Hessian Troops onboard under Convoy of the *Glasgow* [Glasgow] Man of War, bound to Jamaica, but Suppose to be designed for New York in the Spring – General Spencer has faild of getting a Sufficient Force to attack the Enemy at Rhode Island; which I suppose is owing to an Uneasiness there is between the Gentlemen of this

Town, and the Country People – on account of the high prices of Goods – I could heartily wish that those people who have made Fortunes by this dispute, would use their Interest for the publick Good

I have lately understood by two or three Officers of the Ship *Warren*, who came Voluntarily to me; that they had been Induced to Sign some paper or Petition greatly to my Disadvantage; which they were perswaded to by some of the Gentn of this Town, I suppose the Owners of the Privateers, who I am sorry to Say are greatly prejudiced against me since I endeavoured to get an Embargo laid upon Privateering in order that the Continental Ships might be Mann'd³ – And as for Captn [John] Grannis who I understand is gone to you with it, I am well perswaded he never has been onboard the Ship three nights together, nor I believe ten days this five Months past – and all that he can have against me as we are entire Strangers, is that after several times desiring him to go onboard and do his duty, as the Ship was liable to be attack'd at any time, I at last threaten'd to break him and get another man in his Room if he did not – Upon which he went onboard but staid only two Nights – And this single thing must Convince every Impartial Person, that for an Officer of a Ship to leave her without the knowledge of the Captain or Lieutenant, when She was in danger of being Attack'd every day being within ten miles of Some, & twenty of ten or twelve Men of War, some of them Stronger than her, two hours fair Wind would have brought them along Side; and to go such a Journey without first endeavouring to Remedy the Evil if there was any, Cannot be a Friend to his Country, but must act upon some private View, which I make no doubt he did to Serve some of the men perhaps that made him, much in the same manner as they finished the Ships, who have Cost Your Agent near if not quite £4000 – which was absolutely Necessary for them before they could be ready for the Sea – and that you will Soon be Convinc'd off by his Accounts, which he says you will have Soon – and they are near if not double the Prices first Contracted for, owing to some of the very Committee that built the Ships, taking the Workmen and the Stock agreed for, off to work and fitt their Privateers; and even threatening the Workmen if they did not work for them – I am very willing to come to you to answer for my Conduct with Such of the Committee who built the Ships as I could Name – but not with the poor Men who only Acted as Machines to a Sett of Men who I wish I could Say I thought had any other principle but Avarice – and it would have been full as well if some of the Officers had brought in such Accounts for Enlisting Men, that they might have been Settled with on any other Terms, but Signing that Paper against me. And it will be well if you don't find them Extravagant, as the Committee did not chuse to pay them, but gave em Orders on the Agent for the Money – Inclosed you have a Copy of one of the Officers accounts – and I believe you will find in the Committees Account whenever it comes to hand, another large Sum and all for Enlisting men; but few of whom ever came onboard the Ships, though I can't Say they did not go onboard the Privateers – Whenever I am call'd for I think I can Speak the Truth, and not Stab a Man in the dark –

What the purport of the Complaint which Capt Grannis may have brought is, I do not know, but as the Men that Sign'd it know but little, and are worth less as Sailors, all I shall say more is to Inclose a Copy of what three of them Voluntarily Sign'd being Conscious they had done wrong –

This one thing I can Say, and with Truth, that I engag'd in this dispute on no other design than to Serve my Country – and I still am determind not to desert the Cause – but whenever You or the Congress think you can get a Man in my Room that will be of more Service to the Cause than I can You have my Leave, and in Justice to the Country I think you ought to do it – and I shall still Continue to do what Good I can, in a less Envy'd and less troubleSome way – I am with great Regard Gentlemen [&c.]

E. H. –

To the hon. John Hancock Esqr
Presidt of the Marine Committee
at Philadelphia or Baltimore

1. Hopkins Letter Book, 73–75, RIHS.
2. Ship *Weathrill*, Martin Cox, master, 160 tons burden, sent into “a safe Port” March 19, and libeled against April 10, by Captain Ishmael Hardy of the Rhode Island privateer schooner *Lady Washington*, for trial April 29, *Independent Chronicle*, Boston, March 20 and April 10, 1777.
3. The three who recanted were Chaplain John Reed, Roger Haddock, the master, and Samuel Shaw, a midshipman. Their statements were as follows:

This may certify That I the subscriber in my own person have been treated complacently by Commodore Hopkins & don't know that he has designedly acted in any one instance inimically to his country but that according to the best of his abilities, suppose that he has acted consistently therewith
Providence 14 March 1777

John Reed

Ship *Warren* March the 16th 1777 I the Subscriber do hereby say that I know nothing either of the public or private character of Commodore Hopkins as being a stranger, nor know not that he has done any thing detrimental to the cause he is now engaged in at Present

Roger Haddock

These may certify That I the Subscriber have been treated by Commodore Hopkins since I have been in the navy with the greatest politeness and decency and never have thought that he has been inimical to his country designedly, but has according to the best of his abilities acted consistent therewith

Providence 14th March 1777

Samuel Shaw

Hopkins Papers, vol. 3, 15, RIHS.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY¹

[Lebanon] March 18th, 1777.

A letter came in from Capt. Seth Harding requesting some advice, whether to allow one Cornelius Dunham of the brig *Defence*, who was wounded in their fight in Boston Bay² and was at home lame in time of a cruise made afterwards, his share of prize money and his wages whilst disabled to serve by reason of his wound; to which an answer was given that no reason appears to this Board against it.

1. Charles J. Hoadly, ed., *Public Records of the State of Connecticut . . . 1776–1778* (Hartford, 1894), I, 193, 194. Hereafter cited as Hoadly, ed., *Connecticut State Records*.
2. Engagement with British transports in June 1776. See Volume 5.

PETITION OF THREE MARINES ON BOARD THE CONNECTICUT SHIP
*Oliver Cromwell*¹

To the Honl Govr of the State of Connecticut and his [illegible] Counsell of Safety Convened at Lebanon in Said State

the Petition of Samuel Stoddard Hezekiah Able and Elijah Spafford all of Windham in said State humbly sheweth that Ever Since the Commencement of the Present Warr With Great Britain they have in their several Departments Exerted themselves in the Defence of there Country by Serving in sundry late Campaigns to the Satisfaction of there officers Ever Induring the same to its Close and were on the last of August 1776 in Windham aforesd & listed into the service of said State as marines on board the Ship *Oliver Cromwell* by force of Which Inlistment we are yet Holden and the same is to Continue untill the first day of may next wheareupon your Petrs would observe that when they Signd to Enter on board said Ship they had the greatest assurance that sd Ship would then Emadeately Proceed on her Cruise against the Enemies of this State whereby they might have had an opertunity of Exerting themselves and finishing thire Cruze within the then limited time but by som unforeseen accident the said Ship hath been delayd in Port to this Present time at which Time your Petrs when the[y] Inlisted Expected Said Cruise would have been finished and thereupon on or about the Time when they Engaged as aforesd in Case they Should Survive the Term of sd Cruise they would Enter into Sertain Servises (viz) the Carpenter Plow makeing & Gun Smiths buisnes[s] at which several occupations your Petrs are severally skilled and Laid out and have made great Prep[a]rations the[re]for – and your Petrs would further observe that they are Now Calld upon to Enter on board said Ship which is said is now about to sail on a Cruise of four months which will Extend the Term of there Engagement aforesd Near three months, which if it should be affected will greatly Damage your Petrs in Peticular as likewise they Conceive the Publick as there labours are seriously wanted in there several Departments wh[ere]fore your Petrs as in duty bound look up to your Honrs for releaf in the pr[e]miss and altho they have been wholly Disapointed in there Expectations of Distressing our Common Enemy which they wished to do yet in Justice to themselves they are at this Time bound to ask of your Honrs a release from said Ship to Enable them to Enter in there Several Business of Life by which means at this Time they will much better Serve the Publick then to be Confind on board said Ship as they are wholly Ignorent of the Duties there to be Performd Recomending themselves to your Honrs as being True and faithful Subjects of sd State Ever willing and according to the rules of Justice & Humanity to Exert ourselves at this and all future times in the Defence thereof and therefore nothing Doubting but that your Honrs will hear us when wee thus Pray relying on the Justice of our Cause remain your Dutifull Suplicants

Samuel Stoddard Elijah Spafford Hez^h Able

Windham 18th March 1777 –

[Endorsement] *Cromwell* Men request for dismissal
Phineas Cary Solomon Lord &c
discharged to receive pay only to the time they had Liberty
to leave the ship on furlow & come home –
March 18 77

1. Conn. Arch., 1st Series, IX, 139a–139b, ConnSL.

WILLIAM WHIPPLE TO JOHN LANGDON ¹

[Extract]
(No 11)

Philadelphia 18th March 1777

... the Gentn you mention for Leiutts for Capt Roche ² I am sure are very good men but I Immagine the Committee will not appoint officers for a ship as soon as she is rais'd besides You'll find by some of my former letters that Capt Roche's Carrecter is impeachd & its uncertain whether he will be continud in the Command & in case he shod be removd, perhaps those Gentn wod not chuse to go in the ship, – be this as it may the berths will be kept for them till Roches affair is determin[e]d, – You have done very well in procur'd a number of masts if they are not wanted for the Navy they may be shipt for Europe where no doubt they will be exceptable, –

Inclosed you have the dementions for the 74 Gun ship, I suppose they will be serviceable in preparing the Timber it is not desired that the Building of her shod be so Hurrid as to be any disadvantage to the ship I hope no pains will be spaired to make her as good a ship as can be Built in Am[e]rica I wish the accounts of the *Raleigh* co'd be sent forward, I expected they wod have been here some time ago, Please to observe there shod be a seperate accot of what you pay the People –

Yesterday Letters were receiv'd from Dr F[ranklin] which were dated at Nants a few days after his arrival there he was to set out for Paris in a day or two he was receivd with great joy & no doubt will be so receivd at Court for the accots receivd there for some time before his arrival were all on the dark side, a demand has been made of Mr Deane by the British Court which was possitively refused by the Court of France very great preparations for war, are making all over Europe there does not seem to be the least doubt of a general war the last Letters from France was the 10th Decr its now time to Expect later & more interesting intelligence ...

W^m Whipple

1. Private Collection of Ronald von Klaussen.

2. Captain John Roche named to command the Continental ship under construction by Langdon. She was subsequently named *Ranger*.

MINUTES OF THE PENNSYLVANIA NAVY BOARD ¹

State Navy Board.

[Philadelphia] March 18th 1777

John Tittermary ordered to make two Tow Lines of 6 Inches, 100 fathom each.

An Order on William Webb to John Webb, for Liquors to recruiting Officers, £25..13..9.

Captain Griffith Jones ordered to deliver to Capt [William] Brown, of the *Putnam* Battery an Anchor of 1000 or 1100 weight.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

Pennsylvania Packet, TUESDAY, MARCH 18, 1777

Philadelphia, March 18.

On Wednesday 12th instant, the ship *Sally*, Capt. Rollins [Thomas Rawlings], from Nantz, was chased in the mouth of our bay by a man of war and tender; the Capt. run her ashore on Cape May, where he with all the people escaped, but as the tide came in the ship floated and was drawn off by the tender. Unfortunately there was not a single gun mounted on this vessel by which the Capt. might have defended her against boats or small tenders; else in all probability her cargo at least might have been saved, which would have been very acceptable to the public, though we are happy to find that it was not of half the value that is generally imagined, as she had little in her but lead, of which article we have lately received great supplies, so that we can provide every red or blue coated plunderer with a full pound of it, if an ounce should not prove sufficient to make him honest.

At the Coffee-House, on the days herein after mentioned, the following Vessels will be sold at Public Vendue, viz. on Thursday the 20th instant, at Six o'clock in the evening, the Sloop *Morgan*, now lying at William Allen, Esquire's wharf; and the Brigantine *Hope*, now lying at Bickley's wharf. And on Saturday the 29th instant, the Schooner *Two Brothers*, as she now lays at little Egg-Harbour. – Inventories to be seen at the place of sale.

JOURNAL OF THE VIRGINIA NAVY BOARD ¹

[Williamsburg] Tuesday 18th March 1777. – ²

Ordered that a Warrant Issue to Thomas Perkins for One hundred and 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 and true Account thereof when required –

Signed – Thomas Whiting 1st Comsr

1. Navy Board Journal, 191–92, VSL.

2. There was no quorum on Monday, March 17, 1777.

JOURNAL OF H.M.S. *Emerald*, CAPTAIN BENJAMIN CALDWELL ¹

March 1777

Cape Henry S45°W 17 Leagues

Monday 17th

at 5 AM saw 2 Sail in the NW, made Sail & gave chase, at 8 fired to bring the Chace too, 2 twelve pounders, which proved to be the Schooner *Lov[e]ly Nancy* Elie Badarat Master from Philadelphia bound to Port a prince with flour,² sent a petty officer & 5 Men onboard her, & chased after the other Vessel.

Light breeze and clear Wear
 at 7 PM saw the Chace put about Tack'd Ship and set
 the Steering Sails,
 Tuesday 18th at 5 AM fired 4 twelve pounders & 33 Six pounders at the
 Chace, at 8 AM the Chace standing so near the Shore &
 shoaling our Water to 6 fathoms, Tack'd Ship & shortened
 Sail at Noon lost sight of the Chace.
 Ditto & hazy Wear
 made Sail after a Vessel in the SW Quarter, at 5 PM fired
 to bring the Chace too, 6 twelve pounders & 2 Six pounders,
 all loaded with round & Grape, & 3 Vollies of small Arms,
 she not mindg our Shot at 7 PM run along side & boarded
 her, took the prisoners out & set her on fire, she was a
 Schooner from Cape Ann bound to Virginia in Ballast,³

1. PRO, Admiralty 51/311.

2. *Charming Nancy*, Peter Bushell, master, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

3. *Ibid.*, schooner *Two Sisters*, Renie Davis, master.

CAPTAIN PAUL REED TO SAMUEL PHILLIPS SAVAGE ¹

Sir

Cape Francois March 18th 1777

Notwithstanding the current report in America of the American Vessells going into the french ports are protected by the french frigatts I am Sorry to assure you its without the Least foundation as I had the Misfortune to be taken within 5 Miles of the fort entering this port and within a mile of the Shore with a pilot on board, this hapened the 11th Instant, by a brig from Jamaica monting 14 Carage Gunns, and in sight of a french Kings Snow of 16 Gunns Then going into the Cape which Let this insult pass at the mouth of their port unnoticed; as having no arms on board the Brig: was taken in a Calme by the boat which as Soon as She began to fire upon us I gutted the Vessell with All my people in the Brigs boat & came on Shore here, – being in want of money for my Self and people in order to Supply them with the necessary provissions and procure them passage home I had no other recourse then to apply to Mr Isaac Caton who is Agent for the State of So Carolina and the onely American Settled here, who with great chearfullness offerd to Supply me with any money I wanted – I accepted his offer and tooke up 140 Dollars for which I have taken the Liberty to draw on you for & which I begg you'l please to pay due Honnour and place to the Account of Sir [&c.]

Paul Reed ²

1. Mass. Arch., vol. 152, 113–14, Board of War Letters, 1776–1777.

2. Reed commanded the Massachusetts brigantine *Warren*. See Journal of H.M. Sloop *Badger*, March 10 and 11, 1777.

SURVEY OF H.M.S. *Lively* AT JAMAICA ¹

Pursuant to an order from Clark Gayton Esqr Vice Admiral of the White and Commander in Chief of His Majesty's Ships and Vessels

Employed and to be Employed at Jamaica &ca To us directed,
dated the 9th March 1777

We whose names are hereunto Subscrib'd, have been on board His Majesty's Ship *Lively*, and taken a Strict carefull, and Impartial Survey on her Defects, and find them as follows Vizt

The platform in the Magazine, and Storerooms Part Rotten – one upper deck beam, and Carelings round the fire place rotten – Starboard end of an upper deck beam in the Carpenters Storeroom rotten – two hanging Knees of the foremost upper deck beam rotten – One end of the breast hook Starboard side rotten, Clamps, Cielings, and Spirkettings on both sides forward rotten, the Second piece of String and second piece of Spirketting from forward on the Larboard Side rotten, One piece of waterway on the Main Deck rotten, Three Whelps wanting to the Capstan the Tundel head wants repairs – The Strake above the Black Strake on both sides decayed round the Bolts – Main yard decayed

It is our Opinions that after giving these repairs with an additional breasthook to strengthen the Bows, and driving the Channel bolts out, as also many of the hanging and lodging bolts to be repaired, – to give the ship a large heel and take the Sheathing off, Caulk the Bottom all over, and new Sheath it, Clamp the Beams Complained of – then the ship will be in a Condition to proceed to England

And we do further declare We have taken this Survey with such Care & equity that if required we are ready to make Oath to the Impartiality of our Proceedings

Given under our hands in His Majesty's Yard at
Port Royal Jamaica this 18t March 1777 –

J: North W^m Mazdin
Ro^t Pearson J Bignell

Copy
Clark Gayton

1. PRO, Admiralty 1/240.

JOURNAL OF H.M.S. *Hind*, CAPTAIN HENRY BRYNE ¹

March [1777] St Kitts SSW 8 or 9 Miles
Tuesday 18 Sent the *Beaver* in Chace to the SE
 Modt & Fair
 PM Gave Chase to 2 Sail in the NE Qr 10 Fir'd Nine
 Pr & took a Ship from N Carolina with Lumber ²

1. PRO, Admiralty 51/457.

2. Sloop *Bite*, George Dames, master, from North Carolina for St. Martin, with lumber and corn.
See Young's Prize List, April 30, 1777.

NARRATIVE OF CAPTAIN ANDREW SNAPE HAMOND ¹

at Antigua 1777 Jan'y 27th – 18 Mar

Few occurences happened whilst we were cleaning our Ships at Antigua, but as most of our People by being long on board Ship, were affected by the

Scurvy, their Constitutions were too much impaired to bear this sudden change of Climate, and a great number of them died, which deficiency could no otherways be made up but by pressing. Captain [Thomas] Wilkin-son of the *Pearl* and several other officers Died, and many others felt the effects of the climate as well as the Sailors, and upon the whole the Ships were so much weakened by sickness that notwithstanding all possible diligence was used, we were not able to sail from thence untill the Midle of March.

The *Perseus* & *Camilla* were extreemly successful off Charles Town, as besides driving several of the Enemys Vessels ashore on the Bar, where they were beat to pieces, They took four laden with supplys for the Rebels, and retook two English Merchant Ships of very considerable Value: ² all of which they brought wth them to Antigua where they arrived, the 20th February.

His Majestys Squadron under the Command of Admiral [James] Young, have taken about 120 Sail of American Vessels. Their Cargoes have certainly been of use to the Islands but have been of very little consequence in distressing the Enemy. The Prisoners are imediately set at liberty, and the Vessels are usually bought by American Agents; They are then sent to the Island St Eustatia, where the same people become again the possessors, take in a Cargoe, and return to the continent. I saw one Man who told me he had been taken three times in the same Vessel.

The Island of Antigua, and several other Islands fitted out a number of small Privatiers to cruize against the Americans; and could they have gone to Sea properly authorized to have made Captures, and given security for their good behavior, they would certainly, from their size & knowledge of the Navigation, have interrupted the Enemys Trade to & from the Neutral Islands, much more than the Men of War could do; but as no commissions had been granted for Privatiers in England Admiral Young thought it his duty to prevent these Vessels from going to Sea, fearing (as he said) they might act collusively with the Americans, and as they had given no security, might from their proceedings, involve the Nation in disputes with the Neutral Powers. The Admiral in the beginning of these Vessels fitting out forbid them to go to sea, and ordered the Attorney General to prosecute one of them, which he refused to do; therefore on recieving repeated complaints from the French Governors of the depredations that these Vessels made upon the Coasts of their Islands, he gave orders to his Ships, to take the Privatiers & send them into Port, which they accordingly did and the Owners of them Prosecuted the Admiral for their detention, which, of course, brought on a disagreeable quarrel between him & the Inhabitts of the Island; which could no ways be settled but by appealing home. As soon as the Ships were refitted wch was not untill the 18th March, I sailed from Antigua with the *Roebuck*, *Pearl*, *Perseus* & *Camilla*

1. Hamond, No. 6, UVL.

2. The recaptures by the *Perseus* and *Camilla* were: February 8, the *Mackerel*, from Cork with provisions for the army; February 13, the *Marquis of Rockingham*, from Bristol with dry goods, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

19 Mar.

JOHN LANGDON TO JAMES BOWDOIN ¹

Sir

Portsm 19th March 1777

Iv'e done myself the honour (by the Express, who is going on to Congress with the Dispatches) to Inform the Honbl Counsel and Assembly of your State, of the Arrival at this port of the *Mercury* a French ship mountg Sixteen Carriage guns with fifty men, Loaded with Warlike Stores, Clothg &c for the Continent an Invoice of which as Translated from the French, I have done myself the honour to Inclose, this ship is from Nantes, the goods were shipped by Mr Jona Williams, p order of Mr Dean, I Beg leave to Congratulate you on this most Important event. being with all due Respect [&c.]

John Langdon

Honbl. James Bowdoin

President of Counsel State Massachusetts

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis. See also John Bradford to John Hancock, March 20, 1777.

JOURNAL OF THE NEW HAMPSHIRE HOUSE OF REPRESENTATIVES ¹

[Exeter] Wednesday, March 19th, 1777. P.M.

The Committee on the Petition of John Johnston praying for a Permitt for the Brigantine *Prudence* to sail for the French West Indies made Report, that the Prayer of said petition be not granted untill the three Battalions now raising in this State for the service of the United States shall be compleated. Therefore Voted, That said Report be received and accepted.

The Comtee on the Petition of Jacob Sheafe Junr Praying for a Permitt to Send the Brigantine *three friends* and the schooner *Betsey* to the West Indies, made report that the prayer of Said Petition be not Granted untill the three Battalions now raising in this State for the Service of the United States shall be Compleated, Therefore Voted that the Said Report be received & Accepted. Sent up by Colel Hutchins.

1. New Hampshire House of Representatives Journal, 1776-1778, N.H. Arch.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR ¹

Boston 19th March 1777

Order'd That Mr [Ellis] Gray deliver Capt Olney for the ship *Cabot* ² one short perspective Glass, he payg for it

1. Mass. Arch., vol. 148, 211, 212.

2. Continental Navy brig *Cabot* ordered on a joint cruise with the Massachusetts Navy brigs *Tyrannicide* and *Massachusetts*.

LEONARD JARVIS TO CAPTAIN JOHN PAUL JONES ¹

Sir

Dartmouth Mar 19. 1777

Since I had the pleasure of seeing you in Boston the Glass Ware that I spoke of has most all been dispos'd of however I will endeavour to procure for you two pair of Decanters or more, some Wine Glasses & Tumblers When Mr [Edward] Southouse comes here I shall speak to him about the Hand Organ & if you will let me know what price you would give for it, I will engage it for you it seems that the Court have decreed to him his Goods but by what Law I know not. – I shall reserve two Keggs of the Whitening for you & send them forward to the Care of Messrs [Abraham] Livingston & [William] Turnbull p first Opportunity – Mr Green who is Agent for the major part of the Ships Company of the *Providence* has given me a Memorandum of three Suits of Cloaths & many other things taken out of the Ship *Mellish* & Brig *Active* for the Use of the *Alfred* & *Providence* & their Companys – if you would inform me what they are & how they are to be accounted for to [the] Captors – I should be much obliged to you & am with tenders of my best Service – [&c.]

Leo: Jarvis

please to favour me with a list of the Company of the *Alfred* & th[ei]r Shares – [Endorsed by Jones] Dartmouth March 19 1777. Recd at Boston from Mr. Jarvis.

1. Papers of John Paul Jones, 6562, LC.

COMMODORE ESEK HOPKINS TO DANIEL TILLINGHAST ¹

Sir

Providence March 19 1777

It is my advice that you pay the people late belonging to the Ship *Columbus* the ball of Wages that may appear due to them on said Ships Books

E H

To Danl Tillinghast

Contl Agent Providence

1. Hopkins Papers, vol. 2, 50, RIHS.

NAVAL CAPTAINS TO COMMODORE SIR PETER PARKER ¹*Centurion* off Dyers Island

Newport Harbor Rhode Island

March 19. 1777.

Sir/

Pursuant to your order of the 17 Instant directed to Capt Maximilian Jacobs Commander of His Majestys Ship *Amazon*; We assembled on board His Majs Ship *Centurion* this Morning in consequence of a Summons from the said Capt Maxn Jacobs to attend a Court Martial: On being seated, and the order read; We were much surprized to find it an order to try Lieut John Thomas Duckworth, Mr Charles Rex Gunner, Charles Bayley Gunners

Mate, Josh Hodgman Junr Yeoman, Michael Terrel, Simon Cannons, John Bates, Andrew Willson, Robert Reed, William Eneas, and John Reeves Guns Crew, on a Letter from Capt Charles Fielding Commr of His Majestys Ship *Diamond* of the 20th of January last.

As Lieut John Thos Duckworth, Mr Charles Rex Gunner, Charles Bayley Gun[s Mate] Joseph Hodgman Gunners Yeoman, Michl Terrill, Simon Cannons, John Bates, Andrew Willson, Robert Reed, William Eneas, and John Reeves, Gunners Crew, had been before tryed at a Court-Martial on the 23d January last, and honourably acquitted; It is our Opinion we cannot in Justice sit a second time We are Sir [&c.]

Maxⁿ Jacobs

C^s Feilding

Rich^d Brathwaite

Charles Hudson

Jn^o Symons

Arch^d Dickson

Toby Caulfeild ²

[Endorsed] In Lord Howe's Letter (No 34)

1. PRO, Admiralty 1/487.

2. Parker forwarded this letter to Vice Admiral Howe who responded on April 20, 1777 that if the captains persisted in their decision not to sit on the court martial, they should be suspended from their commands, PRO, Admiralty 1/487.

CAPTAIN WILLIAM COIT, CONNECTICUT SHIP *Oliver Cromwell*,
TO GOVERNOR JONATHAN TRUMBULL ¹

New London March 19th 1777 –

May it please Your Honor –

Yours by Lt [John] Smith now lies before me, The Accounts of the Ship shall be with all Honesty laid before You for Elucidation and immediately should have set out to have waited on you had not eminent, Urgent Occassion prevented, for by the last Flag great threatnings were sent, Such as that Five Frigates had been in absolute Order to Blockade this Port on Acct of the *Oliver Cromwell* and they talk hard, for being so long on that Duty they do declare that they will cut her out and even do more My Accts at all Times are ready for the most critical examination, But may my best Judgment be forgiven, if I miss doing what I think is for the best, and am Sure Yr Honor, if present, would not suffer me to be absent from immediate active service, there is now in the Offing, by the best Intelligence thirty six Ships now within four Leagues of the Ship and repeatedly send their threats, And give me leave to Inform or represent, that my Ship is look[ed] on the greatest defence there is on this Shore for but few if any of the Melit[i]a are here, and never was this Place in greater Danger, & suffer me to Assure you, that all my Prudence is in Action to keep my Chain together, for Forty Dollars is Bid for any of my smallest Men to quit the Service of the Ship & Country No perticular Orders are given for my Direction and are protected & secreted & no Rule for me to go by. Dear Sir My Heart, my Life, my every Faculty of my Mind is devoted to the honest service of my Country – Depend upon it that I will wait on You with a true Acct of my Wages & Ca the Instant

that I think I can leave this Harbour, with the utmost Respect Your Honor shall see the Man who can with the utmost Truth subscribe [&c.]
William Coit

1. Conn. Arch., 1st Series, IX, 140a-140b, ConnSL.

JOURNAL OF THE CONTINENTAL CONGRESS¹

[Philadelphia] Wednesday, March 19, 1777

Resolved, That Mr. [Jonathan Dickinson] Sergeant be excused from serving on the Marine Committee, and that Mr. [Abraham] Clark be added to the said committee in his room.

1. Ford, ed., *JCC*, VIII, 184, 186.

Pennsylvania Journal, WEDNESDAY, MARCH 19, 1777

Philadelphia [March 19].

The privateer brig *General Mifflin*, Capt. [John] Hamilton, returning from a cruize, was unfortunately, by the ignorance of the pilot, ran ashore off Sinepuxent, where the vessel is lost, but the guns and materials are saved. Seventeen of the crew perished by the severity of the weather.¹

1. *General Mifflin* was a 12-gun Pennsylvania privateer. See Volume 6.

JOURNAL OF THE VIRGINIA NAVY BOARD¹

[Williamsburg] Wednesday 19th March 1777. –

Ordered that a Warrant Issue to John Mazarett for One hundred and 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 and true Account thereof when required –

Joseph Speake is recommended to his Excellency the Governor and the honble the Council as a proper person to be appointed first Lieut of the *Safeguard* Galley –

Ordered that the keeper of the Public Store deliver unto Capt Alexander Guthrie four Bolts of Canvas and five pounds of Sewing Twine for the use of the Schooner *Flat Peace & Plenty*. –

Capt Alexander Guthrie received Orders to take possession of the Schooner *Flat Peace and Plenty* and Proceed up to Richmond and bring from thence One thousand Bushells of Coal which he is to Land, at the Shipyard on Chickahomany. –

Ordered that Doctr [James] McClurg deliver unto Doctr Justice Livingston half Ounce of Salts, half Ounce of Jallop, half Ounce of Ipecacuann or ½ Oz Camf. Cendea 1 Oz of Powders, ½ Oz Pell ex: Decob. ½ Oz Tart: Vit and four Ounces of flour of Sulpher for the use of the Sloop *Scorpion* –

1. Navy Board Journal, 192-93, VSL.

CAPTAIN JAMES MAXWELL TO CAPTAIN CHARLES THOMAS, WARWICK ¹

Sir

Wmsburg March 19th 1777.

I am to intreat the favour of You to send by the bearer in Mr Tollivers Vessell the two Hausers of 51½ Inch as also a Coil of 3 Inch and one of 2½ with a Coil of Spunyarn, agreeable to a former order left You for the use of the Continental Yard at Gosport, and am Respectfully [&c.]

Ja^s Maxwell

1. Public Ropewalk Papers, 1776-1782, VSL.

JOURNAL OF H.M. BRIG *Antigua*, LIEUTENANT WILLIAM SWINEY ¹

Remarks Wednesday March 19th 1777.

10 [P. M.]

Brot too the Chase a Sloop from Virgini[a] wth Flour & Tobacco, bound to St Thomas's fird at the Chace 7 large shot & 3 Swivels Shift the people with 10 hands & an officer ²

Deseada S24°E 41 leagues.

1. PRO, Admiralty 51/4117.

2. Sloop *Adriana*, George Codwise, master. See Young's Prize List, April 30, 1777.

20 Mar.

JOHN BRADFORD TO JOHN HANCOCK ¹

The hon John Hancock Esqr

Boston 20th March 1777

I have the honour to Acquit You with the Arrival of a French Armed ship at portsmo having on board twelve thousand stand Arms one thousand bbs powder and a quany of Woolin & Linen Goods with Cannon for the *Raleigh*; she got into portsmouth las tuesday ² the post. (Mr Noble) Assures me that the above account may be depended upon, and farther says that a fifty Gun ship sail'd with her from france for this port, having on board fifty Brass Cannon, with a plenty of goods he also says that the Copy of a remonstrance and protest of the Court of France against the Empress of Russia's furnishing Britain with troops, declaring if she does France will oppose them, is come in this ship – I most heartily congratulate you Sir on this very important News it seems probable that that Kingdom which sat as queen among the Nations, will by there haughty, tyranical, wicked treatment of the best subjects any Tyrant could boast of, be reduced to the controul of a power that she Lately held in contempt – I must view the arrival of those Arms as a smile of heaven on Us, for we realy were distres'd for want of them, and new rais'd Levies waiting & could not march to the Northward for want of them I had sent an Express to Govr Cook but tuesday last to desire him to return twelve of Eighteen hundred Arms he had borrow'd, we had obtaind an order to him from Genl Washington for that purpose, I hope the two Vessells long ere this are at Baltimore – I rejoyce at your return to Phila and hope we shall be favour'd with your presence soon – I was going to send a quintle fish in the money Waggon but Mr [William] Bant desired

me to keep it till you came the post is Just going – I am with the most Gratefull Sentiments of Affection [&c.]

1. John Bradford Letter Book, vol. 1, LC.
2. *Mercury* from Nantes.

PETITION OF PETER RIDER TO THE MASSACHUSETTS GENERAL COURT ¹

To the Hone the Council & the Hone House of Representatives of the State of Massachusetts Bay

The Petition of Peter Rider Humbly Shews your Petitioner Inlisted himself into the Continental army While they ware at Cambridge & from thence Marched to Ticonderoga where he Continued until the fleet of the united States on the Lake was Ready to Sail when your Petitioner was Draughted from the Company to which he belonged to man Said fleet and on the Eleventh day of October Last in the action with the Enemy on Lake Champlain he had his Right Eye Shot out by which means he has totally lost the Sight of it Greatly to the Damage of your Petitioner he therefore Humbly Prays your Honours would take his Case Into your Wise Consideration and altho money Cannot fully Compensate the Loss yet Such Sum as your Honours in your wisdom Shall think fitt to Grant will be most Greatfully Received by your Petitioner and as in Duty bound will Ever Pray
March 20th 1777 Peter Rider

[Enclosure] Mount Independance 20th Novr 177[6]

This may Certify that the bearer Peter Rider was wounded in the Fleet during the Action with the Enemy the 11th of October in which Action he lost the sight of one Eye & was by me sent agreeable to Genr Gates'es instructions to the Genrl Hospital at Fort George –

Stephen McCrea 1st Surgn
to the Navy of the United
Stat's Lake Champlain

1. Mass. Arch., vol. 182, 259, 259a.

Independent Chronicle, THURSDAY, MARCH 20, 1777

Boston, March 20, 1777.

By a Gentleman of undoubted Veracity, who arrived in Town last Sunday, from Martha's Vineyard, we learn, that the British Pirate Ship, called the *Ambuscade*, of 32 Guns, commanded by a *certain* M'Carty,¹ lay at Anchor in Holme's-Hole. – That the *said* M'Carty had sent several Flags on Shore, begging that his Crew might be supplied, by the Inhabitants, with fresh Provisions, and requesting an Interview with the Committee of that Place; but, that he was refused, receiving for Answer, that they had no Traitors *there*, nor should they be provided with any Thing, but what they got at the Point of the Bayonet, and Mouth of the Cannon.

Last Sunday arrived at a safe Port from Teneriffe, after a Passage of 25 Days, a large Sloop, laden with Wine and Salt: She is owned in South-Carolina.

On Friday, sailed from Salem, from Halifax, the Cartel Vessel, as mentioned to have lately arrived there, commanded by an Officer of the British Navy, in which went a Number of Prisoners.

Yesterday arrived at a safe Port, a Prize Ship, lately captured by the Privateer *Lady Washington*. She was from Bristol, bound to St. Kitts, laden with Dry Goods, Provisions, &c.²

1. Captain John Macartney, R.N.

2. *Lady Washington*, Captain Ishmael Hardy, was a Rhode Island schooner. Her prize was the ship *Weathrill*, Martin Cox, master, *Independent Chronicle*, Boston, April 10, 1777.

Continental Journal, THURSDAY, MARCH 20, 1777

Boston, March 20.

The privateer *Rover*, belonging to Salem, has sent into a safe port, a provision ship bound to New York.¹

1. The prize of the Massachusetts privateer sloop *Rover*, Captain Abijah Boden, was the ship *Duke of Leinster*, Patrick North, master, *Independent Chronicle*, Boston, April 10, 1777.

Newport Gazette, THURSDAY, MARCH 20, 1777

Newport, March 20.

On Thursday Evening, the 13th Instant, one of the Rebels larger Gallies, called the *Spitfire*, carrying two 18 Pounders in her Bow, two 12 Pounders in Stern, four 4 Pounders in her Waist, and 16 Swivels, attempted to pass by Bristol Ferry, in her way to Providence, but was not able to accomplish that Design. In the Night she got aground, on the North-East Point of Land of the Common Fence. Being discovered in that situation in the Morning, Capt. Brady sent down the British Field Artillery upon the Beach, as near to her as possible, and so soon as they began firing, the Rebels escaped from the Galley, in their Boat, with warmest Precipitation. Some Shot and Shells were fired into the Galley, to prevent her ever floating again; but upon a Canoe being drawn to the Water-Side by Oxen, Capt. Brady, of the Royal Artillery, went on Board, brought off some Fire-Arms, and set the Galley on Fire. The other Galley of the Rebels, at Howland's Ferry, came out of their Creek, and shewed some intention of getting up to protect her consort on the Shore; but on receiving a few Rounds from the Cannon, she tacked about and went back, well recollecting the shattered and miserable Condition the Artillery had put her in, when she was caught within their Reach, about three Weeks before. The highest Encomiums are due to the naval Force, for their good Intention of assisting on the Occasion. Two Boats were manned and sent from the *Diamond* frigate, Captain [Charles] Fielding, on the West Side of the Island: They passed, with the greatest Intrepidity, the Enemy's Battery and Fire at Bristol Ferry, and came in Time to save Some of the Sails, Swivels, &c. out of the Galley. Some of the British and Hessian Troops were assembled and came down upon the Common Fence, with the utmost Alacrity, to be there in Readiness to support the Artillery, in case the Rebels had been inspired with Resolution sufficient to have brought over a Force, to endeavour saving their Galley from Destruc-

tion; but all their Efforts were confined to firing some shot from Howland's Ferry; and Sunday following, the 16th instant, a little before the Dusk of the Evening, a Rebel Galley attempted to pass by the Ferry at Bristol, but was immediately discovered, and Orders were given by the Officer commanding in the Redoubt, to the Gunner of the Guard, to lay the Guns for her. The second Shot fired from the 18 Pounders carried away her Fore-mast, which caused much Confusion on Board; and on the Gunner's firing five more Shot into her, between Wind and Water, our Centinels, at the Water-Side, heard the People from the Galley hale the Rebels on Shore, saying that they were sinking, and prayed that Boats and Assistance might immediately be sent them, to lighten the Galley, which they run close into the Shore. On the Officer commanding the Redoubt sending an Express with the above Account to Brigadier-General Smith, he was pleased to give Directions to Captain Brady, of the Artillery, who went, with the utmost expedition, to the Ferry, fired from the 18 Pounders several Times in Hopes of hitting the Galley, though in the Dark, and ordered down his Field pieces and Howitzers; but the Rebels had, with the utmost Diligence, brought their Boats from Bristol, and towed the Galley away, under Cover of the Night.

At Day-Light on Friday Morning, two Fire-Vessels, a Brig and a Sloop, cover'd by a Sloop of 14 Guns, came down from Providence, with an Intent to burn his Majesty's Ship the *Cerberus*. On discovering them, and finding what they were, by their Grapples at the Jib-Booms and Yard-Arms, Capt. Symmons got the *Cerberus* under Sail. One of them, the Sloop, ran ashore, and, finding themselves likely to be taken by the Boats, they set Fire to her; the other Fire-Vessel, the Brig, and the Privateer-Sloop, got into Greenwich Harbour.

The following Prizes have been brought into this Port since our last: The *Chance* Sloop, from Hispaniola to Rhode-Island, with Molasses, Coffee, and Rum, and a new Sloop from New-London to Hispaniola, by the *Juno*; the *Olive* Schooner, from Cape Francois to New-London, with Salt and Molasses, by the *Unicorn*; a Sloop and a Schooner, by the *Amazon*.

CAPTAIN WILLIAM ROGERS' ACCOUNT AGAINST THE PRIZE SCHOONER *Hannah*¹

The Schooner *Hannah*

[Cr]

	To William Rogers	Dr	
To Cash paid Pilotage in & out of Hampton Creek	}		1.10..0
To Cash paid Pilotage from Hampton to Boltemore			13..5..0
To Sundry Expences Going to & from Williams Burg	}		8..3..2
To Cash paid for Capt Wilkson Bording &c &c			16..3..1
To Cash paid the Dockter Bill for ditto			2..2..9
To Do Do for his Coffin for Do			1..2..6
To Do Do the Parson & Saxton for Do			1..0..0

To Do Do for a Horse & the Carrage	7..6
To Do Do Thos Longstaf his Wages	1.17..6
To Do Do Thos Makins Do Do	2.10..0
To Do Do Ralph Hamelton Do	4.10..0
	<hr/>
	£ 52.11..6

Received 20 March 1777 of Willm Lux Agent, Fifty two Pounds Eleven shillings & Six pence in full for the above Accot

William Rogers

1. NYSL. See Volume 7 for capture of *Hannah* by Rogers commanding New York Navy sloop *Montgomery*.

JOURNAL OF THE VIRGINIA COUNCIL ¹

[Williamsburg] Thursday the 20th day of March 1777.

On the Recommendation of the Navy Board; it is ordered that a Commission issue appointing Joseph Speake first Lieutenant of the *Safe Guard* Galley, dated this day.

On the application of Captain [James] Maxwell for the Loan of three Hundred pounds to carry on the Building of two Continental frigates in this State, it Ordered that a warrant issue to the said Captain Maxwell for the above sum of three hundred pounds, he having promised to return the money, or give his draft on Congress for the same when desired.²

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 371-72.

2. Firm of Maxwell & Loyall, Gosport, Virginia.

JOURNAL OF THE VIRGINIA NAVY BOARD ¹

[Williamsburg] Thursday 20th March 1777. -

Ordered that a Warrant Issue to William Drew for the use of Thomas Whiting for One hundred and one pounds five shillings, the Ballance of his Account for his Attendance as a Member of the Navy Board from the eighth day of July Last to this day. - Also for Twenty nine pounds fifteen shillings for the use of John Hutchings for his Attendance as a Member of the Navy Board from the eighth day of July last to this day - Also for One hundred and four pounds for the use of Champion Travis for his Attendance as a Member of the Navy Board from the eighth day of July last to this day - Also for Thirty two pounds seven shillings and six pence for the use of Edward Archer for his Attendance as a Member of the Navy Board from the first day of last Month to this day. -

1. Navy Board Journal, 193-94, VSL.

JOHN WRIGHT STANLY TO NATHANIEL SHAW, JR. ¹

New Bern No Carolina March 20th 1777

A few days ago the Brigantine *Sally* who was taken on her passage from Great Brittain to the West Indeas by your Sloop *American Revenue* safely arrivd into this Port. Captain William Power the Prize Master in pursuance

of Captain [Samuel] Champlins directions has submitted the Vessel & Cargo to my management. Her tryal will come on the Court of Admiralty in a few days and as no dispute can possibly arrise respecting the legallity of the Capture, will in twenty days be sold for the Bennefit of the Captors. Continental Money not being easily procured, I shall vest the Nt Proceeds of Vessel and Cargo (the Value of which cannot at this time be nearly ascertained in the Draughts of our Favours on the Continental Treasurer – Those I have already engaged & shall remit them by Captain Power unless Otherwise directed by you in the intrim.

I Congratulate you Sir on the Very Successful cruize of the *American Revenue*, as well as on the Variety of Good fortune I am told you have experienced in the course of the Present War. Occracock lying so contiguous to the Gulph & so inviron'd with Shoals may prove a safe port for your Prizes and I believe no Market on the Continent at Present exceeds this Not only for Prize Goods but also for Prize Vessels, Any of which if you chose to have purchased on Account might be Advantageously loaded with Tobacco or Naval Stores for France, Corn pease or L[illegible] for the West Indeas.

With an Offer of my best Services I am Sir [&c.]

J W Stanly

2d Copy Original P Post. Duplicate P Capt How via Boston

1. Shaw Collection, Packet 28, 8, YUL.

JOURNAL OF H.M.S. *Glasgow*, CAPTAIN THOMAS PASLEY ¹

March 1777

Cape Franciscio SbE1½E 6 Leagues.

Thursy 20.

At 6 AM . . . Saw a sail to the N. W. Tackt Ship and gave her chase, out all reefs and set Steering Sails, fired Seven Nine Pounders Shotted to bring her too, Hoisted out the Cutter and sent a Lieutenant on board to examine her. Proved to be a Schooner from New London Laden with Lumber and Horses, took possession of the Prize brought the Master and People on board, sent an Officer and four Men to carry her to Jamaica.²

1. PRO, Admiralty 51/399.

2. Schooner *William*, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

VICE ADMIRAL CLARK GAYTON TO PHILIP STEPHENS ¹

Sir./.

Antelope Jamaica March 20th 1777

By his Majestys Ship *Glasgow* Captain [Thomas] Pasley, I received their Lordships several orders, and by the Packet your Letter of the 4th December last, with an Account of a French Armament fitting out at Brest, and destined for the West India Islands, all which I shall pay due attention to. I beg you'll inform their Lordships that from repeated Solicitations of the Merchants I have detain'd his Majestys Ship *Maidstone* from the end of last Month to the 31st instant, being persuaded by so doing, that a number of

more Ships will be able to take the benefit of her Convoy which I flatter myself will meet with their Approbation. Agreeable to their directions, I have order'd a Convoy from Pensacola, and have sent the *Hound* Sloop Captain Robertson for that purpose, who is to Sail from thence the 10th April

I have also received your Letter of the 24th Decr by the *Lord Amherst*, Ordnance Transport, and after she has deliver'd her Stores at Pensacola, shall employ her in such manner, as I shall judge will tend most to his Majestys Service either in Cruizing, or as a Convoy

I have the pleasure to Acquaint their Lordships, that since my last, the Ships & Vessels under my Command have taken twenty three Sail of the American Rebels, which makes in the whole Ninety Nine, by the *Maidstone*, I shall transmit for their information an Account of my proceedings, from my last letters

I am with great respect Sir [&c.]

Clark Gayton

[Endorsed] Recd 12 May. Ansd 8 July

1. PRO, Admiralty 1/240.

“A LIST OF REBEL VESSELS TAKEN BY THE SQUADRON OF HIS
MAJESTYS SHIPS & VESSELS . . . AT JAMAICA”¹

No of Ves- sels Taken	Vessels Names.	Lading	By which of His Majestys Vessels taken	Commanders Names.
76	Brigg <i>Molly</i>	Lumber & Horses	ditto [<i>Badger</i>]	Cha: H. Everitt
77	Sloop <i>Will</i>	Molasses, Coffee &c	<i>Boreas</i>	Cha Thompson
78	Sloop <i>Hope</i>	Molasses &c	ditto	ditto
79	Schooner <i>Fanny</i>		<i>Porcupine</i>	James Cotes
80	Schooner <i>St Ann</i>		<i>Winchelsea</i>	N. Bateman
81	Sloop <i>Lidia</i>		ditto	ditto
82	Brigg <i>Hawk</i>	Lumber &c	<i>Porcupine</i>	James Cotes
83	Sloop <i>Mary</i>	ditto	ditto	ditto
84	Sloop <i>Sea Nymph</i>	Powder, Wine &c	<i>Badger</i>	
85	Schooner <i>Juno</i>		<i>Antelope</i>	Will Judd
86	Schooner <i>Hannah & Elizabeth</i>	Lumber &c	<i>Badger</i>	Cha: H. Everitt
87	Schooner <i>Hannah</i>	Lumber &c	ditto	ditto
88	<i>Polly</i>	Molasses &c	<i>Hornett</i>	Rob Haswell
89	Schooner <i>Polly</i>	Tobacco &c	<i>Hound</i>	James Robinson
90	Sloop <i>Liberty</i>	Rum Dry Goods &c	<i>Racehorse</i>	Tho Cadogan

No of Ves- sels Taken	Vessels Names.	Lading	By which of His Majestys Vessels taken	Commanders Names.
91	Sloop <i>Adventure</i>	Rice, Indigo &c	<i>Hound</i>	James Robinson
92	Brigg <i>Burley Castle</i>	Lumber &c	<i>Badger</i>	Cha H: Everitt
93	Schooner <i>St Ann</i>	Rice, Flour &c	ditto	ditto
94	Brigg <i>Suckey</i>	Lumber, Fish & Oil	<i>Badger</i>	Cha H. Everitt
95	Brigg <i>Polly</i>		ditto	ditto
96	Schooner <i>Fortune</i>		ditto	ditto
97	Sloop <i>Fortune</i>		ditto	ditto
98	Schooner <i>Loweist</i>		ditto	ditto
99	Brigg <i>Warren</i>		ditto	ditto

[Jamaica, March 20, 1777] ²

1. PRO, Admiralty 1/240.

2. Date established in Gayton to Stephens, March 20, 1777.

21 Mar.

"A TRANSCRIPT OF THE ENTRIES OF LETTERS OF AGENCY IN HIS MAJESTY'S COURT OF VICE ADMIRALTY FOR THE PROVINCE OF NOVA SCOTIA FROM THE 4TH DAY OF OCTOBER 1776 TO THE 21ST DAY OF MARCH 1777." ¹

Time of de- liv'ry & Entry.	Dates of the Agency.	Names of the Agents & Places of Abode	Names of the Prizes.	Names of the Ships by wh they were taken.
Novr 6th/76 Decr 17.	October 12/76 Novr 25	John Butler Esqr of Halifax Henry Bellew Esqr Commander Liverpool	Brig <i>Dinah</i> , Sloop <i>Joseph</i> Ship <i>Hester</i> Recaptr	<i>Juno.</i> <i>Liverpool</i>
Decr 20. Decr 20.	July 23d Novr 20	Alexr Thomson of Halifax Maximilian Jacobs Esqr of <i>Amazon</i> & Alexander Thomson Esqr of Halifax	Brig <i>Lucy</i> Recap.	<i>Mercury</i> <i>Amazon.</i>
Decr 28th	Decr 26	John Butler Esq. of Halifax	Brig <i>Dolphin</i> , Brig <i>Thos & Wm</i> Recap.	<i>Unicorn.</i>
Jan. 9./77	Decr 10 1776.	Mr Geo. Harris Purser of the <i>Albany</i> .	Sloop <i>Baltimore</i> , Sloop <i>Prov- idence</i> Sloop <i>Wm & Barbara</i> Recapture Brig <i>Halifax</i> Brig <i>Venus</i> Brig <i>Cabot</i> , Brig <i>Elizabeth</i> , Recapt Schooner 2 <i>Sisters</i> . Ship <i>Betsey</i> Recapt	<i>Albany</i> <i>Milford</i>
March 12.	Decr 2d	Alexander Thomson of Halifax	Brig <i>Hope</i> Recap.	<i>Hope</i> <i>Lizard.</i>

A true and perfect Transcript &ca
Given &ca 22d March 1777, &ca

1. N. S. Arch., vol. 499, Vice Admiralty Records, Register of Letters of Agency, book 2, 1776-1781.

The Freeman's Journal, SATURDAY, MARCH 22, 1777

Portsmouth, March 21.

On monday the 17th instant arrived here a French ship of about 350 tons; called the *Mercury*, commanded by Captain John Heraud, in 40 days from Nantes, having the following very valuable cargo on board. viz. 11,987 stand of arms, 1000 barrels of gunpowder, containing 50 ton weight, 11,000 flints, 57 bales, 4 cases, and 2 boxes woollens, linnens, &c. on account of the United States of America. –

The captain & passengers (among whom is a brigadier general & a captain of artillery) gives us the following most agreeable account of the situation of affairs there, which they say might be relied on, viz. That 40 sail of the line, including frigates, were then lying at Brest, all ready to proceed for sea; that the greatest preparations for War were making at every other port in the Kingdom; that Doctor Franklin was most graciously received by His Majesty and the Nobility in general; on which occasion great rejoicings were made, such as bonfires, &c. which so disgusted Lord Stormont, that he was preparing to leave Paris. – They also assert that it was generally believ'd in France the Russians would not come out to America but if they attempted it, they would be intercepted by the French Fleet. – Many other vessels had sail'd (and many more preparing) for America, with military and ordnance stores, as well as large quantities of cloathing – The dispatches which came by this Vessel, were sent off per express to Congress on her arrival.

JAMES WARREN TO MERCY WARREN ¹

[Extract]

My dear Mercy, –

Boston, March 21, 1777

I wrote you Yesterday by Major Wadsworth, which I hope will reach you this day. Since which the Brig. *Independence* ² has Arrived here . . .

1. *Warren-Adams Letters Being Chiefly a Correspondence among John Adams, Samuel Adams, and James Warren . . .* (Boston, 1917–1925), I, 301–02. Hereafter cited as *Warren-Adams Letters*.
2. Massachusetts Navy brigantine *Independence*, Captain Simeon Sampson, had been captured by H. M. Sloop *Hope*. See Volume 7. She was en route to Halifax when retaken by the Massachusetts privateer ship *Boston*, Captain William Brown.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT ¹

[Boston] Friday March 21st 1777.

In the House of Representatives Whereas, from Intelligence received, it is probable there is, or may be sundry Vessels on this Coast from France, bound into this State, with Sundry Articles of Supplies, which are of great Importance to the United States, and as they may not be furnished with good and able Pilots therefore,

Resolved, That the Board of War be and they hereby are directed to procure, and send out into this Bay, such Pilot Boats and Men, as may be sufficient to answer the above purpose, of Safley bringing into port such

Vessels aforesaid as they may meet with, or pursue such other methods as to them may appear necessary to Effect the above purpose.

In Council read and Concurred

Consented to by fifteen of the Council

In Council Resolved, That Capt James Foot be and he hereby is permitted to proceed on his Voyage to New York in the Ship *Sarah and Elizabeth* taking with him Thirteen Men and Boys for the purpose of Navigating the said Ship and also his Son and Servant – And he hereby is directed to take with him as Passengers, Mr Horlock his Son and Servant, Mr Benjamin Witherby & his Servant, Mr Lancake and Capt Uzuld, provided they with Capt Foot give their joint Parole to use their best Endeavours to procure the Release of as many Persons as may sail from this State in the said Ship, and as near as may be of like Rank and who are now detained as Prisoners in the hands of the Enemy; and in case they cannot procure the release of the American Prisoners aforesaid, That they all will return in the said Ship *Sarah and Elizabeth* to some Port in this State within Sixty Days from the time of his leaving it.²

And that they carry no papers or Letters but such as have been Inspected by the Committee of the Town from whence they may sail, and that they do not carry any Fire Arms, nor any more Provisions than is Necessary for the said Voyage to New York; and the Committee of the Town of Glouster and the Naval Officer of said Port are hereby strictly enjoined to attend thereto.

And all the Armed Vessels belonging to this State, are hereby commanded, and it is recommended to all others fitted out by the United American States or either of them to Suffer the said Vessel to proceed on her Voyage to New York & from thence to Jamaica in Ballast only, unmolested –

In Council Read and Concurred

Consented to by fifteen of the Council

In Council The Commanders of the several Ships or Vessells of War belonging to this State are strictly required to shew in themselves a good Example of Honor and Virtue to their Officers and Men and to be very vigilant in inspecting the behavior of all such as are under them and to discountenance and suppress all dissolute immoral and disorderly Practices and also all such as are contrary to the rules of Discipline and due Subordination, and to correct those who are guilty of the same according to the Usage of the Sea or to punish them in such manner as may be particularly directed and they are in an especial Manner to take care that the Sabbath be duly & religiously observed – And if any person belonging to either of such Vessels shall be convicted of Theft Drunkenness prophane Cursing or Swearing disregarding the Sabbath or using the Name of God lightly or profanely or shall be guilty of quarrelling or fighting or any reproachfull or provoking Language tending to make quarrels, or of any turbulent or mutinous Behavior, or if any person shall Sleep upon his Watch or forsake his Station or shall in any wise neglect to perform the duty enjoined him he shall be

punished for any of the said Offences at the Discretion of the Commissioned Officers of such Vessel or the major part of them according to the Nature and Aggravation of the Offence by sitting in the Stocks or wearing a Wooden Collar about his Neck not exceeding four Hours nor less than One or by whipping not exceeding twelve lashes or by being put in Irons for so long Time as the said Officers shall judge the safety and well being of the Ship & Crew requires or otherwise shall forfeit to the State not more than six nor less than two days pay for each Offence –

And if any person shall be so hardy & presumptuous as to let out of Irons or otherwise rescue from punishment in any forcible or fraudulent Manner, any person duly adjudged to it, the person so offending shall undergo the same punishment in nature and degree that the other was adjudged to, and such rescue shall be no release of the punishment due to the first Offender.

All Papers, Charter parties Bills of Lading passports and other Writings whatsoever found on board any Ship or Vessel which shall be taken shall be carefully preserved and delivered to such Court as shall be authorised to try the Justice of the Capture on pain of forfeiting all the Interest in such prize any person offending in this Instance might otherwise have and the Offender in this Case shall be liable to further punishment according to the Nature of his Offence –

If any person on board such Vessel, when in sight of an Enemy or when in fight with one, shall neglect his duty or shall desert his Station in the Ship or shall behave in a cowardly and base manner or shall be guilty of any other Crimes or Misdemeanors not herein particularly enumerated, he shall suffer any of the punishments herein above pointed out at the discretion of the Commissioned Officers or the Major part of them and shall be liable to such further punishment as any Court that may be Authorised to try the same shall adjudge –

The Commanding Officer of each of the Ships & Vessels aforesaid shall read or cause to be read to the people on board, the foregoing Rules and Regulations, once a Week at the least untill they shall be revoked or Superseded by this Court.

Read and Accepted and Ordered That the Secretary make out fair Copies of the foregoing Rules and Regulations and deliver one to each of the Commanders of the Ships or Vessels of War belonging to this State. –

In Council Read and Concurred

Consented to by fifteen of the Council

1. Mass. Arch., vol. 37, 82, 83, 85–87.

2. *Sarah and Elizabeth*, James Foot, master, was taken by Massachusetts privateer *Warren*. See Volume 7.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Boston] Friday March 21st 1777

Ordered that Robert Pierpont Esqr be and hereby is impowered and directed immediately to cause to be taken up & collected from all parts of

this State such prisoners as are suitable for exchanging for the Officers & Crew of the Brig *Independence* & the Officers & Crew of other Vessels from this State now prisoners at Halifax as Sr Peter Parker has given assurances that they shall be replaced by an equal number from Halifax to be landed at Marblehead for which purpose he shall give the necessary directions.

1. Mass. Arch., vol. 20, 342, 344.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR ¹

Boston 21 March [1777] pm

Order'd That the Accot for Ship *Content* &c purchas'd at Beverly for £2105..14..8 be pd

Voted That the Ship *Content* purchased at Beverly be call'd the *Union*

Voted That Capt William Hains have the Command of the Ship *Union* now Loading at Falmouth

Voted That Colo Crafts be directed to return Salutes to all the French arm'd Vessells which shall salute the Forts – further

Voted That not more than seven Guns be return'd at Hull nor more than thirteen at the Castle, but if neither of the French Vessells fire so many, the Salutes from the Forts to be two less than those from the Ships

On reconsidering the two former Votes

Resolved That the Salutes be from Castle Island only –

1. Mass. Arch., vol. 148, 215, 216–18.

Connecticut Gazette, FRIDAY, MARCH 21, 1777

New-London, March 21.

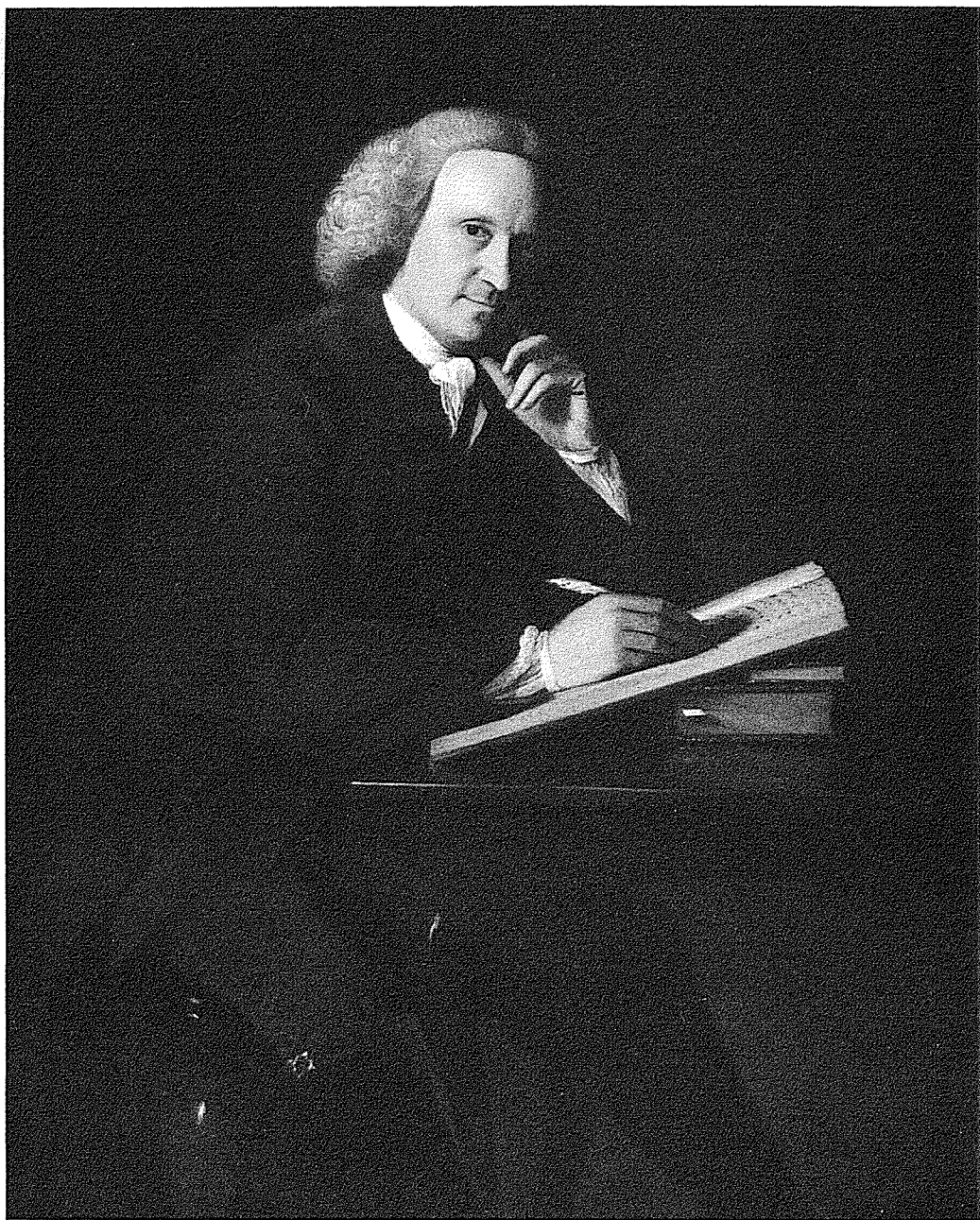
Last Thursday Se'nnight, a small Sail-Boat, belonging to Mr. Samuel Beebe, of Stonington, was taken in the Sound by a Boat from the *Amazon* Frigate, Capt. [Maximilian] Jacobs; and the same Day Beebe's Boat being armed with two Swivels, and about 20 Men with Small Arms, took the Schooner *Olive*, John Bulkley, Master, bound into this Port from St. Thomas's, loaded with 1600 Bushels of Salt, a Quantity of Oznabrigs, Duck, &c.¹

On Saturday the *Amazon* came to Anchor just without the Light-House, and sent in a Boat as a Flag to propose an Exchange of some Prisoners,

Sunday they landed Capt. Bulkley, his Mate, and Mr. Cornelius Cunningham, (Passenger in Bulkley) on Fisher's-Island; and on Monday Morning the Ship sailed for Rhode-Island, her Station off this Harbour we hear being up.

The above Mr. Cunningham sailed from New-Haven for the West-Indies, with Capt. Mansfield, and was taken within two Hours Sail of Martinico.

We learn by the Prisoners that they were treated with Humanity and Kindness by Capt. Jacobs, who appeared to be much of a Gentleman – consequently of a very different Disposition from most of his Profession who have been stationed near us: – Among whom the Name of a *Wallace* ²



Samuel Phillips Savage

will long be had in Remembrance by Hundreds who have felt and been witness to his mean and savage Conduct in firing on single, defenceless Houses, burning and destroying of private Property, and in abusing Women and Children and those whom Age had rendered incapable of making Resistance.

Wednesday Night Capt. Rennals arrived here from the West-Indies with 1500 Bushels of Salt.

1. *Amazon's* prizes were: a vessel, Samuel Beebe, master, from Stonington, with salt, sugar and rum, taken March 13; *Oliver*, John Buckley, master, from St. Thomas with sugar and rum, taken March 14, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.
2. Captain James Wallace of H. M. S. *Rose*.

CONTINENTAL MARINE COMMITTEE TO ISAAC SMITH,
EBENEZER STORER AND WILLIAM PHILIPS ¹

Gentlemen [Philadelphia] March 21. 1777

Inclosed are several documents by which you will learn that you are appointed Commissioners to transact some business on behalf of the United States with the Gentlemen who were appointed Agents by General Washington for the Prizes taken by the fleet fitted out by his directions.

The Marine Committee request you will undertake the said business and proceed in it with as much expedition as possible. The service having already suffered by reason of delays in that department. You will perceive that you are empowered to pay any balances which you shall find due to any of the said Agents, but as you may not receive funds sufficient for that purpose, we hereby empower you to draw bills on us for any Sums you may want to enable you to execute the Resolution and if you cannot conveniently procure Money on such bills we request you to use your Credit to procure the same, & we shall take care to reimburse you as soon as we can know the amount, with all expences attending the transactions, and Interest for any advance if required. You will please to observe that the Captors in the above mentioned Fleet, are not entitled to so large a proportion of the Prizes, as those who have Served in the Navy line constituted by Congress – You will be pleased therefore to have recourse to the Regulations made by Genl Washington relative to this matter, and to subsequent Resolutions of Congress. We suppose that the Agents are possessed of Copies of the Regulations.

You[r] well known Zeal for the Public cause has induced us to appoint you to this business and we have the strongest confidence in your dilligence & fidelity – You will perceive you are also empowered to value any goods which may have been delivered by the Continental Agents for Prizes for the use of the United states. We are Gentlemen [&c.]

1. Marine Committee Letter Book, 61–62, NA.

CONTINENTAL MARINE COMMITTEE TO JOHN BRADFORD ¹

Sir [Philadelphia] March 21. 1777

We find complaints are made by the officers and Seamen concerned in the Capture of Prizes that have fallen into your hands as Continental Agent,

for want of a distribution of Prize Money and it is urged by Mr [Jonathan] Glover their Agent that you neglect or refuse to settle the accounts or to pay him the share appertaining to the Captors which puts it totally out of his power to make distribution, and in consequence of these delays the Maritime service of the Continent suffers exceedingly, in short it is owing to unhappy circumstances of this kind that the Navy cannot be manned and we now must press your immediate attention and utmost exertion to settle the accounts of every prize whose circumstances can admit of Settlement, and if you have delivered any Prize goods for the Continental service produce the Inventories thereof with the receipts that prove the delivery to Messrs Isaac Smith Ebenezer Storer and William Philips whom we have appointed to value the same. The Amount of such valuations you will charge to the Continent and Credit in the respective Account sales which will enable you to compleat the Account of all such prizes and you will then pay to the Agent for the Captors their proportion agreeable to the Resolves of Congress.²

We must also remind you of our Letter of Instructions dated the 18th of October the receipt of which you acknowledged but hitherto have not complied with the Contents. We suppose it will be sufficient to inform you, we shall be under a Necessity of requiring a Strict Compliance with those injunctions from all the Agents.³ We are sir &c.

1. Marine Committee Letter Book, 63, NA.

2. These instructions to Bradford relate only to prize distribution of vessels taken by General Washington's schooners.

3. See Volume 6, 1321-22.

CONTINENTAL MARINE COMMITTEE TO THE AGENTS FOR
GEORGE WASHINGTON'S FLEET ¹

Circular.

Sir,

[Philadelphia] March 21. 1777

Messrs Isaac Smith, Ebenezer storer & William Philips are appointed by this Committee, Commissioners to adjust the several accounts of the Agents appointed by General Washington for the fleet fitted out by his directions, to value such goods as the[y] duely delivered for the use of the United states and give Credit agreeable to such valuation, also to receive any balances due from, and pay any due to such Agents, and to require them to pay the proper proportion to the Captors

You as one of the said Agents are required to pay due regard to the applications of those Gentlemen for the above purposes so that the same may be effected with all possible expedition. We are Sir [&c.]

To Mr William Bartlett. at Beverly

William Watson • Plymouth

Joshua Wentworth • Portsmouth

Wintrop Sergeant • Cape Anne

Bartlett & Glover • Lynn Marblehead

John Bradford • Boston

1. Marine Committee Letter Book, 62, NA.

SAMUEL & ROBERT PURVIANCE TO GOVERNOR NICHOLAS COOKE ¹

Sir

Baltimore 21st March 1777

Your Letter of the 18th Febr'y was deliverd us about 10 days since by Capt'n Coffin in the Sloop *Diamond*, of wh we advised Mr [William] Ellery at Philada desiring he woud inform you of the Vessels safe Arrival. – Two days after Captain Coffin's Arrival, when he was preparing the Vessel to load & her Ballast out, She was unluckily overset by a violent Squal of Wind & the Tide not answering to get other Vessels alongside to lift her for some days, She could not begin Loading till this day. We expect to have her nearly loaded agst tomorrow evening, so that She may probably sail the day following. – Had it not been for the Accident which befell her, She woud not have been delayed here more than 5 or 6 days, She will have on board Ten Tons of Bar Iron, & we suppose about 600 Barrels of Flour, & Bread. – The Roads have been for a considerable time past so bad, that scarcely any Common Fine Flour can come in from the Country Mills, For which Reason we are obliged to load the Sloop with Bur Flour which is at 22/6 P Ct rather than detain her to pick up a Load of Country Flour which could not be effected for some Weeks: But as the Roads are now mending, we may expect that should any other Orders from you appear by the begining of next Month, we may be able to procure Common Flour pretty readily. –

Having advisd Mr Ellery on the Vessels Arrival of your Order to apply to the Continental Treasur for the Amot of the Sloops Cargo, He gave directions to Mr Green & Mr Howell who were coming here to receive a Sum of Money for the Use of your State, to leave a Sum of Money in our Hands for the said Purpose, wh they have accordingly done. Should it not be suffict Mr Ellery will settle the Ballance. –

The Price of Bar Iron has of late been very fluctuating & extravagant. Advancing for two Months past from 40 to £60 P Ton. That in the Sloop, we have laid in for £52.10 – At this very Juncture a general Commee of Delegates from Virga, this State, Dellaware Pennsylv'a Jersey & New York are meeting in Pensylv'a to adopt some Regulations similar to those in N England. This we hope will soon produce an Alteration in the price of so essentially necessary an Article as Iron, so usefull for the Public Service. therefore hope we shall be able to serve yo[u] better in that Article should you see Cause to order any more from hence shortly. – It is not probable that the Price of Flour will drop. We are with great Respect Sir [&c.]

Sam^l & Rob^t Purviance

1. Letters to the Governor, vol. 10, 40, R. I. Arch.

CAPTAIN THOMAS COURSEY, MARYLAND NAVY GALLEY *Chester*,
TO GOVERNOR THOMAS JOHNSON ¹

[Chester Town 21st March 1777]

if His Excellency and their Honrs the Council Will inform me what weages is allowed by this state for the officers & seamen in their Navey & the mereins

the number of Each, if I am to have a Docter on board, if a purser is to be appointd or who is to supply the Crue with Cloaths on board as it may not be Convenient to let the people go onshore to geet them – if stores is to be brought to the vessel and Craft hired who is to Do it, if the maste[r] is to go after Men & Stores what Expences will be allowed – if a Seyn will be allowed as it will save Duble the pric[e] in a Very Little time, besides fresh provisions for the Crew the seamen in the service of the state Expects as much weages as the Continentals have as they apprehend they will not have ane Chance of prize money as the galleys is not allowed to go out of the bay –

1. Executive Papers, Box 7, Folder 3, Md. Arch.

STORES FOR THE *Chester* GALLEY, MARYLAND NAVY ¹

An Indent for Stores for the use of the *Chester* Galley

Tho^s Coursey Master

Boatswain's Stores	Gunners stores
3 Anchors weight 600 400 } 250 }	Spunges Laddles Rammers
3 Cables 10 Inch 9 } 7 }	Screws Handspikes
Cordage of Different Sizes for the Rigging	4. 18 Pounders 8. 4 or 6 Ditto
1 winding Takle fall	48 guntakle blocks
Blocks and Guy for to hoist in the guns & masts	2 Coils of Rope for Britching & takles
6 forefold Blocks	Carteridge papers formers
6 Dubbl Do	putty paint & oyl
12 Ded Eyes	Sheet Lead
36 Blocks for sheets & braces	Sheet Copper for the gunroom Lights
12 Ditto takles	6 Lanthorns
12 Dn Sail & marline needles	Matching
12 Dn Scanes of marline & housline	Brimstone
26 lb of Twine	Candles
6 Coiles of spun yarn	Cumpasses
6 bolts of sail Duck No 12	pump & scupper nails
Tuns of pigg Iron	Small arms
61½ Tan'd hydes	30 Swivle guns
6 sides of pump Leather	Carteridge boxes
Colours.	Sheet tin
Tar.	powder & Shot
Turpentine.	

Carpenters stores

one set of Carpenters
& Caulking tools
& nails of Different sizes
Wouter Casks
Mach tubs
Buckets &ca
Wood Axes

Cooks stores

Kettles to Cook in
Bowls & platters

21st March 1777 –

1. Executive Papers, Box 7, Folder 3, Md. Arch.

LIBEL FILED IN MARYLAND ADMIRALTY COURT AGAINST THE
PRIZE BRIG *Providence and Mary*¹

March 21, 1777.

Port of } To all whom it doth or may concern – Notice is hereby given, that
Baltimore } a court of admiralty will be held at the court house in Baltimore-
Town, on the 14th day of April next, at 10 o'clock in the forenoon, then
and there to try the truth of the facts alledged in the bill of John M[c]Keel,
Esq; captain and commander of the private vessel of war called the *Sturdy
Beggar*, who, as well for himself, the officers, mariners and marines of said
vessel, as the owners thereof, &c. against the brigantine *Providence and Mary*,
lately commanded by a certain Thomas Glynn – To the end that the owner
or owners of the said brigantine and her cargo &c 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*, April 1, 1777. This issue of the newspaper carried a libel notice against the ship *Elizabeth* also captured by *Sturdy Beggar*.

WILLIAM AYLETT TO PLIARNE, PENET & CO.¹

Gentlemen

Williamsburg Virginia March 21st 1777 –

His Excellency the Governour & the Council of this State receiv'd your
favour dated Nantes October 21st 1776 they have also receiv'd letters from
your Partners dated from Philadelp[h]ia which they have answer'd & have
been pleas'd to mention me as the Agent Appointed by them to superintend
the Trade carried on for acct of this commonwealth, this will I hope be
deliver'd you by Capt [William] Skinner, Master of the Sloop cal'd the
Congress, she is loaded with 105 Hhds of very fine Tobacco Marks & weights
agreeable to Invoice inclos'd. There will soon be two or three more such
vessels loaded & sent to your Address Should there be any restrictions on the
Article of Tobacco at Nantes so as to prevent Your obtaining the Top price
for what is sent to your house it is expected that you will Send it to Amster-
dam, or where you may judge it for the interest of this State takeing care
if there is no War between France & Britain that it be Ship'd in such manner

as not to be subject to Risk from the British Cruisers. Inclos'd is an Invoice for some articles You will be pleas'd to Ship in return for this Cargo, should the goods amount to more than the Value of the Tobacco it is necessary to inform you that a Credit is expected from your partners in Philadelp[h]ia agreeable to his proposal for which he is to be furnish'd with Continental money –

The Sloop *Congress* being rather a heavy Sailer you are requested to dispose of her, with the approbation of Capt Skinner, purchase a good & fast Sailing vessel even if she is of less burthen to bring back these goods – much depending upon the Safe and quick return of Our Vessels from Europe. The brass Cannon order'd may be Mounted, and if there are then more Guns than the Vessel can carry on Deck some of them may be us'd as Ballast. I observ'd by your letters from Philadelphia you can furnish the Captain with French papers, if War is not declar'd between France & Britain this may be of advantage, you will therefore be pleas'd to procure those that are necessary for all our Captains; Captain Skinner & his Men are to receive A months pay at Nantes. I am respectfully Gentlemen [&c.]

William Aylett

Agent for Commonwealth of Virginia

1. Papers of the Virginia Navy, State Agency Correspondence (1776–1778), VSL.

JOURNAL OF THE VIRGINIA COUNCIL ¹

[Williamsburg] Saturday [Friday] the 21st day of March 1777.

On the Recommendation of the Navy Board; it is Ordered that a Commission issue appointing Robert Bolling first Lieutenant of the *Manley* Galley in the Room of Lieutenant [Joel] Sturdivant who is Captain of the said Galley. – dated 28th January 1771 [1777].

On the memorial of William Buchanan and sundry other natives of Great Britain residing within this Commonwealth, representing certain unforeseen impediments they have met with in their endeavours to bring the ship *Albion* round from South Quay to some convenient port for the purpose of transporting themselves to their native Country according to the former order of the Board and praying therefore an allowance of further time. It is ordered that the said memorialists be allowed forty days more, to be computed from the expiration of the forty days last given, within which time they are hereby required to exert themselves in their preparations to depart this state as no farther delay will be suffered unless some very particular reason shall make it necessary.

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 372–73.

JOURNAL OF THE VIRGINIA NAVY BOARD ¹

[Williamsburg] Friday 21st March 1777. –

Ordered that Mr William Holt deliver unto Robert Bolling One thousand Pounds of Bacon, one Ton of square Barr Iron three Barrells of Flour and as much Pork as he may want for the use of the Vessels Building at So Quay. –

Ordered that Mr William Holt deliver unto Lieut [John] Thomas or Order about sixty Gallons of Spirits for the use of the *Protector* Galley –

1. Navy Board Journal, 194–95, VSL. *Washington* and *Caswell* galleys building at South Quay.

PURDIE'S *Virginia Gazette*, FRIDAY, MARCH 21, 1777

Williamsburg, March 21.

A ship from Nantz, with 1500 stand of arms, 30,000 wt. of gunpowder, and dry goods, also a brig from St. Eustatia, and a schooner from Curacoa, with salt and dry goods, are gone up James river; a brig from Guadaloupe, with dry goods, wines, &c. is arrived in York river; and two sloops from St. Eustatia and Curacoa with salt and dry goods, are gone up Rappahan-nock.

JOURNAL OF H.M.S. *Boreas*, CAPTAIN CHARLES THOMPSON ¹

March 1777	Monte Christa SWbW off shore 3 or 4 Leags
Thursday 20	Fresh Gales & Squally carried away the Strap of the Starbd Mizen Topsail Sheet Block Do Clew'd the Sail up & Handed him saw a Sail to the Etwd gave chace fir'd several Shott to Bring her too In 2d reefs at 5 P M Bore up after the Chace out 2d reefs Got a new Mizen Topsail Sheet Block & set the Sail Between 1 & 5 fir'd 19 shot to bring too the Chace at 5 the Chace Haul'd Between a Reef Do Haul'd off & sent the Boats Mann'd & Arm'd after the Chace
[Friday 21]	½ past 8 A m the Boats return'd wt the Chace a Schooner from So Carolina sent an Officer wt 4 Men on bd of her at noon Brot too ²

1. PRO, Admiralty 51/125.

2. Schooner *Mary* with fish and lumber, Cayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

WILLIAM BINGHAM TO SILAS DEANE ¹

Triplicate

Dear Sir,

St Pierre Mque March 21st 1777

Above is Copy of my last Respects, Since which have none of your Favors to acknowledge; the 18 Inst arrived here the Ship *Seine* Capt Morin from Havre de Grace; a Vessel taken up on Account of the Continent, laden with Arms, Ammunition &ca; She was blown off the Coast of America in a hard Gale of Wind, where She met with a continual Succession of bad Weather; As this Cargo is exceedingly valuable, & much wanted in America, I cannot but think it more adviseable to ship it in different Bottoms, than to venture it all in one Vessel, especially as I have advices from Philadelphia of two of the Continental Vessels being destined in a short Time for this Place.

In several Letters which I have received from the Honble Committee, they make mention of Sundry Merchandize to a considerable Amount, that I may expect will be shipped to this Place by Monsr Hortalez [Beaumarchais] & others, on Account of the United States of America, to be forwarded by different opportunities; which is certainly to be prefer'd to a direct Voyage to America, as by this means the Risk may be divided, & the Goods shipped in well appointed fast sailing Vessels, with proper Masters, well acquainted with the Coast, to command them. The Honbl Committee expected this would be the Case & mentioned that they should constantly keep sending out Armed Vessels to receive such Goods as might be shipped to this Place, by the above or any other Gentn on the public Account.

I find in the Instructions given to the Captain of this Vessel, he is recommended to Bermudas, in Case of being blown off the Coast. It is extremely lucky that he prefer'd coming to Martinique, for if he had attempted to touch at Bermudas, he would in all probability have been taken, as there are Several Frigates cruizing in that Latitude, who would have paid little Respect to his French Papers, if there had been any Reason to suspect the Place of his Destination; I shall take out of this Vessel a considerable Part of the Arms, Camp Equipage, Mortars, Bombs &c & then forward her with the Remainder. I do not know the Tenor of her Charter Party, but if She is to be loaded back on Account of the Continent I think it would be much more adviseable for her to go to Virginia, Maryland, or Carolina, where Vessels are scarce & where She could procure a valuable Cargo, than to Boston, where Vessels are plenty & the Exportations of little Consideration.

I have heard but little News from America lately. There are many Reports circulated, all in favor of America; some of which come from the English Islands, but untill they are better authenticated I will not presume to mention them.

I shall write you more fully in a short Time, untill when I am with great, Regard &c

I. Silas Deane Papers, ConnHS.

"EXTRACT OF A LETTER FROM AN ENGLISH GENTLEMAN AT
MARTINICO, DATED MARCH 21" ¹

The French enjoy all the advantages of a war, without any of the inconveniences; prizes are brought in here every day by privateers, who call themselves Americans, but are in reality French property, manned by French, Spaniards, &c. Guineamen are their principal objects, which they frequently fall in with. Above a dozen have been already brought in here and sold, with their cargoes, from ten to twelve Joes a head. I have been here this week past, endeavouring to recover a sloop of mine, with fifty-four new Negroes, taken by a sloop belonging to this island, under American colours; she had French papers, and notwithstanding I have proved her to be French property, the General absolutely refused to give her up, merely because he supposed her having cleared out at Grenada for Tobago; such injustice never was heard of; for suppose her English property, and the sloop an

American, this is a neutral port, and can afford no Court of Admiralty for the condemnation of their prizes; in short, nothing but a war can stop their iniquitous proceedings.

Your brig, the *Venus*, Capt. Sharp, was taken the 18th inst. close in with St. Vincent, on her way to Grenada, by a sloop belonging to Mr. Pregent, of this island, but under American colours, named the *Retaliation*, Capt. [George] Ord, (the only American on board her.) The *Venus* made a noble defence, and had it not been for boarding, would not have surrendered; she fought the sloop three hours, and even when boarded, would not strike. Mr. Wilson, the supercargo, was shot through the body by a pistol, of which wound it is thought he will die; three others were terribly wounded with cutlasses. I have done all in my power to serve them, and made Mr. Pregent promise, that when they can be removed, they shall be sent to some of the English islands. The *Venus* is lying in a bay about a league from hence; I should claim her as English property, did I think it would avail any thing, but I know it would not. The Governor, on my too peremptorily demanding the sloop and Negroes to be restored, told me, that had I not brought him a letter from Lord M'Cartney, (our Governor at Grenada) he would lodge me twenty-four hours in the common gaol for my temerity.

1. John Almon, ed., *The Remembrancer; or Impartial Repository of Public Events. For the Year 1777* (London, 1778), V, 141–42. Hereafter cited as Almon, ed., *Remembrancer*.

22 Mar.

INVOICE OF GUNPOWDER FOR THE CONTINENTAL NAVY FRIGATE *Hancock* ¹

[Extract]

Watertown March 22d 1777.

Invoice of Thirty Six Barrels of Gun Powder Deliver'd to the Order of Capt John Manley for the Use of the Ship *Hancock* – Vizt

[8 barrels]	Carted to Charlestown by Samuel Benjamin.	
	2351 lb Tare 318	2033 lb Nt
[8 barrels]	Carted by Matthew Peirce.	
	2368 Tare 305	2063
[10 barrels]	Carted by Jedidiah Learned	
	2878 Tare 387	2491
[10 barrels]	Carted by John Draper.	
	2890 Tare 394	2496
		<hr/> 9083 Nt

1. Mass. Arch., vol. 157, 13.

JOHN BRADFORD TO ROBERT MORRIS ¹

[Extract]

Boston 22d March 1777.

... I observe what you hint respecting fitting out the *Millish* [*Mellish*] as a Cruiser for Capt [John Paul] Jones, he tells me he has your peticular

orders to take the lead in an expedition in which a Number of Frigates are to bear a part, however he will be with you as early as this reaches you, as he set out for Phila yesterday he will be able to give you a discription of the Vessell – Jones was earnest to know if we could furnish Necessaries for such a number of ships. I answered in General that the difficulty of providing cordage was insuperable – however I hope the fleet we are daily expecting will give us a supply of that article . . .

I shall write you by next post when I hope to give you an accot of the arrival of some of the french fleet – We have twenty pilots cruising in the Bay to meet them and I have given orders to the Captains of the *Cabot* & the *Lee*² which are both gone out if they meet with any in their cruise to put a pilot in each Vessell as we have no light at the entrance of the harbour – [P. S.] the *hancock* went down yesterday Manly has done himself honour in dispatchg

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

2. Continental Navy brig *Cabot*, Captain Joseph Olney, and Washington's schooner *Lee*, Captain John Skimmer.

ISAAC SMITH, SR. TO JOHN ADAMS, PHILADELPHIA¹

[Extract]

Boston March 22d. 1778 [*i. e.* 1777]

I dont know of any more Methods to be taken but what you have done to keep up the Credit of the Currency. – I have heard you are About building some ships of 60. or 70. Guns, which will come to a very large some of money and when built must lay by the Walls. Whether such a sum that must be made for that purpose wont be a further means of lessening the Value of the money. Such a ship can never be got to see from hence iff we are to judge by the dispatch lesser Ones make. However I wish itt may prove the reverse. . . .

1. L. H. Butterfield, ed., *The Adams Papers, Series II, Adams Family Correspondence* (Cambridge, 1963), II, 182–83. Hereafter cited as Butterfield, ed., *Adams Family Correspondence*.

JARED TRACY TO JOSEPH TRUMBULL¹

Sir,

Boston March 22d 1777.

I wrote you some time ago that we had accts of there being a number of British Frigates in Chesepeak Bay wh. much intercepted the navigation there. I now have the pleasure to inform you that we have accts by Sundry Vessles arrived from thence, that the Bay is all clear again 'tis Supposed that they are gone to the South'd, but I believe not certain. Have taken up about twenty eight sail of Vessles which have all gone to about five or six, which hope to get away the beginning of next week, they will bring from 18 to 20,000 Barrls² have been much hindred by the severe weather we had the Beg[in]ing of the Month, or they would all have Sail'd before this. As the time is now Relaps'd that was propos'd, Shall not engage any more. Am Sir [&c.]

Jared Tracy

1. Miscellaneous Letters, Force Transcripts, LC.

2. Flour.

PETITION OF THE AGENTS FOR PRIVATEER SHIP *American Tartar*
TO THE MASSACHUSETTS GENERAL COURT ¹

To the Honble Council, and Honble House of Representatives for the State
of Massachusetts Bay

The Petition of John Dean & Mungo Mackay, Agents for the Private Ship of
War, *American Tartar*,² in Behalf of themselves and the other Owners

Your Petitioners humbly beg leave to represent to your Honors, That the Ship *American Tartar* carries 24 Carriage Guns – 9, 6 & 4-pounders – That she is perhaps as fast a sailing Ship as any on the Continent; That she is compleatly fitted at the Expence of £12,000 Lawful Money, and will be able to lay along side of any 20 Gun Ship in the British Navy – That she has many of her Hands now on board, and are maintained by Contract, until she is permitted to Sail on a Cruize – That she has been fitted for Sea a long time past and might have sailed in ten Days after the Embargo took place – Your Petitioners need not suggest to your Honors the great difference between this Ship, and small Privateers – They therefore most humbly beg your Honors will permit her to proceed on her Cruize – Taking into Consideration that the Government have been forward in encouraging private Adventurers, and 'twas in consequence of that, this Ship was fitted at so great Expence – That the Privateers have done signal Service to these States, and lasting damage to the Enemy, and that this Ship in special is every way well calculated to perform her Part, and that although we may take a small number of Men out of this State, yet we might in a very short time be able to add a much greater to it, who if they were of no other Service, might be exchanged for our unfortunate Countrymen in the hands of the Enemy – That as the State are in great want of Cloathing and Provisions, we are in hopes, and have abundant reason to suppose, we shall soon be able to supply them with large Quantities of both, which will be ordered into this State.

Your Petitioners are willing that the Ship *American Tartar* for the General Good shall go out in Company with the Continental Cruizers, and Cruize from Ten to Twenty Days in Company with them, and there is no doubt they will be able to take any of the Vessels now Infesting our Coast, which unless they are soon drove off, we have good reason to fear all the little Supplies which are expected by the Merchants will be cut off, and the Inhabitants of this State be reduced to great distress. They therefore humbly Pray your Honors will take their Petition into your wise and impartial Consideration, and as the General Good as well as the Interest of the Owners are inseparably connected herewith, we hope and trust your Honors will grant the Prayer thereof. And as in Duty bound will ever pray

John Dean Mungo Mackey
Agents for the Owners

[Endorsed] The Committee appointed to consider the petition of John Dean &c have attended that service, & beg leave to report by way of resolve

In the House of Representatives March 22d. 1777

Resolved, that the prayer of the within petitioners be granted under the

following Restrictions, vizt That said Ship *American Tartar* shall be permitted to sail in Company with one of the Continental Frigates now in this Harbour, That she shall keep in Compy with sd Frigate for & during the term of Twenty five days from the day of their sailing, & that she shall be under the control of the Commander of sd Frigate during said Term – & shall assist him in any engagement which may happen, & [illegible] him in all respects during said Term – After which the said Ship *American Tartar* shall be permitted to proceed upon her intended Cruise And for the performa of the above Conditions on the part of the petitioners to be performd & kept, they shall give Bond to the Treasurer of this State in the penal Sum of £2000 –

1. Mass. Arch., vol. 182, 263–65.

2. *American Tartar* was commissioned November 29, 1776, Captain John Grimes, Mass Arch., vol 7, 49.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT ¹

[Boston] Saturday March 22d 1777

In the House of Representatives Whereas the Town of Newbury Port did in the month of September last, lend to this State for the term of six Months, five Nine pound double fortified Cannon, with their Carriages and Appurtenances for the Use of the Ship *Boston* under the Command of Hector McNeill Esqr – and Whereas the Time is now expired for the return of said Cannon and the Continental Agent has not been able to procure others to supply their place, on board said Ship; and moreover it appears by a Letter from the Marine Committee of Congress, that they are desirous of purchasing said Cannon, for the Use of said Ship, if this State are willing to dispose of them, therefore, Resolved, That there be allowed and paid to the Town of Newbury Port, out of the Treasury of this State, the Sum of Six Hundred and twenty one pounds sixteen Shillings & eleven pence in full for their Demands for said Cannon and Appurtenances, and that the same be charged in the Continental Account –

In Council read and Concurred

1. Mass. Arch., vol. 37, 89, 92–93.

MASSACHUSETTS BOARD OF WAR TO COLONEL THOMAS CRAFTS ¹

Colo Thomas Crafts,

War-Office, Boston March 22d 1777 –

Sir, As several Ships may be soon expected from France, you are directed to give Orders that the Salute of each Ship be return'd from Castle Island, with Two Guns less than may be given, observing not to exceed thirteen Guns in return of any one Salute.

By order of the Board,

Sam^l Phps Savage Prest

1. Mass. Arch., vol. 151, 60, Letters from the Board of War, 1776–1780.

LIEUTENANT SAMUEL SMEDLEY, CONNECTICUT NAVY BRIG *Defence*,
TO MIDSHIPMAN JONATHAN ALDEN ¹

Sr

Brig *Defence* at Sea 22th March 1777

you are hereby Ordered to Take Command of the brig *Grog* and Carry her into Sum Port in america and if you by Good Forting fall in to or Near Boston Send a Man to Mr Saml Elliot at boston and Desire him Immediately to inform the Governor and he will Take Proper Care of the Prize take Good Care that their is No Plundering on board be Very Carefull as the Brig is Lecky –

If you Git in a Near boston Go your Self or Send Sum Good Trustey hand and Mr Elliot Will take Care of the Prize

Sr I Wish you a Good Time and Well in

Sam^l Smedley

P: S: Sr On your first arival you are to inform the Governor Immediately and inform the Governor that You have Wrote to Mr Elliot to take Care of the Prize –

{ Latt in 16. .54 } S:S: –
{ Longitude in 49. 18 }

1. Conn. Arch., 1st Series, IX, 98, ConnSL.

MINUTES OF THE PENNSYLVANIA NAVY BOARD ¹

State Navy Board

[Philadelphia] March 22d 1777 –

Resolved, That no officer in the Marine Service of this State, shall, while in this River take up or buy any Kind of materials or Stores, or shall make any repairs or alteration in his Vessell without an Order from this Board. And that all returns for necessaries wanting for any of the Vessells be examined and signed by the Captain.

The above resolve is sent to the Commodore [Thomas Seymour] and desired to furnish all the Captains of the Fleet with a Copy of it.

The following instructions were sent to Arthur Donaldson –

The Board having appointed you to superintend the Sinking of the Chevaux de Frizes in this River: You are desired immediately to provide 12 Men for that Service, and you are authorized to agree with them for such pay and provision as the nature of the Service requires. There are many materials belonging to that department which you are to collect, and make returns to this Board of what further may be necessary.

You are likewise to contract for and provide in convenient places, such a quantity of Stone as you may judge sufficient for sinking the Chevaux de Frizes, and the sooner this can be done the better.

For the sake of regularity, we think it necessary for you to employ a person to act in the capacity of Steward and Clerk (the wages allowed is 14 dollars P month) who shall give receipts for all the provisions he receives, shall superintend the delivery of them and keep lists of the men employed, which lists are to be returned to this Board.

At all times, when it can be done without inconvenience, we would have you apply to the Commissary of this State for Provisions and Rum, but when that cannot be done, you are at liberty to provide them yourself and at all times to allow such quantity as the Nature of your service requires.

Proper Vessells will be provided for you, and the commanding Officer of the Fleet directed to assist you with any reasonable number of Men you may want.

The Board will direct the places where the Chevaux de Frizes are to be sunk, and whenever any difficulty Occurs in the execution of your duty, will always be ready to give you their assistance.

As we consider this Service of very great importance to the State, we recommend it to you to pay particular attention to the duties of it, and to lose no time in providing those things that are necessary for the undertaking.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

ADVERTISEMENT FOR A DESERTER FROM THE PENNSYLVANIA
ARMED BOAT *Lord Camden* ¹

Deserted from the *Lord Camden* armed boat, one Thomas Conner, an Irishman. He is about five feet high, and had on, when he went away, a short brown coat with yellow metal buttons, a round hat cocked up on one side, and makes pretensions of being a great scholar. Whoever takes up and secures said deserter, so that he may be had again, shall have Three Dollars reward.

Philad. March 22, 1777.

Edward York, Capt.

1. *Pennsylvania Evening Post*, March 25, 1777.

JOURNAL OF H.M.S. *Emerald*, CAPTAIN BENJAMIN CALDWELL ¹

March 1777

Cape Henry S82°W 28 Miles

Saturday 22d

at 11 AM gave Chace after a Vessel in the East, at 12 found the fore Topmast Steering Sail Boom sprung still in Chace.

Light breezes and fine Wear

at 2 PM fired 1 Six pounder to bring the Chace too, which was the Ship *Miffin*, Henry Marshall Master, from Portsmouth (New England) bound to Virginia in Ballast took the prisoners out and set her on fire, at 3 PM made Sail after another Vessel, to the SSW, at 5 PM fired 1 Six pounder to bring the Chace too, which was the Sloop *General Mercer*, Willm Lewis Master from Surinam, bound to Virginia, with Molasses Rum & Sugar & a little powder, took the prisoners out & scuttled her.

1. PRO, Admiralty 51/311.

London Chronicle, SATURDAY, MAY 31 TO TUESDAY, JUNE 3, 1777

St. George's, [Grenada] March 22.

The report of the capture of the sloop *Jenny*, Capt. Carty, from this island to Tobago, proves to be without foundation, as that vessel is safely arrived. We should be happy in being able to contradict the report with regard to the sloop *Swallow*, Capt. Hyndman, which was certainly taken by a French pirate, and carried into a port on the windward part of Martinico, where the slaves, which composed her cargo, and cost here from 40 l. to 42 l. sterling each, were publicly sold for 33 l. currency. The vessel that took her was, we understand, a sloop of ten carriage guns, fitted out of Martinico, and manned entirely by Frenchmen and other foreigners, excepting the nominal Captain, one Welsh, who was formerly an overseer on the estate of Torquil M'Vicar, Esq; in Tobago.

The above mentioned pirate, we are credibly informed, was boarded by Capt. Ardesoif, of the *Pelican* brig, who found her properly cleared for the Spanish main, and of course let her pass unmolested. In short, the French Governors have entirely thrown off the veil, behind which they lately screened the protection they gave to the American rebels; and so far from keeping up an appearance of neutrality, their Merchants openly and avowedly fit out armed vessels in order to cruise against us.

23 Mar. (Sunday)

JOURNAL KEPT BY OFFICERS OF THE CONTINENTAL NAVY BRIG *Cabot*,
CAPTAIN JOSEPH OLNEY ¹

Salem, March 24 [23], 1777 ²

At 1 P.M. weighed anchor and came to sail, the wind variable from S. E. to W. S. W. at 4 P. M. were clear of the land; at 6 P. M. Cape Ann bore N. N. W. distant 7 miles. We were in company with two armed brigs, belonging to the Massachusetts-State, called the *Massachusetts* and *Tyrannicide*, commanded by Captains Fisk and Harriden. At 10 P. M. saw a ship standing to the westward: Capt. Fisk being a-head, brought too, and spoke us, asked Capt. Olney what he thought of her? Capt. Olney told him he thought she was an English cruizer. Capt. Fisk asked what was best to be done? Capt. Olney replied, the best thing we could do, was to get in readiness, and go down and engage her, which they agreed to. Capt. Olney said he would go down and lay upon her bow, if they would lay on her quarters. Captains Fisk and Harriden thought it best to lay by her till morning; we hauled upon the wind, under easy sail; Capt. Olney ordered the brig ready for engaging.

1. *Providence Gazette*, April 26, 1777. The journal is preceded by the following:

To the Printer of the *Providence Gazette*. By publishing the following Account of the loss of the Brig *Cabot*, lately commanded by me, and the Result of a Court of Inquiry had thereon, you will oblige Your humble servant, Joseph Olney.

2. Journal was being expressed in sea time. The events described actually took place during the afternoon and evening of March 23.

JAMES WARREN TO JOHN ADAMS¹

[Extract]

Boston, March 23d, 1777.

... no one thing gives me more uneasiness than the conduct of your Fleet. The *Hancock*, *Boston*, *Alfred* and *Cabot* are all yet in port. It is said the *Hancock* is ready to sail and was to have gone yesterday, but remains here yet. I fear the consequences of their going out single. But McNeil and Manly it is said like the Jews and Samaritans will have no connections or intercourse; they will not sail together. I believe McNeil is near ready for the sea. I am told that he and the Agent, Mr. [Thomas] Cushing have had a breeze; but I am not acquainted with the particulars of how it terminated. I have still a worse account of the situation of your frigates at Providence. I dont know the officers, but understand to say no more of them that they are not agreeable to the people and never can man their ships. You must fall on some new plan for conducting your Naval Affairs at a distance from you, or be content never to shine in that way. Perhaps to establish a Board in each district upon an honourable footing, and with extensive powers or something (I know not what) else. If you should have occasion for a new Commander for one of your Ships I would venture to recommend one I think equal to the business, and perhaps to any you have. Capt. Simeon Samson who was lately taken in the service of this State I have a very good opinion of as a Seaman. A man of judgment, prudence, activity and courage, he behaved like a Hero in the action, but the force against him was so superiour to his that he had no chance. He is yet in captivity but his redemption is expected very soon as proper measures are taken for it.

1. *Warren-Adams Letters*, I, 303-05.

MIDSHIPMAN LUTHER ELDERKIN AND BOATSWAIN ROBERT NEWSON,
CONNECTICUT NAVY SHIP *Oliver Cromwell*, TO GOVERNOR
JONATHAN TRUMBULL¹

Hond Sir

New London 23th march 1777

we have each of ous Belonged on Bord of the Ship *oliver Cromwell* for a Bout 6 Months and when we first Engaged expected to have sailed very soon, but unfortanataly have Been disapinted as yet and at present see no prospect of getting to sea before the first of may which is the time we engaged for as your Honor well knows we therefore desire your Honour would discharge us from said Ship for the following reasons –

Vizt/ first that the ship is not officered with experienced officers secondly there is not A sufficeient number of seamen to sail her in safety nor any prospect of getting them at present when we menson the Difances of our ofsers we put the first Lt out of the quston as he all ways behavd himself as well Expearent ofser on Bord – we therefore desire your Honours as we regard the welfare and safty of our famillys to releas and dicharge us from the said ship not that we dislike our Commander or have any thoughts of leaving the publick Caus but are ready and willing to serve when Called

on when we are in a situation of serving the state when we think there is some prospect of officers and a suffic[ie]nt number of Seamen that are experienced therefore hope that your Honour will take the following reasons into Consideration and we doubt not but they are sufficient to discharge us – we are [&c.]

Luther Elderkin Midship[man]

Robert Nuson

I. Conn. Arch., 1st Series, IX, 143, ConnSL.

ADVERTISEMENT FOR DESERTERS FROM THE PENNSYLVANIA NAVY
ARMED BRIG *Convention*¹

Philadelphia, March 23, 1777.

Deserted from the armed brig *Convention*, belonging to this state, Edward M'Dermot, an Irishman, about twenty-five years of age, near five feet three inches high, of a dark complexion, and by trade a stuff shoemaker.

Samuel Peck, born in Germany, about thirty years of age, five feet seven or eight inches high, of a dark complexion, limps very much as he walks, having one leg shorter than the other. It is supposed he is at Pottsgrove, having a mother there.

Jacob Shaafer, born in Germany, about twenty-two years of age, five feet eight inches high, by trade a blacksmith. It is supposed he has enlisted in the land service. Whoever apprehends the said deserters so that they return on board the brig, shall have Twelve Dollars reward, or Four for each.

John Rice

N.B. If any of the above deserters should attempt to take the bounty, or enlist in the land service, the recruiting officers are desired to apprehend them.

1. *Pennsylvania Evening Post*, March 29, 1777.

24 Mar.

JOURNAL KEPT BY OFFICERS OF THE CONTINENTAL NAVY BRIG *Cabot*,
CAPTAIN JOSEPH OLNEY¹

March 24, 1777

At 6 A. M. standing S. E. with the wind at S. W. the other brigs being a-head of us, they tacked to the N. W. the frigate tacked after them; we then reefed and tacked after the frigate and brigs. At 9 A. M. the wind shifting to the westward, the two brigs tacked southward, the frigate tacked after them, but by shift of wind she could lay on us; we tacked, and the wind increasing, she came up with us fast; the other two brigs not coming to our assistance as agreed, we made sail from her; found she came up with us. At 11 A. M. tried her before the wind, after trying her by and large. At meridian stood to the E. S. E. wind at W. by N.

At meridian, finding the ship came up with us, started 19 puncheons of water, threw our best bower anchor overboard, and some firewood, to lighten her; the Capt. ordered the gunwales to be sawed down, which was accordingly done; but she still gained upon us. At 6 P. M. the ship was within a mile of us, but the wind still moderating, she came up but slowly. At 10 P. M. came up a fog, we altered our course to the N. N. E.

1. *Providence Gazette*, April 26, 1777.

JOURNAL OF THE MASSACHUSETTS NAVY BRIG *Massachusetts*,
CAPTAIN JOHN FISK ¹

H	K	Courses	Winds	Remks on Munday 24th [Sunday 23] of March 1777
7	6	ESE	South	Pigeon hill Cove NNW 3 Leagues distance
11	6	SSE	SW	Saw a ship standing to the Eastward cleared decks all hands to quarters found her to be a British frigate hald our wind
				Remks on Munday 24th of March 1777
7	4	EBN	SEBE	Saw the ship to the northward the <i>Cabot & Tyrannicide</i> in company thick weather
11	5	SW	SSE	saw a Brig to the southward standing to the westward tack ship stood to the westward tack stood to the Eastward thick weather
				No Obs
				Latt in 42d. .34m Longd in 68d. .12m
1	3	East	SSE	Cloudy weather & rain
5	4		SSW	lost sight of the <i>Cabot</i> the Frigate in Chase of her
10	4		SW	Saw a schooner to the northward standing to the westward

1. John Fisk Journal, AAS.

PETITION OF CAPTAIN JOHN MANLEY TO MAJOR GENERAL WILLIAM HEATH ¹

To the Honble Major General Heath Esqr Commander of the Continental Troops in the Massachusetts Department –

The Petition of John Manley of Boston Esqr –

Humbly Sheweth –

That your Petitioners Ship has greatly suffered by the Commanders of the State Vessels Inlisting Men for a less term of Time than your Petitioner is allow'd to by a Resolve of the Honble Continental Congress, likewise that some Officers in the Service of the United States Commanded by Commodore Hopkins Esqr have been Inlisting Men in the Town of Boston for the Term of six Weeks or two Months in Violation of sd Congresses Resolves to the great Damage of your Petitioner & to the Damage of the Common Cause – Your Petitioner would Inform your Honor, that he suffers greatly for the want of good Seamen & as there are a great many Inlisted into the Continental Service your Petitioner takes the Liberty to apply to your Honor,

Praying that he may have Liberty granted him to take Seamen to the number of about twenty or thirty out of the Regements under your Honors more immediate Command as it is absolutely necessary that the Continental Ships should be mann'd with able bodied Seamen, your Petitioner Obligating himself to pay back the Bounty they have received or Advanced Wages, Your Petitioner relying on your Honors firm attachment to the Common Cause leaves the Prayer of his Petition to your Honors wise Judgement hoping that you will do every thing in your Power by assisting your Petitioner in manner set forth in the foregoing Petition & as in Duty bound he will ever pray &c &c &c

John Manley

Nantasket Road on board Ship }
Hancock March 24th 1777 }

1. William Heath Papers, vol. 4, MassHS.

DANIEL TILLINGHAST TO JOHN BROWN ¹

Sir

Providence 24th March 1777

Mrs Mary Briggs, & her attendant Miss Peggy Brown who on the 25th Day of September last on their passage from Jamaica to London in the Bark Ship *Lowther* were captured by the Continental Brig of War the *Cabot*, & sent into this Port, are now very desirous of getting from hence to New Port, in order to proceed from thence home to England. – I therefore request that you will please to lay the Matter before the Honle Genl Assembly at their present Session & beg your Influence in order to procure them a pass to New Port as Soon as the Honle Assembly shall think proper.

They would have apply'd for a pass before but did not chuse to embark till the Inclement Season of the Year was more moderate. –

Mrs. Briggs since her residence in this place has behaved in the most unexceptionable Manner, & they have both given me their Word of Honor, that they will devulge nothing that might be detrimental to the United States of America – I should therefore think there will be no opposition to their departure as I cannot think it will be the least disservice to the Publick. – I am with esteem Sir [&c.]

Dan^l Tillinghast

1. RIHS Manuscripts, vol. 6, 66.

MAJOR GENERAL PHILIP SCHUYLER TO CAPTAIN JACOBUS WYNKOOP ¹

Sir

Albany March 24 1777

You will Repair to Fort George without Delay and there in conjunction with Captain Dow A:D: Q M General employ the Carpenters in constructing two strong Schooners of Sixty feet Keel & twenty feet Beam – They shou'd be so constructed as not to draw above Six Feet Water – when they have all their Cannon and stores on board and as I conceive they will be more servicable in proportion as their Guns lay near the water I wou'd have you give

them as little height as possible, besides three other Vessells are to be built without Deck's, These shou'd be so contrived as to Row fast and to carry a Cannon of twelve pounds shot in the Bow, and as many on each side as possible whatever Articles you may want, and that are not to be had at Fort George you will make timely application for to Coll [Morgan] Lewis D Q M General that no time may be lost in procuring what may be wanted You will examine the Stores at that place and see what is there and write [illegible] To Ticonderoga to know what Rigging and [illegible] can be spared from thence & cause them to be brought to [Fort] George as soon as the Lake Opens –

1. Schuyler Letters & Orders, 18 April, 1776–29 June, 1777, NYPL.

MAJOR GENERAL PHILIP SCHUYLER TO CAPTAIN ISAAC SEAMAN ¹

Sir

Head Qurs Albany March 24 1777

You will immediately proceed to Fish Kill or Elsewhere in this or any of the other States and use yr best endeavours 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 Clark, four pounds ten Shillings each – One Gunner's Mate three pounds four & One Cook three pounds Twelve and forty Sailors Each Two pounds eight P Month and all in Lawfull Money of Connecticut – You are empowered to appoint all the Officers [illegible] having a regard to their Abilities, Integrity & Zeal [for the] cause of America. – The Wages of the Men to [illegible] from the time of their Inlistment, & one penny Law[ful] P Mile for their Subsistance untill they arrive at [illegible] to which place you will march the Company as [soon] as it is compleated, You and the two Lieutenants will [draw] the like Rations as Captain & Lieutenants in the Navy You will take care to engage none but good Sailors I have furnish'd you with Dollars to pay the [illegible] for which you are to be accountable, two Waggons and one Ox Cart will be allowed you, to transport your Bagg[age] & that of the Company to Albany, These you will pay for taking Receipts that you may be reimbursed by the Deputy Quarter Master General at Albany –

Let me hear from you as often as Opportunity offers & give me an account of your proceedings I am Sir [&c.]

Ph Schuyler

1. Schuyler Letters & Orders, 18 April 1776–29 June, 1777, NYPL.

New-York Gazette, MONDAY, MARCH 24, 1777

New York, March 24.

Last Week a Rebel Privateer came out of Byram River, and took a Boat coming to Town with Wood and some other small Matters from Long-Island.

Prizes sent in here since our last, a Ship loaded with Powder, Lead and

Cloathing; two Brigs and two Schooners, loaded with Rum and Salt; all belonging to and bound to Philadelphia.

EXAMINATION OF MARINE CAPTAIN JOHN GRANNIS BY A SUBCOMMITTEE
OF THE CONTINENTAL MARINE COMMITTEE ¹

No 4.

[Philadelphia, March 24, 1777] ²

The Examination of John Grannis on the Subject Matter of the Petition of several Officers of the Frigate *Warren* agst Commodore [Esek] Hopkins, and on Papers therein inclosed. –

Question. Where do you live? –

Answer. In Falmouth in the County of Barnstable in the Massachusetts Bay. –

Qu: Are you an Officer of the *Warren* Frigate, and what Officer, and how long have you been an Officer on Board said Frigate?

A: I am Capt of Marines, have been so from the 14th June 1776, was sometime recruiting, and have been on board her from Time to Time, upwards of Three Months.

Q. Are you the Man who signed the Petition against Esek Hopkins Esqr by the Name of John Grannis? –

A. Yes. –

Q. Do you know the other Subscribers to said Petition? –

A. Yes. –

Q. Are any of them Officers of the *Warren*, and if Officers what Offices do they sustain? –

A. John Reed is Chaplin and belongs to Middleborough, and James Sellers is Second Lieut of the *Warren* and of Dartmouth both of Massachusetts-Bay, Richard Marvin is Third Lieut and of Providence, George Stillman first Lieut of Marines, Barnabas Lothrop Second Lieut of Marines & both of Barnstable, Samuel Shaw is a Midshipman of Bridge Water, Roger Haddock is Master of the Frigate and formerly was of New York, and John Truman is Gunner and James Brewer Carpenter and both of Boston in the State aforesaid. –

Q. Have you a personal Acquaintance with Esek Hopkins Esqr? –

A. Yes I have had a personal Acquaintance with him since I came on board the Ship. –

Q. Did you ever hear him say any Thing disrespectfull of the Congress of the United States, and what and where? –

A. I have heard him at different Times since I belonged to the Frigate speak disrespectfully of the Congress, – have heard him say that they were a Sett or Parcel of Men who did not understand their Business, that they were no Way calculated to do Business, that they were a Parcell of Lawyers Clerks, that if their Measures were followed the Country would be ruined and that he would not follow their Measures. – I have heard him say the above in Company on Ship Board and Words to the same Effect

on Shore. Sometimes the above was spoken of Congress in general, but more frequently of the Marine Commee. –

Qu: Did you ever hear him speak disrespectfully of Congress or the Marine Committee before Prisoners? –

A. No I never was in his Company when Prisoners were present.

Q. Do you know any Thing about his Treatment of Prisoners?

A. I was on board the Frigate *Providence* when there about Twenty Prisoners on board. They were called into the Cabin where I was, and were asked by Capt Whipple whether they would do Ship's Duty? – They answered No. – Capt Whipple said it was his Orders from the Commodore to put them in Irons, to keep them on Two Thirds Allowance and by God he would obey the Commodore's Orders. They were sent out of the Cabin with an Officer, who returned & said he had put them in Irons. – There were also some Prisoners sent on board the Frigate *Warren*, who were forced to do Ship's Duty by Commodore Hopkins Orders; and he refused to exchange them when a Cartel was settled and other Prisoners were exchanged, but don't know that it was their Turn. The Reason he assigned for not exchanging them was, that he wanted to have them inlist on board the Frigate.

Q. Do you know any Thing about a British Frigate being aground last Winter in the River or Bay leading up to Providence in the State of Rhode-Island &c and what? –

A. I did not see the *Diamond* Frigate when She was on Shore in Jany last, I was then on board the *Warren*, which with the continental Fleet lay just above a Place called Fields Point. Commodore Hopkins went down the River in the Sloop *Providence*, and sometime after he returned I heard him say that the People in Providence blamed him for not taking the *Diamond*, but that the Men were not to blame for they went as far as he ordered them, and would have gone further if he would have permitted them but, that he did not think safe to go nearer with that Sloop; for that the *Diamond* fired over her. – I heard a Number of People, who said they were at Warwick Neck when the *Diamond* was aground there say that Commodore Hopkins was so far off the Ship that his Shot did not reach her, that the Ship lay so much on a Caren that She could not bring any of her Guns to bear upon the Sloop. And further I heard some American Seamen, who were Prisoners when the *Diamond* was aground, say after they were exchanged that the Ship lay so much on a Caren that She could not have hurt the Sloop's People so long as they kept out of the Reach of her Small Arms. They also said that it was the Intention of the Enemy to have fired the Ship and left her if the Sloop had come near enough to have played upon her. One of the Seamen who told me the above

was one ——— Weeks and another of them was named Robinson Jones both of Falmouth aforesaid and young Men of good general Reputation. —

Q. Were the Frigates manned when you came from Providence?

A. No there were then about One hundred Men on board the *Warren*, and I heard some of the Officers of the Frigate *Providence* say that in last December they had on board about One hundred and seventy Men, and the last of February I heard them say that so many of their Men were dead & run away that they were then not better off[f] for Men than the *Warren* —

Q. Commodore Hopkins is charged with being an Hindrance to the proper Manning of the Fleet. What Circumstances do you know relative to this Charge? —

A. For my Part his Conduct and Conversation is such that I was not willing to be under his Command. I think him unfit for command and from what I have heard Officers and Seamen say I believe that that is the general Sentiment of the Fleet, and his Conversation is at Times so wild and orders so unsteady that I have sometimes thought he was not in his Senses and I have heard some others say the same: And to his Conduct and Conversation it is attributed both by People on board the Fleet as well as by the Inhabitants of the State that the Fleet is not manned; and it is generally feared by People both on board the Fleet as well as ashore that his Commands would be so imprudent that the Ships would be foolishly lost, or that he would forego Opportunities of getting to Sea, or attempt it when impracticable. — The Seamen belonging to the *Columbus* left her when their Time of Service expired, and went into the Army, and I heard some of them say that they would not enlist again into the Continental Fleet, so long as Commodore Hopkins had the Command of it. — The Character that Commodore Hopkins bore was a great Hindrance to me in getting Recruits. —

Q. Have you Liberty from Commodore Hopkins, or Capt [John Burroughs] Hopkins to leave the Frigate you belong to? —

A. No — I came to Philadelphia at the Request of the Officers who signed the Petition against Commodore Hopkins, and from a Zeal for the American Cause.

Q. Had you, or to your Knowledge either of the Signers aforesaid ever any Difference or Dispute with Commodore Hopkins since your or their entering into the Service? —

A. I never had, nor do I believe that either of them ever had. I have been moved to do and say what I have done and said from a Love to Country, and I verily beleive that the other Signers of the Petition were actuated solely by the same Motives. —

Jn^o Grannis

The Sub Commee appointed to take the Examination of John Grannis, have examined him as above, and report the same to the Marine Committee accordingly –

1. Papers CC (Letters of John Hancock, and Miscellaneous Papers, 1774–85), 58, 235–38, NA.
2. The date is approximated. The Marine Committee laid the complaint against Hopkins before Congress on March 25, and it may be assumed that they examined Grannis before that date.

MINUTES OF THE PENNSYLVANIA NAVY BOARD ¹

State Navy Board

[Philadelphia] March 24th 1777 –

An order to Capt Townshend of the Sloop *Industry*, to go down immediately to get a load of Reeds for the use of the Fire Vessells.

Resolved, That Sam'l Massey, Joseph Blewer & Paul Cox, be a Committee from this Board to attend the fitting out the Armed Vessels now in this Port, and that they have authority to give orders for such materials as they find necessary to compleat the said vessells.

Resolved, That it is in the opinion of this Board that an application be made to the Supreme Executive Council of this State to lay an embargo on this Port; and that Mr. [Robert] Ritchie and Fitz Simmons [Thomas Fitzsimmons] do apply to the members of the Continental Navy Board to Join us in a request to the Council for that purpose.

Capt Thos Moore of the *Hancock* Gondalo directed to deliver up to Capt [Amos] Wilkinson of the Artillery, a man belonging to him, upon his returning the bounty and charges.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

JOHN ADAMS TO JAMES WARREN ¹

Dear Sir, –

Philadelphia, March 24, 1777

This Morning a Vessell has arrived in this City with 6800 stand of excellent Arms and 1500 Gun Locks, belonging to Congress, and 1500 more private Property.² These last We have ordered to be bought.

This News you may depend on. The Letters were brought into Congress, in the Midst of a Debate concerning a Resolution to empower the General to procure Arms wherever he could find them.

Thus it is. On how many Occasions when We have been unable to see any Way to help ourselves has Providence sent Us an unexpected Relief! Thus it has been, and thus it will be. I am etc.,

John Adams

1. *Warren-Adams Letters*, I, 306.

2. Captain Hugh Stocker in the brig *Sally*; see *Pennsylvania Gazette*, March 26, 1777.

GEORGE WOOLSEY TO JOHN PRINGLE ¹

[Extract]

Baltimore the 24th March 1777

. . . Letters from the *Sturdy Beggar*² yesterday from Martinico. She has had some hard fighting & Lost two Men & went in their to refit. in

January She took a Brig of[f] Madeira Loaded with oats not yet arrived on the 2nd February took a Ship & a Brig from Cork mounting 14 Guns each they engaged her 2½ Hours, both of them arrived yesterday nothing on Board but Bread flour & coales on the 7th Feby Engaged a Ship mounting 14 Guns from Bristol and took her after five Hours resistance value £8000 Sterling She is not yet arrived but hope She soon will . . .

1. Woolsey & Salmon Letter Book, LC.
2. Maryland privateer brig.

LIBEL IN MARYLAND ADMIRALTY COURT AGAINST PRIZE SHIP *Elizabeth* ¹

To the Honorable Benjamin Nicholson Esquire
 Judge of the Court of Admiralty for the State of Maryland John
 McKeel Esquire Captain and Commander of the private Vessel of
 War called the *Sturdy Beggar* as well on Behalf of himself the
 Officers and Mariners thereof, as of the owners of the same against
 the Ship called the *Elizabeth* commanded by Joseph Snowball pro-
 poundeth and claimeth the following Articles

Imprimus. The said John McKeel doth propound and article That the Honourable the Congress by their Resolve passed on the twenty third day of March in the Year of our Lord one thousand seven hundred and seventy six, did ordain and direct, That all Ships and other Vessels their Tackle Apparel and Furniture and all Goods Wares and Merchandizes belonging to any Inhabitant or Inhabitants of Great Britain taken on the high Seas or between high and low Water Mark, by any armed Vessel fitted out by any private person or persons, to whom commissions should be granted and being libelled or prosecuted in any Court erected for the Trial of maritime affairs in any of the Colonies, should be deemed and adjudged to be lawful Prize, And that the Honourable the Congress by their Resolve passed on the [24th] day of [July] in the year aforesaid did ordain and direct that the above mentioned Resolve should be extended unto all Ships and other Vessels their Tackle apparel and Furniture and all goods Wares and Merchandizes belonging to any Subject or Subjects of the King of Great Britain not inhabiting the Bermudas [New] Providence or the Bahama Islands.

Item. That the Owners of the said private Vessel of War, in pursuance of the Resolves of Congress aforesaid did fit out arm and equip the said Vessel as a private Vessel of War

Item. That after the fitting out of the said Vessel the Honourable the Congress did issue their Commission unto him the said John McKeel thereby constituting and appointing him Captain and Commander of the said private Vessel of War called the *Sturdy Beggar*

Item That after the fitting out the said Vessel and issuing the Commission aforesaid he the said John McKeel proceeded to Sea in the said private Vessel of War called the *Sturdy Beggar* and on the high Seas met with seized and made prize of the said Ship called the *Elizabeth*, in pursuance of the

Resolves of Congress aforesaid which said Ship when seized was the Property of some Subject or Subjects of the King of Great Britain not inhabiting the Bermudas Providence or Bahama Islands, and which said Ship when seized to wit on the second day of February in the Year of our Lord one thousand seven hundred and seventy seven in the Latitude of seventeen Degrees North an[d] the Longitude of fifty eight degrees West from London was laden with sundry Articles and Commodities the Property of some Subject or Subjects of the King of Great Britain not inhabiting the Bermudas Providence or the Bahama Islands and liable to Condemnation according to the Tenor Meaning and Effect of the Resolves of Congress aforesaid Lastly. The said John McKeel as well for himself the officers and Mariners of the said private Vessel of War, as for the owners thereof claims and prays that the said Ship *Elizabeth* with her appurtenances and Cargo may be by Sentence of the Court adjudged and condemned, and in order thereto that such Proceedings may be had as by the Course of this Court hath been used and Accustomed.

John McKeel

Port of Baltimore 24th March 1777

1. Admiralty Court Papers, Box 1, 1776-1781, Md. Arch.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD ¹

Navy Board [Charleston] Monday 24th March [1777]

The Board Mett according to Adjournment

Present Edward Blake Esq: first Commiss[ioner]
George Smith Thos Corbett Geo: Abbott Hall Esqrs.

Instructions for Capt. Thomas Pickerin -

Navy Board, South Carolina March [24, 1777]

Captn. Thomas Pickerin Sir!

The Brigantine of War *Defence* of which you are Captain being now Ready to proceed to Sea on a Cruze, having on board a full Compliment of Men and provissions and Stores for three Months, we desire that you will Embrace the first faviourable Opertunity to proceed to sea and you have our Liberty to Cruze not Exceeding three Months from the day you Leave Charles Town Barr, in such Station as shall appear to you most promising of success. During which time you are to Take, Sink, Burn or Destroy, any Ships Vessells or goods belonging to the King of Great Britain or to any of his subjects, Excepting the Vessells or goods belonging to the Islands of Bermuda or [New] Providence, and should you be so Fortunate as to take any Prize be Carefull to put on board a proper Officer as Prize Master and a sufficient number of Men to Navigate her, with Orders to proceed to Charles Town or some Convenient Inlett in the State of South Carolina, and we particularly recommend that you take the Capt. and two thirds of the Crew belonging to any Prize (you may take) on board the *Defence*,

and that you give Directions for Treating your Prisoners with the greatest Humanity and Tenderness and that you do use your best Endeavours to Inlist as many seamen for the *Defence* as will keep the Compliment to Eighty. You are to Advise the Commissioners by Letter Directed to the first Commissioner of Every Transaction worth Communicating during your Cruze and that you do frequently Cause to be read to [the] Vessells Company the Rules of the Navy of this State, and the Third Article of the Rules of Dicipline and Good Government and that you Endeavour all in your power to Cultivate Harmony and good Order among the Officers and Seamen, and that you do Every Month Examine the Accounts of the Different Warrant Officers, and when found right, that you do Sign their Accounts Agreeable to the general Instructions given you by the Board, And to prevent any Inconveniencys that may arrise for want of Credit, Should you be Obligated to put into any French, Dutch, or Other Port – there is put on board the *Defence* Three Casks of Indigo Containing One Thousand One Hundred & Ninety two pounds weight of Neat Indigo, which you are to Dispose off or Lodge in such Hands as shall appear most Capable of Rendering you the Services that may be required, the neat proceeds Invest in Such Articles as your Vessel may stand most in Need off or may be most Usefull for the Navy of this State, Otherwise it is to be redelivered on your return to Charles Town.

By Order of the Board

Edward Blake first Commissioner

1. Salley, ed., *South Carolina Navy Board*, 52–53.

JOURNAL OF H.M.S. *Camilla*, CAPTAIN JOHN LINZEE ¹

March [17]77 Sombrero S38E Distce 127 Leagues
 Monday 24th At 9 Saw a Sail to the Eastward. hauled our wind & gave Chace, the *Pearl* in Company. At ½ past the *Pearl* fired several shot at the Chace and brought her too. Proved a Schooner from Charlestown & bound too St. Thomas's Laden, Rice & Indigo.² The *Pearl* & two Prizes in Compy.

1. PRO, Admiralty 51/157.

2. *Speedwell*, John Brynen, master, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777. Prize list erroneously listed her as captured March 19.

25 Mar.

JOURNAL KEPT BY OFFICERS OF THE CONTINENTAL NAVY BRIG *Cabot*,
 CAPTAIN JOSEPH OLNEY ¹

Tuesday, March 25.

at 6 A. M. saw the ship bearing W. b. N. 4 miles distant; we then made sail, the wind at S. W. by S. before the wind, finding it to be the best chance

we had with her; but the wind blowing fresh, she gained upon us fast. at meridian saw the land a-head, bearing N. E. distant 6 leagues; wore ship, stood to the S. E. made land to the S. S. E. and found if we hauled too, the ship would be up with us in a quarter of an hour. Lat. by dead reck. 44 deg. 4 m. N.

Standing to the S. E. found we could not clear the land, and avoid being taken; Capt. Olney called all his officers upon the quarter deck, to have their advice; and it was their opinion, that it was best to run the brig on shore; accordingly the Captain gave orders to do it, which we did at half past 5 P. M. without the loss of but one man, and in about a quarter of an hour the frigate (which proved to be the *Milford*) anchored about half a mile from us, and fired at the brig and the beach where we landed, which was called Gabogue,² from which we marched to Yarmouth.

1. *Providence Gazette*, April 26, 1777.

2. Chebogue Harbor, near Yarmouth, Nova Scotia.

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

March [1777]	Cape Ann Wt 3 or 4 Leagues
Monday 24	Saw 3 sail bearing WBS standing to the So Do Gave Chase. Cleared Ship for Action at 12 Made the Night Signal which was Not Answered Fresh Gales & Squally thick Hazy Wr Latter fresh Gales & Cloudy at 1 the Chase seperated One stood to the Et ward the Other two tackd & stood to the Wt ward at 2 the Etermost bore Away the Other two kept Close hauld – Bore away & Gave Chase to the One the Jibb Split Bent Another at 12 Lost sight of the Chase.
Tuesday 25	at 6 Saw the Chase standing to the No ward Do Gave Chase at Noon saw the Land right a head. Fresh Gales & Cloudy Wr with a Swell from the Wt ward. at 5 the Chase run on shore Do Anchord with the Bt Br in 5¼ fm Water, Veerd to a whole Cable Observed the people Leaving the Vessell the Gurnett Rock SW, the Outermost Tuskett So at 8 Sent all our Boats Mand & Armd to the Chase She proved to be the Brig <i>Cabot</i> of 16 Guns & 182 Men from Salem bound Out on a Cruize –

1. PRO, Admiralty 51/607.

VICE ADMIRAL RICHARD LORD HOWE TO COMMODORE WILLIAM HOTHAM ¹

Private

New York March the 25t 1777

D: Sir/ Since the closing of my public Letter, I find the *Daphne* will be ready to accompany the *Thames*. The *Brune* shall follow as soon as she can be spared; But your friend Fergusson is now absent in the North River, upon

a Coup meditated against the Magazines of the Rebels prepared at Peeks-Kill. We have not yet heard more, than that the Rebels fired at the Troops on, or near their Landing, without effect; and went off immediately after.

Should you be joined by Hammond with any of the Frigates detached with him,² you will be able to make an arrangement of your little Squadron to block the Navigation of Cheseapeake Bay; Especially with the assistance of the *Phoenix*.

The King has been pleased to express himself very graciously on the Subject of Capt: [Hyde] Parker [Jr.]; and I have been authorised to inform him, that His Maj'y's approbation will be further signif[i]ed by bestowing on him the honor of Knighthood. Tho' great Bustle has been making at Home, for fitting out of Fleets; the general belief seems, I find, on the side of Tranquility in Europe, notwithstanding.

I shall have no objection to let your Prize go to England, when there is an opportunity for sending her with Convoy. But I understand Lieut Graves is some how led to become less warm in his desire to take charge of her for the Voyage. I fear his orders being signed by Capt Appleby, whilst you appear to be in the *Preston*, will be thought irregular: More especially as the Instructions given to Him, require his frequent notice to Admiralty, of his Situation.³

I am greatly obliged to you for your kind consideration for the State of my insignificant Person. An unpleasant Struggle with a rather disagreeable Complaint, seems to have had no other consequence besides a temporary suffering. I am Dr Sir most faithfully Yrs

Howe

1. Collection of Lord Hotham, Yorkshire (East Riding) County Record Office, England.

2. Captain Hamond, in H. M. S. *Roebuck*, had wintered at Antigua.

3. Lieutenant John Graves was first lieutenant of H. M. S. *Preston*, Captain Samuel Uppleby. Since Hotham flew his flag in *Preston*, as commodore of the squadron in the Chesapeake, Howe's fears of irregularity in the signature of the order to Graves is understandable.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia, Tuesday] March 25, 1777

The Marine Committee laid before Congress a paper, signed by sundry officers in the fleet, containing charges and complaints against Commodore [Esek] Hopkins; ² which was read, and laid upon the table.

1. Ford, ed., *JCC*, VII, 201, 202.

2. See Volume 7, 1234-35.

MINUTES OF THE CONTINENTAL MARINE COMMITTEE ¹

[Copy]

In Marine Committee

Resolved

[Philadelphia] March 25th 1777

That it is the Opinion of this Committee that the Officers and Crews of the Fleet which sailed from Philadelphia under Command of Esek Hopkins Esqr are intituled pursuant to their Agreement to share all the Prizes taken after their departure from Rheedy Island and before their Arrival afterward at New London.

That All the Prizes taken after the Arrival of Said Fleet at New London ought to be shared by the respective Captors. –

That the Sloop *Providence* Capt Jones from and After the 6th day of August 1776 and the Brigantine *Andrew Doria* Capt Biddle from and After the 11th day of July 1776 were under the Orders and Commands of this Committee, and therefore the Said Esek Hopkins Esqr is not intitled to any Share of the Prizes taken by the said sloop and Brigantine After the times Aforesaid until such times as they have or may Afterward come under his Orders & Command.

Extract from the Minutes
John Brown Secy

1. Nathaniel and Thomas Shaw Letters and Papers, Portfolio 21, NLCHS. A copy is also in Nicholas Biddle Papers, HSP and Esek Hopkins Papers, vol. 2, 16, RIHS.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN JOHN PAUL JONES¹

Sir

[Philadelphia] March 25th 1777

The Agent Mr Bradford has orders from this Committee to purchase and fit out three Armed Vessels pursuant to a Resolve of Congress which is transmitted to him, one of which you are to command and the Committee have directed that you should have your choice, therefore you are directed to make your election as soon as the purchase shall be made, and to superintend and hasten the fitting her out for Sea with all possible expedition. We are sir [&c.]

1. Marine Committee Letter Book, 64, NA. This letter passed Jones on the road, as he had left Boston for Philadelphia on March 21.

CONTINENTAL MARINE COMMITTEE TO JOHN BRADFORD AND LEONARD JARVIS¹

Gentlemen

[Philadelphia] March 25th 1777

Inclosed is a Resolution of Congress in consequence of which, you are hereby directed to purchase, Arm and fit out for the service of the United states three fast sailing good ships that will conveniently mount not exceeding 18 Sixpounders on One Deck. If it should be necessary to take off raise or lower a deck, you'll have it done, or make any other necessary alterations, you'll take care to have them fitted in the best and cheapest manner possible

Advise the Committee of the purchase as soon as made, and should you not have public Money enough in your hands to execute this business, inform us what sum you shall want for the purpose

These ships are to be commanded by three Gentlemen mentioned in the Resolution, Captain Jones to have the preference.²

We would have the Commanders superintend the fitting of their respective ships. We are Gentn [&c.]

1. Marine Committee Letter Book, 63, NA.

2. Daniel Waters and Samuel Tucker were named in addition to John Paul Jones.

Pennsylvania Evening Post, TUESDAY, MARCH 25, 1777

On Wednesday the 2d of April, at six o'clock in the evening, by public vendue, at the London Coffeehouse, will be sold the sloop *Union*, Bermudian built, burthen between forty and fifty tons, a remarkable good sailor, with all her materials complete, the most part new, as she now lies in Little Egg harbour at Capt. Penn's. For particulars apply to Mess. Meredith and Clymer, merchants, in this city; or to Stephen Rougie, living in Chestnut-street, at Mr. John Marie's.
Philad. March 25.

Maryland Journal, TUESDAY, MARCH 25, 1777

Baltimore, March 25.

A Vessel just arrived here from St. Eustatia, brings Advice, that a Fleet of near 200 Sail of British Merchantmen, under Convoy of four Men of War, arrived last Month at different Islands in the West Indies. Three of the Fleet only are missing. They are supposed to be taken by American Cruisers. One of them is judged to be a Three Decker, commanded by Capt. Cox bound to St. Kitts, with a large Quantity of English Goods on board.

The *Sturdy Beggar* Privateer, Capt. Keel [John McKeel], of this Port, hath taken three Prizes, two Ships and a Brig, one of the former and the latter, loaded with Flour and other Articles for the Use of Howe's Army, are arrived at a safe Port. The missing Ship, laden with British Goods, was estimated in Britain to be worth upwards of 10,000 l. Sterling.

Capt. [John] Martin just arrived here from Martinico brought with him a French News Paper of February 3d, containing the three following Paragraphs, with the London Head, dated November 30, 1776.

Our Seamen no more walk the Streets but in large Bodies; they have entered into Confederation among themselves, and parade with Weapons, about the Quays and Docks, having unanimously resolved to oppose any Violence which may be done them, and rather die than assist the Royalists in shedding the Blood of their American Brethren.

It is positively asserted, that Great Britain will in a short Time, have at Sea, 44 Ships of the Line. Vice Admiral [Augustus] Keppel is to command his Majestys Fleet in the Channel, with the rank of Admiral, and hoist his Flag on board the *Victory*. The Earl of Bristol, a Rear Admiral, will have the command of 15 Ships to watch the Spanish Fleet; and Vice-Admiral Shulldham is to command the Fleet in the West Indies. All those Ships are to be ready early in the Spring, and rendezvous at Spithead, where the King himself will *review* them.

It is observed here on the Occasion of the Fast – inflicted by His Majesty, that, unless there be a great Change in our Affairs, the *Fast* must become *general* and indispensable, without the Assistance of Proclamations.

JOURNAL OF THE VIRGINIA NAVY BOARD ¹

[Williamsburg] Tuesday 25th March 1777. –

Letters Wrote to the County Lieutenants of Accomack and Northampton desiring them to give such Orders to Lieut John Thomas of the *Protector* Galley as they may Judge most requisite and Necessary for the Protection of Trade and defence of the Inhabitants of the Eastern Shore. –

Lieutenant John Thomas received Orders to Proceed immediately with the *Protector* Galley from his present Station to Cherrystones on the Eastern Shore, there to protect the Trade and Inhabitants of that place and follow such Instructions, while he is there, as he may receive from Time to Time from the Board or from the County Lieutenants of Accomack & Northampton –

1. Navy Board Journal, 196–97, VSL.

COMMISSION OF KIRBY RATHEL AS FIRST LIEUTENANT OF THE
SOUTH CAROLINA NAVY BRIGANTINE *Defence* ¹

By the Honorable Henry Lawrence Esquire Vice President of the State of South Carolina one of the united States of America Commander in Chief for the time [being]

To all to whom these presents shall come Greeting
Know ye that I do hereby appoint Kirby Rathel to be first Lieutenant [of] the Brigantine of war called the *Defence* of the burthen of about one hundred Tons belonging to this State Commanded by Captain Thomas Pickering hereby granting Comm[ission], License and authority to him therewith by force of arms to apprehend, seize, and take [such] Ships, Vessells, and Goods which are liable to seizure and confiscation pursuant to the resolves of the Representatives of the said State in General Congress assembled and to bring [the] same to the most convenient port in order to be legally adjudged in some court having ju[risdiction] in cases of Capture, and you are to observe and follow such orders and Instructions a[s you] shall from time to time receive from me or any of your superior Officers for the time being –

By his Honors Command	Given under my hand and seal at Charles
W ^m Nisbett D Secty	Town in the said State of South Carolina
	this Twenty Fifth day of March in the Year
	of Our Lord 1777

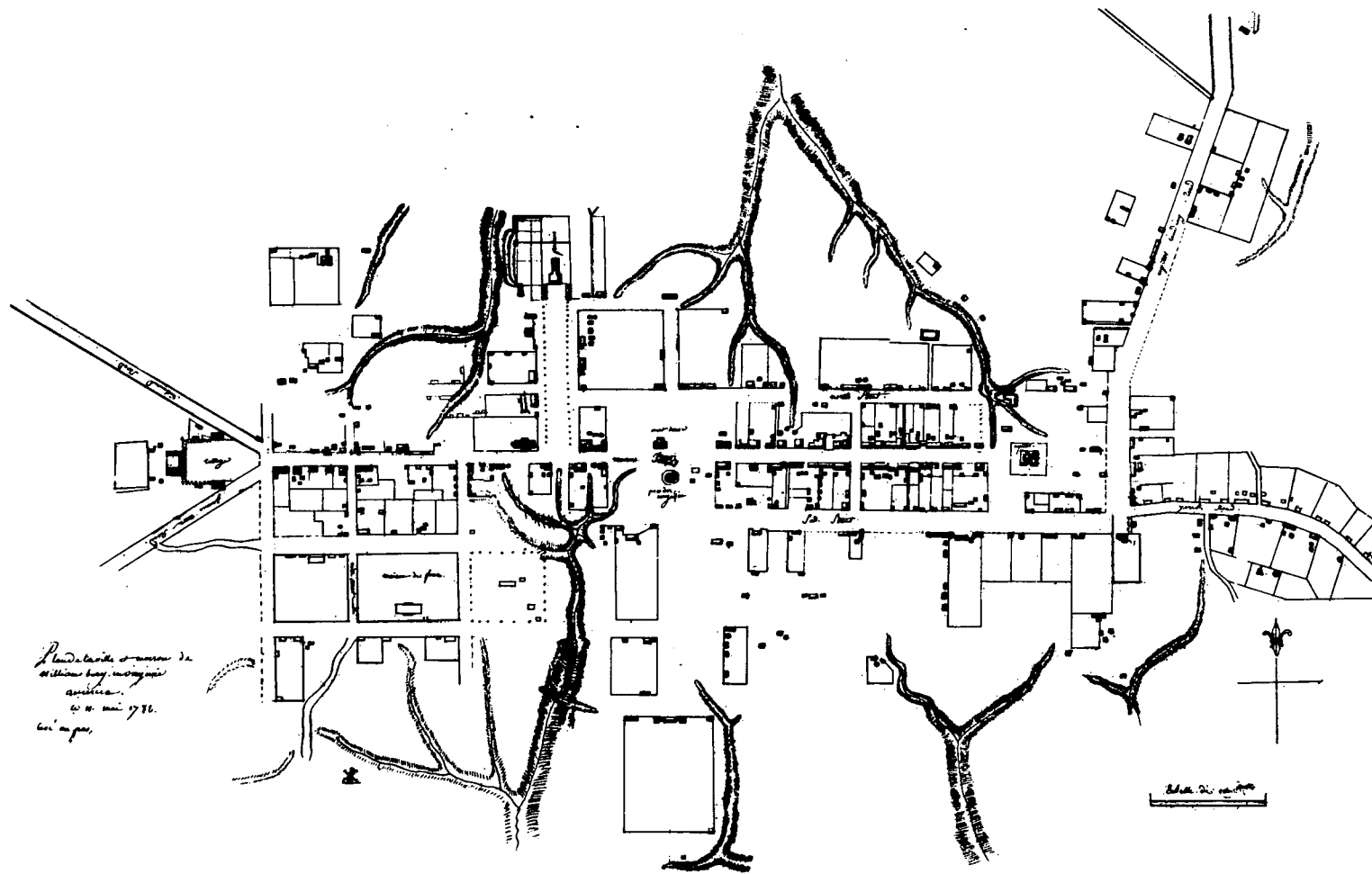
Commission granted by the vice president to Norton Cole to be a Second Lieutenant the same as above March 25th 1777 –

1. Miscellaneous Records of the Secretary of State (A), 21, SCDAH. The page is blotted and torn along the right margin.

CAPTAIN TRISTRAM COFFIN TO THE MASSACHUSETTS BOARD OF WAR ¹

Sir Point Petre [Pointe-à-Pitre] 25th March 1777.

In my Last which was by Capt McLellan, I mention'd Something of My having A prospect of Selling the Ship *Paris*, but now am convinc'd that I Shall not, as the Prize Ships frequently arrive here & are Sold for very



"Plan de la ville et environs de Williamsburg en virginie-america le 11 mai 1782"

Little, not Somuch as my Ships Rigging & Sails are worth, therefore Shall make all the despatch I possably can to Leave this Port Bound home. have now almost all my cargo on Board & shall Sail in ten days; no Vessell has been here belonging to the State of Massachusetts Bay except Capt McLellan, I Receivd A Letter from Capt Hallet the other day who wrote me that he was then Ready to Sail for home but did not Chuse to come here to take my effects on Board as I expected he would. So have no other alternative but to Ship the goods in my Own Vessell & make the Best of my Way home: this day arrv'd A Ship with fourteen Carriage guns taken by an American Cruiser carrying but twelve. – from [&c.]

Tristram Coffin

1. Mass. Arch., vol. 152, 128, Board of War Letters, 1776–1777.

“EXTRACT OF A LETTER FROM BARBADOES, MARCH 25”¹

It is reported here, that Capt. Dwyer, of the brig *Endeavour*, of Liverpool, was taken to the westward of this island, by the *Rattle Snake* privateer, that she has on board 40 slaves, between nine and ten tons of ivory and a considerable quantity of returned goods.

1. *London Chronicle*, May 24 to May 27, 1777.

26 Mar.

JOURNAL OF H.M.S. *Rainbow*, CAPTAIN SIR GEORGE COLLIER¹

March 1777.

Moor'd in Halifax Harbor

Wednesday 26 A M Long Boat employ'd removg the Rebel Prisoners out of His Majts Ship *Boulogne* into the *Ld Stanley* Prison Ship

1. PRO, Admiralty 51/762.

PETITION OF GEORGE CABOT TO THE MASSACHUSETTS COUNCIL¹

To the Honourable the Council of the State of the Massachusetts Bay, the Petition of George Cabot for himself & in behalf of the concerned sheweth – That your Petitioner in conjunction with Joseph Lee John & Andrew Cabot & William Bartlett have a certain Brigantine *Hector*, about one hundred & fifty Tons burthen which arrived in January last from Spain with a Cargo of Salt Brandies & many other usefull & valuable Supplies to this State, that your Petitioner with the concern'd were at the Expençe of arming said Vessel when abroad with 8 Carriage Guns beside a due proportion of Swivels & Small Arms & brought seventeen Men in her for her Defence, that it frequently occurred in the Course of her Passage homeward that they might have captured some Vessel of the Enemy, but for want of some proper Warrant for that purpose cou'd not use the opportunity of doing what might have been some Compensation for their Expençe of Arms & highly beneficial to the State where said Prize might arrive – that your Petitioners now have it in Contemplation to make a Voyage in the same Vessel thus arm'd, under Contract with the Continental Commissary, – therefore pray your Honours

will furnish Zachariah Burchmore Master of said Brigantine with a Commission, & your Petitioner as in duty bound shall ever pray

George Cabot

Boston March 26th 1777

1. Mass. Arch., vol. 166, 333.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT ¹

[Boston] Wednesday March 26th 1777

In Council – Whereas it is of Great Importance that there should be ample Supply of rum, Sugar, Molasses, Cocoa, Coffee Cotton Wool and Salt for the use of the Army and every Impediment to their Importation ought immediately to be removed – Therefore,

Resolved, That Benjamin Greenleaf, Thos Cushing and John Taylor Esqrs be a Committee, with such as the Honble House shall join to Consider of the expediency of the repealing a late resolve passed by this Court the 7th of December last laying an Embargo upon all Vessels within this State excepting such as may be fitted out by order of the United States or any of them or such as may be permitted by the General Court or in the recess by the Council – And also to consider what other measures are proper to be taken for procuring a Supply of the articles abovementioned & any others that may be wanted by this State. Sent down for Concurrence

In Council Read and Concurred. Ordered that Walter Spooner Esqr be on the above Comtee in the room of Benjamin Greenleaf Esqr absent.

In the House of Representatives. Whereas, notwithstanding a late Resolve of this Court laying an Embargo upon all Vessels within this State, private Armed Vessels may now be permitted to go to Sea, under certain Restrictions, without detriment to these United States

Therefore Resolved, That the Inhabitants of any Town within this State, who shall make it appear to this Court or in the Recess thereof to the Council, by a Certificate from the Selectmen of the Town where he or they reside, that said Town have raised their full proportionation [*sic*] of the Continental Army, may be allowed to fit out private Vessels of War to Cruize against the Enemies of the United States, the owners & Commanders of such Vessels first giving Bond to the Treasurer of this State in the Sum of Six Hundred Pounds, that they will not Ship or receive any Men on board said Vessels, that are the Inhabitants of any Town within this State, that have not raised their proportion of the Continental Army, any Resolve of this Court to the Contrary notwithstanding – also Resolved, that if any Person or Persons ship themselves and proceed in any such Armed Vessel after having inlisted themselves into the Continental Army he or they shall forfeit to the use of this State all their Share of any Prize or Prizes that may be taken by such Armed Vessels during their Cruize or Cruizes to be recovered in any Court proper to try the same.

In Council Read and Concurred –

Consented to by fifteen of the Council

1. Mass. Arch., vol. 37, 107, 111–12.

MASSACHUSETTS BOARD OF WAR TO PLIARNE, PENET & CO.¹

Messrs Pliarne, Penet, & Co –

Gentn

War-Office, Boston March 26th 1777 –

We have the Pleasure to acknowledge your favr 21st October 1776, & are greatly oblidged for your tender of Service. – Your Monsieur Pliarne has favour'd us with a personal Interview & with him we have contracted to consign a number of Ships & other Vessels to Jacques Gruel & Co: Merchts in Nantz, Who by yr Mr Pliarne have contracted to advance us Fire Arms, Cloathing &c. upon the Strength of these Consignments. Finding the House of Pliarne, Penet, & Co & Jacques Gruel & Co are the same, tho' under a Firm a little various we take the Liberty for the sake of precision to refer you to our Letter of the 20th Jany 1777 to Jacques Gruel & Co which anticipates an Answer to your favour above refer'd to.²

We observe & shall conform to your directions relative to our consignment to Bourdeaux, & in general shall observe that no Exertions upon our part will be wanting to render the negotiation mutually beneficial to the Contractg Parties. We are Gentn [&c.]

By order of the Board of War –

Sam^l Phps Savage, Prest

1. Mass. Arch., vol. 151, 61, Letters from the Board of War, 1776–1780.

2. See Volume 7, 1000–02.

MASSACHUSETTS BOARD OF WAR TO THE MASSACHUSETTS COUNCIL ¹

State of

Massachusetts Bay

} To the Honble Council

The Board of War request That the Sloop *Reprisal*, Nathl Carver Master, burthen about Seventy Tons, carrying four Guns 4 pounders, Six Swivels, One hundred weight of powder, and navigated with Sixteen Men, bound from Plymouth to France & back, be furnished with a Letter of Marque. – By Order of the Board

Sam Phps Savage Prest

[Endorsed] In Council March 26t 1777

1. Mass. Arch., vol. 166, 332.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN NATHANIEL CARVER ¹

War-Office,

Capt Nathaniel Carver,

Boston March 26th 1777

You being Master of the Sloop *Reprisal* now loaded & ready to sail, your Orders are to proceed direct for Nantes in the Kingdom of France, & deliver your Letter to Messrs Jacques Gruel & Compy Merchants there, to whom you are consign'd & follow their Orders for your further proceedings. – You will lose no time in delivering your Cargo, & putting your Sloop in order to take on Board another, as it is expected Messrs Gruel & Co will use their utmost Endeavour to give you the greatest dispatch. – Should you want any Money in France for the payment of your Men or other disbursments, you

are to apply to your Merchants, who will supply you, but it is expected you will be as frugal as possible. – When you are loaded you will take on Board the Captains & Crews of any Vessels that may have been sold by order of the Board & proceed home, but you are to observe that you are not confined to this Port, but will make the first Harbour you can in this State or New-Hampshire, from whence you will give the earliest Notice to the Board by Express –

Although you have a Letter of Marque, & your Vessel is Arm'd you are by no means to go out of your way in quest of Prizes either going or coming, but should you be so fortunate as to fall in with & take any Vessel, – the Board consent to allow you & your Men one third part of the Amount of all such Captures. – We wish you a good Voyage, & are your Friends &c. – By order of the Board,

Sam'l Phps Savage Prest –

[Endorsed] The above & foregoing is true Copy of my sailing Orders which I promise to observe & follow

It is agreed between the board of War and Capt Carver that He receive ten pounds pr Month until his return unless shipwrecked or taken, to have thirty pounds in lieu of primage, to have 3/9d pr Day while in the port of France, and five pounds for Cabin Stores

Nathaniel Carver

1. Mass. Arch. vol. 151, 418–19, Letters from the Board of War, 1776–1780.

BRIGADIER GENERAL WILLIAM WEST TO GOVERNOR NICHOLAS COOKE ¹

Hond Sir Head Quarters at Bristol 26th March 1777 –

I herewith send you John Collins who has been Apprehended here, and Tried by a Court Martial for sundry Misdemeaners as will Appear by the Inclosed Judgment, the Two first Sentence's has been fully Comply'd with, and as Immagine him to be the same Person Advertised in the *Providence Gazette* for Stealing a Silver watch at the House of Thomas Bently, the property of Thomas Anderson, Clark of the Brigg *Hampdon*, we Cant Expect any Service from him as a Soldier Therefore have Order'd him Convey'd under Guard to Providence, that your Honour may Determine Whether he be put in Goal or On board One of the Continental Ships In the Mean time remain [&c.]

W^m West

1. Letters to the Governor, vol. 10, 48, R. I. Arch.

CAPTAIN WILLIAM COIT, CONNECTICUT SHIP *Oliver Cromwell*,
TO GOVERNOR JONATHAN TRUMBULL ¹

Hond Sir Before my return to the Ship which was the Day I left Your Honor, An Instance of Misdemenor had hapned, which will seriously shew the great necessity of my having some Rule given for my direction with Respect to inflicting proper Punishments on those who may deserve it On the Day that Capt [Elisha] Hinmans Marriage was Celebrated, while I was with you, My Officers tho't it best to Salute from the Ship which as the Guns wanted blowing off] perhaps was not amiss, had I been present

should have Order'd it A mischevious Ladd when the Guns were loaded told as mischevious a Boy to put a Shot in it which he did, entirely unknown to any of the Officers, and this done with circumstances truly diabolical, the ship lay Broadside to the Town when the Guns were charged but by the Turn of the Tide laid the Gun toward the lower end of the Town, The Boy mistook, and for a Shot took a Hand Granado, which when the discharge was made, whistled, by Acct the like was never scarce, By Chance it did no Damage, tho it pass'd near severall Houses and sundry Persons, On my Return the Man and Boy were both confin'd in Irons I must Beg Your Honors Direction in this matter, shall the continentall Laws be my Guide? Or will you be pleased to favor me with some other Rule, Once before by Accident a Shot was thrown into the Town, which was truly accidental, this has been done by real design Wherefore I must Beg Your Honors direction for my proceedings – And Dr Sir must desire You that as soon as consistanly may be I may have a line from you in answer to my Requests when present with you I am with great Respect Your Honors [&c.]

William Coit

On Bord the *Oliver Cromwell*

March 26 1777

To His Honor the Governor

1. Conn. Arch., 1st Series, IX, 144, ConnSL.

JOURNAL OF AMBROSE SERLE ¹

[New York] Tuesday, 25th. March.

The Rebels are run off in a Panic about Peek's Kill, having burnt their Barracks, Magazine for the most Part, &c. before they went.

Wednesday, 26th.

The Ships & Troops returned from their Enterprize this Afternoon. They have burnt & completely destroyed an immense Magazine of Provisions, military Stores, Waggon, Rum &c. &c. &c. at Peek's Kill, near the Entrance of the Highlands.

1. Tatum, ed., *Serle's Journal*, 202–03.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Wednesday, March 26, 1777

Congress took into consideration the paper containing charges and complaints against Commodore Hopkins; Whereupon,

Resolved, That Esek Hopkins be immediately, and he hereby is, suspended from his command in the American navy.

1. Ford, ed., *JCC*, VII, 203, 204.

Pennsylvania Gazette, WEDNESDAY, MARCH 26, 1777

Philadelphia, March 26.

Tuesday last arrived here the brig *Sally*, Capt. Stocker, in 11 weeks from Nantz, in France, with 6,800 stand of small arms, a large number of gun-locks, &c.

Since our last Capt. ——— [George Curwin], in a letter of marque sloop, arrived here from Martinico; she took two prizes on the passage, viz. a sloop from Madeira for Jamaica, not yet arrived, and a sloop from New-York for Barbados, which she brought in with her.¹

On the sixth instant the privateer brig *General Mifflin*, Captain [John] Hamilton, of this port, returning from a cruize, was overtaken by a violent snow storm, which determined the Captain to carry her into Sinepuxent, but the pilot, being ignorant of the channel, unfortunately ran her on shore, when the vessel bilged, and was soon filled with water. The hands (ninety odd) were on the quarter deck the whole night, and suffered exceedingly, and in the morning got on shore on a desolate beach, covered with snow, where seventeen perished, but by timely assistance the remainder of the crew were saved. Near three thousand pounds worth of prize effects were on board, which were lost with the vessel.

1. Letter of marque sloop *Nancy* with prize sloop *Union*.

ADVERTISEMENT FOR DESERTERS FROM THE PENNSYLVANIA
NAVY ARMED BOAT *Brimstone* ¹

Deserted the 22d instant, from the armed boat *Brimstone* the three following men, viz. Joseph M'Quistin, about twenty-six year of age, five feet eight or nine inches high, fair complexion, and has his hair tied behind. He had on a brown regimental with red facing, the buttons marked 5th battalion, Pennsylvania.

John Murphy, about the same age, height and clothing, as M'Quistin, pock marked, very talkative, and speaks with the Irish accent.

John Plunkett, about twenty-three years of age, well set, short black hair, and pock marked. He had on a dark grey coat, and round hat. Whoever takes up said deserters, and secures them in any jail in this state, or delivers them to the commanding officer at the fireraft house in Southwark, shall have Twelve Dollars reward, or Four for each.

Philad. March 26.

William Watkins, Capt.

1. *Pennsylvania Evening Post*, March 29, 1777.

ACCOUNTS OF THE NEW YORK NAVY SLOOP *Montgomery* ¹

Will Rogers	Captain	32 Dollrs
Theunis Chew		20
John Leaycraft		20
Titus Conkling		15
Thomas Hancock		15
Lionel Baker		15
Robert Jamieson		9
Archd Campble		8
Richard Knight		8
John McGray		8
Eliphalet Wood		8

Daniel Plat	8
John Wyer	8
Ebenezer Smith	8
John Shine	6 $\frac{2}{3}$
John Jackson	6 $\frac{2}{3}$
Nathaniel Smith	6 $\frac{2}{3}$
William Licit	15
Isaac Weeks	10 $\frac{2}{3}$
Timothy Titus	8
Solomon Purwagner	6 $\frac{2}{3}$
Thomas Peters	6 $\frac{2}{3}$
Nathl Davies	6 $\frac{2}{3}$
Joseph Tolkenton	31 $\frac{1}{8}$
Lionel Baker	31 $\frac{1}{8}$
	<hr/>
	262 $\frac{1}{4}$ P Mo
[Wages of] Officers & Men P Month 262 $\frac{1}{4}$ Dollars.	
[Deduct there]from 1 $\frac{1}{4}$, The Vessel being only	
21 days in the Service is 196 $\frac{3}{4}$ Dllrs	73.10..0
To hire of The Sloop 21 Days @ 90/p day	94.10..0
To Ship Bread expended 525 lb at 15/	3.18..9
To Powder expended 14 lb at 5/	3.10..0
	<hr/>
	£ 175..8..9

Received Baltimore 26th March 1777 of Messrs Saml & Robert Purviance One Hundred & Seventy five Pounds, Eight Shillings & Nine Pence for Accot of the State of New York being for the use of the Private Sloop of War *Montgomery* imployed in the Service of the State of Maryland in conveying Troops to the Eastern Shore
received P

£ 175..8..9

[Endorsed] Copy of Captn Rogers's Account for The *Montgomery's* Expedition to the Eastern Shore

1. Andrew Elliott Papers, Sloop *Montgomery* Folder, NYSL.

27 Mar.

JOURNAL OF H.M.S. *Sphynx*, CAPTAIN ANTHONY HUNT ¹

March 1777 Do [Halifax] N29°E 49 Lgs
Thursday 27th at 7 AM saw a Sail in the NE set the Fore TS. made Sail and gave chace –
Fresh Breezes and Squally at times,
at 1 $\frac{1}{2}$ past 1 [P.M.] came up with the chace, and fird a Nine Pounder Shotted at her, she then brought to and hoisted Continental Coulers, found her to be the *Minerva* brig from Surinam bound to Boston, with Molasses, Cof-

fee, Cocoa, Arms, Amunition &c for the Americans, sent a petty officer and 8 Men on board and took the Prisoners out of her & brought them on board – Do made Sail in Company the Prize *Minerva* – ²

1. PRO, Admiralty 51/922.

2. *Minerva*, Joseph Dean, master. Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

JOURNAL KEPT BY OFFICERS OF THE CONTINENTAL NAVY BRIG *Cabot* ¹

[Yarmouth, Nova Scotia] Thursday, March 27.

Quartered in the houses, waiting for a wind, the people proving extremely kind.²

1. *Providence Gazette*, April 26, 1777.

2. See March 25 journal entry for loss of *Cabot*.

APPRAISAL OF THE MASSACHUSETTS SCHOONER *Franklin* ¹

Marblehead March 27, 1777

The Subscribers.

Being desired by Capt John Selman, to appraise the Schooner *Franklin* Belonging to his Father Mr Archibald Selman, find her Value with Appurtenances to be in our Judgment Three hundred Sixty Eight pounds Eleven Shillings & Six pence. –

£ 368 . 11 . . 6 ²

Francis Felton W^m Doliber

Cost of Apprizement 14/

1. Mass. Arch., vol. 292.

2. When taken into Washington's Fleet, October 10, 1775, *Franklin* had been appraised at £300 . 3 . 8. See Volume 2, 387.

JOHN BRADFORD TO JOHN HANCOCK ¹

[Extract]

Dear Sir

Boston 27 March 1777

. . . I have the pleasure to acquaint you that the *Hancock* has Sail'd for Cape Ann to take in the remaining part of her men, and then he desighn to cruise a Little in the Bay and proceed to Sea. I am Sorry to Say the *Boston* Lays Still at her moorings the *Cabot* Saild last Sabbath on a Cruise the *Lee* the preceeding thursday – the *Lynch* I hope is near her port in france the *Alfred* will haul off[f] in five days being near done with the Carpenters.. I Congratulate you on the pleasing Aspect things wear in France . . .

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

PETITION OF EBENEZER CLEAVELAND TO THE MASSACHUSETTS COUNCIL ¹

To The Honorable Council for the State of The Massachusetts. Assembled at Boston the Twenty Seventh day of March Anno Domini 1777 –

The Petition of Ebenezer Cleaveland of the Town of Glocester Clark
In Behalf of John Torney John Tarr and Thos Robbins of Said
Glocester

Humbly Sheweth, That the Said John Torney, John Tarr, and Thomas Robbins, Where Three of the fourteen Unhappy Men, Belonging to Glocester, Takin prisoners by The *Milford* Man of Warr, from on board, The *Yankee Hero*, Privateer, In June Last.

That The Said, Torney, Tarr & Robbins were turn'd over on board The *Renown* Man of Warr, Now at Rhoad Island –

That they Were So Oppress'd & Harshly Used, to force them To Enter, On Board Ship. That they were Oblig'd to Comply To Escape Such Voilent Hardships, as they Underwent That the Said Torney, has A Wife & Two Children Very poor. That the Said Tarr has Lately Lost A Father in the State Service & his Mother in Very poor Circumstances – That, the Said Robbins has parents Stanch for their Country – That the Said Torney Tarr & Robbins, have Sent home to their Friends, by those Who are Releas'd their Earnest desires & Intreaties: That they may be Cleared or Exchang'd. That Your Petitioner prays Your Honors Would Order Some way for their Release, As in Your Wisdom Shall See Meet And Your Petitioner as in Duty Bound Shall Ever pray &c

Eben^r Cleaveland

[Endorsed] In Council March 27th 1777 –

On the Petition of Ebenazar Cleaveland, orderd that Robt Pierpoint Commissary of Prisoners for this State be, and he hereby is directed to use his best Endeavours to procure the Exchange of John Torney, John Tarr, and Thomas Robbins belonging to Glocester who were taken by the *Milford*, on board the *Yankey Hero*, and are now in the Hands of the Enemy, 'tis said at Newport –

1. Mass. Arch., vol. 166, 334, 334a.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Boston] Thursday March 27th 1777

On Motion Ordered that the Commissary of Prisoners be directed to send all the Prisoners in the Sea Service that he shall collect for the purpose of Exchange to Noddles Island 'till a Prison Ship be provided agreeable to a late Resolve & that the Commissary General be directed to supply said Prisoners with Rations & Fuel in the same manner as he does the Troops in the pay of the State & with Cooking Utensils as shall be necessary.

1. Mass. Arch., vol. 20, 353, 356.

Independent Chronicle, THURSDAY, MARCH 27, 1777

Boston, March 27, 1777.

Last Friday arrived at a safe Port, the Brig *Independence*, belonging to the State, which was taken some Time since, by George Dawson, in the

Pirate Brig, called the *Hope*,¹ and again retaken by William Brown, Esq; in the *Boston Privateer*. She was from Cumberland bound to Halifax.

A Brig, is arrived at a certain Port, captured by Captain Brown, in the *Boston Privateer*: She was from London to St. Kitts, laden with Lime and Provision.²

Last week arrived at a safe Port, a Sloop, lately captured by Capt. Ishmael Hardy. – She was from Halifax, bound to the West-Indies, laden with Salt, Fish and Lumber.

The Prize Ship³ which arrived at a safe Port, as mentioned in our last, was also taken by the above Captain Hardy.

1. See Volume 7, 971.

2. Brigantine *Eunice*, Charles Anderson, master, Mass. Arch., vol. 159, 84.

3. *Weathrill*.

MEMOIRS OF WILLIAM SMITH¹

[Livingston Manor, New York]

Thursday 27h. [March, 1777]

A Rumor for 2 Days past that 2000 Regulars were landed at Peeks Kill but this Night my Nephew Robert T Livingston brings an Account from Rhinebeck Flats that 300 came up the River in Whale Boats within a Week and attacked the Magazine near Peaks Kill guarded by 170 Men carried off 9000 Barrels of Flour and 20 Hogsheads of Rum and that before the Provincials ran off they destroyed 60 Hogshd more to prevent their being taken – 4 regulars killed and a Sergeant taken 2 Americans mortally wounded – a vast Quant[ity] of Hay & Provender got last Winter in W Chester County consumed there.

1. William H. W. Sabine, ed., *Historical Memoirs from 12 July 1776 to 25 July 1778 of William Smith, Historian of the Province of New York, Member of the Governor's Council and Last Chief Justice of That Province under the Crown* (New York, 1958), II, 97.

ROBERT MORRIS TO JOHN BRADFORD¹

[Extract]

Philada March 27th 1777

... The appointment of persons to Superintend the building of the 74 Gun Ship does not lye with me these are Named generally by the Delegate, that represents the State where they are to be built, and the Marine Committee. ...

You will find the Marine Committee have at length Issued orders for the purchase of the *Mellish* &c so that Your determination to buy her will chime in very well with their orders. The Separation of Congress from many of their papers &c upon the late removal put things a little out of sorts and it is difficult to get the Committees properly into their gears again Or to speak more properly, Members of Congress are too much harrassed & have too much business to do it as it ought to be done. ...

1. Ferdinand Dreer Collection, Old Congress, HSP.

MINUTES OF THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL

Philada Thursday March 27th 1777.

Mr. Ritchie & Mr. Fitzsimmons from the Navy Board attended the Council and laid a State of divers Naval affairs before the Board. Vizt –
Gentlemen: State Navy Board March 27th 1777.

Fully impressed with the weight of Business that in the Commencement of your Office, must have been thrown upon you, and desirous to render what services we could to our Country, we have not waited for any instructions respecting the duties of this board, but have as well as in our power gone through the Business that has come before us. many things however, has occurred, which we think it our duty to lay before you, and we hope you will with your first convenience take them into your consideration, and give Us such advice and instructions respecting them, as [to] you shall seem proper. One of our first duties was to enquire into the State of the Vessels and Boats belonging to this Commonwealth, which we are very sorry to inform Your Honors, is not in the good condition we could wish, most of them requiring repairs or alterations and many of them shamefully deficient in their complement of Men.

From the enquiries we have made into the reasons of these deficiencies, it appears to Us that some part might have been remedied, had the Officers exerted themselves as they ought, but at this Time it will be very difficult, if not impossible, to get them manned without your interposition, for it cannot be expected that Men will enlist themselves in this Service at the Wages allowed by the State – When Seaman in the merchants Service can get from Fifteen Pounds to Eighteen Pounds P. Month, and Landsmen from Ten To twelve pounds; We would therefore recommend to your most serious Consideration whether it would not be for the public good to lay an Embargo to prevent any Vessels Sailing from this Port for a few days, or until the Armed Vessels, intended for the Service of the State can be put into a better Condition; with due Submission to your better Judgments we apprehend a measure of this kind would have many good advantages, as well to the general cause, as to The State in particular. The late Council of Safety of this State appointed John Hazlewood [Hazelwood], Esquire, Commander in Chief of the Fire Vessels, Boats and Rafts belonging to the State, subject however to the Commodore of the Fleet for the time being. Capt. Hazlewood has lately informed us that though he is heartily disposed to render every service in his power to the State, he does not choose to continue subject to the Orders of the present Commodore of the Fleet, or any of the Captains who in case of accident may succeed him, but if it should be thought consistant, would wish to have the entire direction of that part of the Armament; how

far his desire ought to be complied with, we submit to you, but we think it of great importance that it should be immediately determined, and in justice to Capt Hazlewood, must say, he appears to have great merit in his department.

There are at present some Officers wanting in the Fleet, we should be glad to know whether any recommendations for such appointments is expected from us, and whether the Warrant Officers are to be appointed by the Council. 'Some Account[s] have been brought to us, and more we expect may, of services performed or Contracts made previous to our appointment. We are apprehensive a great loss may arise to the State, if the settlement of such Accounts are thrown upon us, who are totally unacquainted with the transactions, and have no Books or documents of the Council to refer to; on that account we conceive it would be more eligible to appoint a Committee for the purpose of settling all Accounts previous to our appointment. We find that there is a great number of Men at present employed in throwing up Works at Billingsport, which we should not presume to take notice of, but as we think, it will very materially effect the defences prepared for this River, as far as we have been able to learn these Works are meant to be upon so extensive a plan that it will be impossible to complete them in time for this Season. The Military people say, if the whole was complete, the Post is not tenable. We pretend to no Judgment in these matters, but as we know this business is much talked of, we beg leave to recommend it to your Consideration, whether any temporary works erected there could not be easily turned to the annoyance of the Vessels, and if so, whether it should not be discontinued. These things we have thought it necessary to represent to you, and we conceive this mode will take up less of your time, than any other. We shall hope for directions in consequence as you may think proper, and are with great respect.

By Order of the Board Gentlemen Your most Obedt humble Servt
William Bradford Chairman

1. Supreme Executive Council Minute Book, 24-27, Pa. Arch.

JOURNAL OF THE MARYLAND COUNCIL ¹

[Annapolis] March 27th 1777.

William Pigot, a midshipman belonging to the *Galatea* Frigate, and taken Prisoner by Captain [James] Campbell of the *Enterprize* Schooner of War is hereby committed to the common Goal of Baltimore County, as a Prisoner of War, by order of the Governor & Council. —

To the Keeper of the public Goal of Baltimore County. —

1. Proceedings of the Governor's Council (20 March 1777-31 March 1779), 4, Md. Arch.

JOURNAL OF THE VIRGINIA NAVY BOARD ¹

[Williamsburg] Thursday 27th March 1777. –

Mr George Brett appeared before the Board & Agreed to make the Galley he is now Building on Mattapony River six Inches Deeper in the Hold than what he was to do by his former Agreements. –

Ordered that the Captains of each Vessel in the Naval service make a Monthly return to this Board of the Number of Officers and Men in Actual service on Board their respective Vessels, The Number and Size of their Gunns; The Number and Condition of their small Arms of every sort and a full and Complete list of their Amunition and Stores of all kinds. –

Ordered that a Warrant Issue to Capt James Markham for One hundred and eighty Pounds, upon Account, for the purpose of Recruiting Seamen for the use of the Navy. – who gave Bond for his faithfully applying the said Money and rendering a Just and true Account thereof when required. –

1. Navy Board Journal, 197–98, VSL.

JACOB TAYLOR TO JARED TRACY ¹

Sur

After laveing plymouth in five days I caime to the Capes of verginey but meting with five Saill of men of war & Severell Small vesels with them they being in with Cape henry I tried to goo in at Cape Charls but I had but gest got by the Cape before A Small Crusier gave me Chais, but being late in the afternoone I Escaped hur by putting to See & ran down the Shore till I caim to Metomkin & put in their & aplied to the Comity wich they under took to Send the Papers over to the governer in A Small boot the govener has ordered the flowr to be brote In Small Crafts & apinted an agent to fored & doo the pisnes the crafts Saild the 25t of this Instant I am in hopes as the flower is redy for them that they will not be gon long alltho they doo bisnes very sloo here after it Cumes her[e] it is six miles to Carte to the Scooner So I cannot rite the time that they will Dispatch me as I observed before they are very Sloo I heer that their is Men er wor & Crusiers Constantly at the Capes & Small Crusiers in the bay I shall do all I can to Forerd A dispatch but as the pour is in Another mans hands I can do but litell to wards it. I remain yours to Serve
verginiey owmack County march 27 1777. Jack Taylor

1. Miscellaneous Letters, Force Transcripts, LC. Taylor was procuring flour for the Continental Navy. See Volume 7, 927–28.

JOURNAL OF H.M. BRIG *Antigua*, LIEUTENANT WILLIAM SWINEY ¹

Remarks Thursday March 27th 1777.

3 [A. M.]

Mod & fair

saw a Sail in the NE. Tack'd Brot too the *Spry* Schooner from St Martins to Maryland with Salt – sent 4 hands on board & took her people out.²

Barbuda sse 1/2e 31 leags

1. PRO, Admiralty 51/4117.

2. *Spry*, William Yardsley, master. See Young's Prize List, April 30, 1777.

28 Mar.

JOURNAL KEPT BY OFFICERS OF THE CONTINENTAL NAVY BRIG *Cabot*¹

[Yarmouth, Nova Scotia] Friday, March 28.

The wind moderated; the Captain ordered the officers to take a schooner, which they did, as also a shallop, the schooner not being large enough to carry all of us; we took [6] bls. flour and 6 quintals of fish; at 6 P. M. sailed, stood to the W. S. W. wind at N. W. by W.

1. *Providence Gazette*, April 26, 1777.

JOHN BRADFORD TO DANIEL TILLINGHAST¹

Sir

Boston 28 March 1777

I wrote you yesterday by post and took the liberty to ask the favr of you to forward a Letter to the Committee of Safety; Respecting the case of a Brig lately cast on shore some where nere point Judith she was sent for account of the Continent to return with Iron for the 74 Gun ship that is to be built here,² I am a stranger to the neighbourhood where she is on Shore, but I am well informed our friends have got the Cargo safe a Shore and the Brig may be sav'd by timely assistance. I shall Esteem it a great favour if you will give the necessary orders to get her off, and Reship the Cargo wch Consists of only 8 bls & 8 trs Oil & 4 Hogds Loaf Sugar weighing 2280 lb any Expencc that may attend it a drt on me shall be hond I have wrote the master Capn John Moodie to follow your directions it will render the publick a very Essential Service the saving that vessell as its attended with the Greatest difficulty to procure small vessells here. I am with Respects and tenders of my best Services Sir [&c.]

J Bradford

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

2. *Betsey*, which Bradford had dispatched from Boston for Baltimore March 4, 1777.

PETITION OF DANIEL MADDEN TO THE MASSACHUSETTS GENERAL COURT¹

To the Honble Councill and honble House of Representatives for the State of the Massatusetts Bay

The Humble Petition of Daniel Madden most Humbly Sheweth

That Your Petitioner was formerly a passenger on board the Ship *Mary* wereof Wm Jones was Late master and bound from St Cristophers to Liverpool that on the 19th of november Sd Ship was taken by an American Privateer Called the *American Rivenue* & Carried into bedford in Dartmouth that Shortly after Your Pettr was by order from the Honble Court March'd from bedford to Providence in order to be Exchanged but by a Counter order from Sd Honble Court was March'd to Wrentham and there Quarterd, that, on hearing the Honble Court had Granted Permission to Capn Jno Jones to purchase a Briga & Carry passengers on parole to Cork Your petr by pass from the Committe at wrentham Came to Boston and Petitiond to Go in Sd Briga on parole. that Your pettr was allowd by the

Honble Court to go in the Late Cartel from Salem but thro' Unavoidable delays was prevented from Ariving at Salem Untill an hour after Said Cartel Saild for Halifax so was Disappointed of a Passage that afterwards Your Petr Petitiond the Honble Court a Second time for Liberty to go on the Sd Briga to Cork on parole or on Certificate of his Releacement a Certificate of wch he Signed presented with his former Petition & a Copy of wch he takes the Liberty to offer with this Both which were Lost thro' accident That as Your petr has no means of Subsistance the person on whome he was Dependant for Suply having Obtained permission to go on Parole to Cork Humbly Begg Your Honrs will Grant him Like permission and As in duty Bound Shall ever pray

March 28th 1777

Dan^l Madden

[Enclosure]

My Lord

Boston March 14th 1777

I take the Liberty to Certifie Your Lordship that I was formerly a passenger on board the Ship *Mary* whereof Wm Jones Was Late Master and by Profession a Surgeon that on the 19th day of Novr last was taken by an American privateer Calld the *American Revenue* whereof Samuel Champlin was Commander & Carried into Bedford in dartmouth, but Now by permission from the Honble the Councill for the State of Massatusetts Bay am Going to Cork in a Vessell there Bound and purchased by permission from Sd Honble Board by Capn Jno Jones And Humbly Beg Your Lordship Will Release to the States a Person of my Rank & in so Doing Your Lordship will Conferr a Lasting obligation on My Lord Your Lordships [&c.] To the Rt Honble Lord viscount Howe New York

1. Mass. Arch., vol. 182, 283-85.

PETITION OF HUGH LYLE TO THE MASSACHUSETTS COUNCIL ¹

To the Honourable the Councell of the State of Massachusits Bay
In General Court assembled

The Humble petition of Hugh Lyle leat master of the ship *Fame* of phillada & in Continental Sarvis Bound to Lisbon march 1776 and on the Voyage got Dismasted & when arrivd at Said Lisbon after a Verry teadious passage Came under the King of portugals Decree was Oblidgd to lave there Said Ship *Fame* And in Order to get out to phillada took a passage by way of The west indias and when in sight of Barbadoes fell in wt The States Brigantine *Tyrrannicede* Capt John Fisk, Commdr and Carried into Salem ² Humbly prays Your Honours would be pleasd to permit your petitioner to Proceed to Phillada by land or Sea as may be most Conveneant & as in Duty Bound Shall Ever pray For the Honour and Success of Your Honourable House & all the united Houses of Assemblies on this here Continent

Boston March 28th 1777

Hugh Lyle

[Endorsed] State of Massachusetts – Council Chamber April 2d 1777

To all whom it may Concern

Permit Cap: Hugh Lyle late Master of the Ship *Fame* in the Continents Service to proceed to Philadelphia unmolested
By Order of Council

1. Mass. Arch., vol. 166, 338.

2. Lyle was likely a passenger in the brig *Three Friends*, taken by *Tyrannicide* January 27, 1777. See Volume 7.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT¹

[Boston] Friday March 28th 1777

Petition of John Horrogan and Patrick McCarthy Natives of Ireland – Setting forth that they were at Newfoundland forced into the regular Service & sent to Fort Cumberland from whence they made their Escape in a Boat to Machias Since which they have served on board Privateers fitted out from this State, & faithfully performed their duty, as will appear by Certificates ready to be produced – as they are deserters it would be dangerous for them to be found in the Service of these States, if they were taken they can expect no favor, if they could get home to their native Country, they are under no fear of being discovered – as their is a Brig now bound to Cork whereof John Jones is Master pray this Honble Court to permit them to take passage in said Briganteen.

In the House of Representatives, Resolved, That the Petitioners John Horrogan & Patrick McCarthy have Liberty to depart for Ireland in the Brig *Lord Lifford* John Jones Commander of said Brig – should have Permission to proceed to Cork

In Council Read & Concurred

Petition of James Stewart Setting forth that he was taken the 19th Decr 1776 by the *United States* Privateer B Peirce Commander, and on the 17th Febry was cast away on a ledge call'd the great Ripp five leagues from the Island of Nantuckett by which means he not only lost all his interest, but was in great Danger [of] losing his Life being exposed in the Boat for eighteen Hours before he could get to the above Island,² prays the Honorable Council's leave to depart this place in Capt Jones bound to Ireland –

In the House of Representatives, Resolved That the prayer of the Petition be granted & that James Stewart be permitted to take his Passage for Ireland in the Brig *Lord Lifford* John Jones Commander, he carrying no Letters without first Submitting them to the Inspection of the Board of War. Sent up for Concurrence

In Council Read and Concurred

1. Mass. Arch., vol. 37, 116, 118, 120.

2. The vessel cast away was a prize (not identified by name) taken by Captain William Brown in the Massachusetts privateer *Boston*. She was a three decker with a cargo of rum and sugar, *Independent Chronicle*, Boston, March 6, 1777.

TESTIMONIAL OF BRITISH PRISONERS PERMITTED TO DEPART FOR IRELAND¹

We the Subscribers having been taken and captivated as Subjects of the British Crown by the American Cruizers and brought into the Massachusetts

Bay as Prisoners, Esteem ourselves under every obligation of Justice & Gratitude to declare and accordingly we do by this Instrument freely unitedly & solomnly declare that we have been treated by the Government of the aforesaid State with the greatest mildness & Lenity: That most of us have had our private adventures generously restor'd to us, which were considerable and might have been taken from us by its present Laws; and have been permitted to purchase a Vessell to convey us to Ireland; and during our residence here we have never been confin'd in a Goal or Guardship, but have been indulged with every Liberty we could reasonably have expected in our unfortunate Situation, and have receiv'd many & great Civilities and as we are now kindly allow'd by the Government of the Massachusetts to proceed immediately to Ireland without being sent to N York Hallifax or any other place in exchange for the Prisoners belonging to the American States confin'd there, we cannot omit to express our most earnest wishes & desires that for the Sake of Justice & Humanity and the Encouragement of future Instances of Lenity & generosity to The Subjects of the British Crown similar to what we have receiv'd an equal number of the Inhabitants of the American States, as nearly in Quality as Circumstances will allow, may be return'd on our Account.

Boston Massachusetts Bay March 28. 1777.

I acknolage to have been Mastr of the a fore Said Mentiond Brigantine,² & have had lave to Purchas Same Vessell of which I am at prest Master – John Jones –

George Collas late Master of the Ship *Venus*, & Servant

John Wilson Late Master of the *Generall Wolf* & Servant

John Curling Late Master of the *Capel*

William Curling Son of Do

Thos Sheehy Late Master of the *Hawke* –

Joseph Barker, Passenger on Bd the *Ester* Capt John Harvey

Robert Reid Late Master of the *Countess of Eglinton*

John Sevon Surgeon of the Bark *Rio Pungo*

Laurence Barron late Master of the Brig *Neptune*

Thomas Brockway Late Master of the Ship *George*

Jno Churchill Master of the Bregg *Nancy*

Thos Newberry Jr Superintendant of Ship *Mellish* & Servt

Wm Penbrick Late Mastr of the Briginteen *Providence* of Cork –

Joseph Hixon Planter of Montseratt & his Sirvent

Timothy Sullivan Passinger Montserrat

George Maybury Mate of the afforsaid Vessel –

Abel Orpin Prentice to Captn Jones –

James Barry Apprentice to Captn Jones –

two Yong Men Passengers, from Jamaca

Mary O Bryan Possenger from Lisbon to Cork

Mrs Huchins & her four Cheldren Possengors –

William Murphy Ditto –

Willm Law -	}	Sailors allowed to work the Ship -
Alen Law -		
William Connor -		
Peter Curran -		
Alexr Ferguson -	}	allowed for to Work the Ship
Den's Dricoll Cook		
Wallis Guerbin Passenger		

I Aknolage to have Been a Pasinger in the Good Ship, Call'd the *Venus*, Capt John Peacock Leat Commander from Jamica twards London And further, this may Certefie that I have had all Maner of Indulgence ever since I was brought in here as witness my hand James Stewart

1. Mass. Arch., vol. 166, 163, 163a.

2. *Lord Lifford*.

Connecticut Gazette, FRIDAY, MARCH 28, 1777

New London, March 28.

Married: In the North Parish of this Town, on Monday last, by the Rev'd Mr. Jewet, Elisha Hinman, Esq; Commander of the *Alfred* Continental Ship of War, to Miss Nabey Dolbeare, Daughter of the late Mr. George Dolbeare. - Parties greatly esteemed and respected.¹

1. *The Pennsylvania Evening Post*, April 8, 1777, quoting a Boston source, described Miss Abigail Dolbeare as "an accomplished young lady of fortune."

ROBERT MORRIS TO THE AMERICAN COMMISSIONERS IN FRANCE ¹

[Extract]

Honorable Gentlemen

Philada March 28th 1777.

... if you do but effect our European War to employ the British Navy, this Country will become Free and independant in a shorter time than cou'd have been expected. I fancy Genl & Ld Howe have it in View to attack this City they may possibly get possession & if they do it will probably bring on their ruin, for they will then raise a Nest of Hornets that they dont expect & are taught to believe very differently. I am most truely Gentn [&c.]

Rob^t Morris

(No 42) Copy

1. UVL.

JOHN ADAMS TO ABIGAIL ADAMS ¹

Philadelphia March 28. 1777

"A Plott! a Plott! an horrid Plott, Mr. A." says my Barber, this Morning. - "It must be a Plott 1. because there is British Gold in it. 2. because there is a Woman in it. 3. because there is a Jew in it. 4. because I dont know what to make of it."

The Barber means, that a Villain was taken up,² and examined Yesterday, who appears by his own Confession to have been employd by Lord

Howe and Jo. Galloway to procure Pilots to conduct the Fleet up Delaware River and through the Chevaux de Frizes. His Confidant was a Woman, who is said to be kept by a Jew. The Fellow and the Woman will suffer for their Wickedness.

1. Butterfield, ed., *Adams Family Correspondence*, II, 188–89.

2. James Molesworth.

BOUNTY ALLOWED TO CREW OF THE CONTINENTAL NAVY BRIG
*Andrew Doria*¹

Isaiah Robinson Esqr quitam &c vs The Sloop <i>Racehorse</i> &c	}	In the Court of Admiralty for the Port of Philadelphia in the State of Pennsylvania
---	---	---

These are to Certify that by the Verdict of the Jury impanelled and sworn in the above Cause (among other things) it appears that there were Ten Cannon mounted and Sixty Men on board the said armed Sloop called the *Racehorse* at the Time of her Capture by the Brigantine of War called the *Andrew Doria* and that the said Brigantine was then Commanded by the above named Isaiah Robinson – Certified March 28th 1777 –

Andrew Robeson Ady Cout Regr

The Honorable Marine Committe to the Captain Officers & Privates
of the Brigantine *Andrew Doria*

1777

Dr

March 28th	To bounty allowed by Resolution of Congress for Capture of the Armed Sloop <i>Racehorse</i>	
	10 Carriage Gun @ £7.10 –	75..0
	60 Men – – 3	180..–
		£255..0..0

[Endorsed] April 23, 1777 No. 17

Account of bounty for 10 carriage guns

60 Men on board

the *Racehorse* at the time of her capture by the *Andw Doria* ordered to be paid 23 April 1777

1. Papers CC (Other Reports of Committees of Congress, 1776–88), 28, 173, 173a, NA.

MINUTES OF THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL¹

Philada Friday March 28th 1777.

A Representation from the Navy Board respecting the present situation of the Navy, was laid before the Council, and the same being considered – thereupon Agreed, That the Navy Board be requested to recommend such Commissioned Officers as may be necessary for the approbation of this Council, and that the said Board do appoint the Warrant Officers. That a Committee be appointed to Settle the Accounts, which may be done out of the Navy Board and War Office. Agreed, That the Navy Board be requested to attend the Council at 7 O'Clock this Evening to confer with us on the subjects of their representations delivered yesterday.

Mr. [Thomas] Fitzsimmons, Mr. [William] Bradford, and Mr. [Samuel] Massey, Mr. [Paul] Coxe, Mr. [Joseph] Marsh, and Mr. [Joseph] Blewer, of the State Navy Board, attended the Council.

1. Supreme Executive Council Minute Book, 27-28, Pa. Arch.

JOURNAL OF THE MARYLAND HOUSE OF DELEGATES ¹

[Annapolis] Friday March 28th 1777. –

The House took into Consideration the Report from the Committee appointed to ascertain and determine the Number of Naval Officers necessary for this State and to describe and fix their several Districts, and thereupon came to the following resolutions:

That the State of Maryland be divided into eight districts, and a Naval Officer appointed for each.

That the river Potowmack be accounted the first district; the River Patuxent the Second; the City of Annapolis with all the Waters above the River Patuxent to the River Magot[h]y inclusive on the Western Shore, the third District; Baltimore Town including the river Patapsico and all the Waters above it to the River Susquehana inclusive the fourth; The Inlets in the County of Worcester the River Pocomoke including the River Wicomico and all the Waters between them, the fifth; – The River Nanticoke including all the Waters to the River great Choptank on the Eastern Shore, the Sixth; The River Choptank including all the Waters to the River Chester on the Eastern Shore, the Seventh; The river Chester including all the Waters above it to the river Susquehana the eighth District.

Sent to the Senate for their Concurrence by Mr Maddox and Mr Allien.²

1. Journal of the Votes and Proceedings of the House of Delegates, 5 February-23 December 1777, 125, Md. Arch.

2. "A List of Officers Proposed for the Concurrence of the Senate."

Naval Officers

First District	–	Meveril Lock
Second	–	George Biscoe
Third	–	John Davidson
Fourth	–	Thos Sellers
Fifth	–	Robert Dennis
Sixth	–	Zachariah Campbell
Seventh	–	Jeremiah Banning
Eighth	–	William Geddis

1 April

Journal of the Votes and Proceedings of the House of Delegates, 5 February-23 December 1777, 144, Md. Arch.

PURDIE'S *Virginia Gazette*, FRIDAY, MARCH 28, 1777

Williamsburg, March 28.

By mr. Thomas Dixon, who is just arrived from Bermuda, we learn that he was taken in the *Eagle*, capt. Johnson, belonging to Baltimore, with 5000 wt. of gunpowder, salt, and dry goods, by the *Galatea's* tender, one Burns commander, who is a native of Maryland. After remaining on board

the tender some time, he was turned over to the *Nautilus* cruising off Bermuda, where, after remaining the best part of a day, without being offered any kind of sustenance, he was put on shore, to shift for himself. Every thing was taken from the prisoners but the clothes on their backs, and the captain of the *Eagle* was forced to go mate with William Goodrich¹ (who lately made his escape from Baltimore jail) to New York. While he was on board the *Nautilus*, he heard the officers mention the certainty of a French and Spanish war; and, while in Bermuda, the common topick of conversation was, that a vessel from France, bound to Philadelphia, had been taken in the straits by an English cruiser, who, in throwing over her dispatches, one of the letters lodged in the chains, which contained assurances from the French court of her having 15,000 troops at the service of America, if they should be wanted, and of 20 sail of the line being on the point of departure for our assistance. — He also brings an account of the *Buckskin* privateer, capt. Handy, belonging to Baltimore, being taken and burnt by the *Galatea*; the captain and people now prisoners on board that frigate.

Deserted from the *Hero* galley, John Curle, who was enlisted by mr. Henry Stratton, as a marine in Chesterfield county (of which I believe he is a native) and afterwards enlisted with the subscriber as a seaman. He is about 5 feet 7 inches high, and of a dark complexion. I have been informed that he is lurking somewhere in Amelia county. Whoever will apprehend the said deserter, and deliver him to the subscriber at Hampton, or (in case of absence) to the commanding officer at Hampton, shall receive 8 l. reward.

George Mutter.

George Thompson and Samuel Ragland, who had furloughs from me a considerable time ago, to go to Charles City, are desired immediately to return to their duty, otherwise they will be considered as deserters, and treated accordingly.

1. Goodrich arrived in New York on March 23, *New-York Gazette*, March 24, 1777.

JOURNAL OF H.M. SLOOP *Porcupine*, CAPTAIN THOMAS CADOGAN¹

March 1777 Moored in Port Royal Harbor Jamaica
 Friday 28 Moderate and fair Weather
 This day put His Majesty's Sloop *Porcupine* in to Commission as pr Order Vice Admiral Gayton, Saluted the Flag with 13 Guns.

1. PRO, Admiralty 51/707.

29 Mar.

JOURNAL OF THE MASSACHUSETTS COUNCIL¹

[Boston] Saturday March 29th 1777

Ordered that William Phillips & Benjamin Austin Esqrs be a Committee to give directions for the bringing up into this Harbor the Brig *Rising Em-*

pire now lying in Plymouth Harbor & upon her Arrival here to equip her if found suitable for the accommodation of such Prisoners as may be brought into this port by any of the Arm'd Vessels belonging to this or the United States agreeable to a late Act of the General Court for the providing such a Guard Vessel for the reception of Prisoners.

1. Mass. Arch., vol. 20, 359-60.

Providence Gazette, SATURDAY, MARCH 29, 1777

Providence, March 29.

A brig, Capt. [John] Moody, belonging to Boston,¹ which had been taken by a frigate, and ordered to Newport, arrived near Point-Judith on Monday last, when the wind proving unfavourable, she came to anchor. The enemy had put on board two midshipmen and eight seamen, and taken out all her former hands, except the mate and a boy; the latter, while his new shipmates were re[ve]lling below, went on shore in a boat; the mate soon after cut the cable, and the vessel drifting on the west shore, was secured by our troops stationed there. The prisoners have since been conducted to this town.

1. *Betsey*.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Saturday, March 29, 1777

Resolved, That the Marine Committee be authorized to advance to every able seaman that enters into the continental service, any sum, not exceeding forty dollars, and to every ordinary seaman or landsman, any sum, not exceeding twenty dollars; to be deducted from their future prize money.

1. Ford, ed., *JCC*, VII, 207.

JOHN HANCOCK TO ESEK HOPKINS ¹

Sir,

Philada March 29th 1777.

I have it in Charge from Congress to transmit the above Resolve,² which is so explicit that I shall not enlarge any farther than to direct, that you do not after Receipt hereof in any Way whatever exercise an Act of Authority or Command over any of the Vessels belonging to or in the Service of the United States of America. I am Sir [&c.]

J H Presid

Eseck Hopkins Esqr Rhode Island.

1. Papers CC (Letter Books of the President of Congress), 12a, 170, NA.

2. Resolve of March 26, 1777.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN JAMES ROBINSON ¹

Sir

[Philadelphia] March 29th 1777

Herewith you will receive Several Packets for Wm Bingham Esqr at Martinico, they are of great consequence and must not on any account fall

into the Hands of the enemy, therefore have them slung ready for Sinking in case of danger. Should you fall in with the Islands so as to make it convenient for landing these Letters at Martinico send an Officer on shore with them. He must deliver them himself and bring Mr Bingham's receipt for them. If you cannot land them going to St Eustatia, you must either send them from thence to Martinico by one of your Officers or some person Mr [Samuel] Curson can depend upon who must go passenger in A Dutch or french Vessel & bring you back a receipt, or else you must after landing the Indico at St Eustatia run over with the *Sachem* and deliver them yourself. I am Sir [&c.]

Rob^t Morris V:P:

1. Marine Committee Letter Book, 64, NA.

ROBERT MORRIS TO WILLIAM BINGHAM ¹

Sir

[Philadelphia] March 29th 1777

The Several Packets sent herewith were intended to be conveyed to you by the *Randolph* Frigate. They were sent out to sea after him by a Small continental sloop which has been cruizing in the proper Station for her since the Middle of feby²

But it seems the *Randolph* carried away one of her Masts soon after she left this Port and put into Charles Town to refit, therefore I send these down after the *Sachem* Capt [James] Robinson bound for St Eustatia from whence he must carefully forward them to you I am Sir [&c.]

Rob^t Morris V:P:

1. Marine Committee Letter Book, 64, NA.

2. The Continental Navy sloop *Fly*, Captain Elisha Warner.

JOURNAL OF THE VIRGINIA NAVY BOARD ¹

[Williamsburg] Saturday 29th March 1777. –

James Barron is recommended to his Excellency the Governor and the honble the Council as a Proper Person to be appointed Captain of the Boat *Liberty* –

Richard Servent is recommended to his excellency the Governor and the honble the Council as a Proper Person to be appointed first Lieutenant of the Boat *Liberty* –

Richard Barron is recommended to his excellency the Governor and the honble the Council as a proper Person to be appointed Captain of the Boat *Patriot*. –

Charles Jones is recommended to his Excellency the Governor and the honble the Council as a proper Person to be appointed first Lieutenant of the Boat *Patriot* – ²

Ordered that the keeper of the Public Store deliver unto Capt Edward Travis six Lanthorns, two Magazine Lanthorns, three speaking Trumpetts, two Log Lines, two hour Glasses, one deep Sea Line, two Compasses, two Bolts Canvas No 1, Three Bolts of Canvas for Topsails No 1, One Bolt of

Canvas No 8. – Twenty five pounds of Twine and one Dozen Roping Needles for the use of the Brig *Raleigh* –

Ordered that the keeper of the Public Magazine deliver unto Capt Edward Travis Two hundred and fifty pounds of Powder, six powder Horns and such Shott as he may want for the use of the Brig *Raleigh* –

1. Navy Board Journal, 199–201, VSL.

2. The two Barrons and their first lieutenants had been serving on board their respective boats for months before the Navy Board was created. This action by the Board would seem to formalize the appointments.

VIRGINIA NAVY BOARD TO CAPTAIN WALTER BROOKE ¹

Sir

The Commissioners of the Navy finding it necessary to have a Com-modore for the Navy of this Commonwealth appointed have thought proper to recommend you to the hon'ble the Governour and Council for that purpose. You are therefore desir'd to repair to this place as soon as you possibly can in order to receive your Commission –

(Signd) Thomas Whiting 1st Comr

[Williamsburg] 29th March 1777 –

1. Navy Board Letter Book, VSL.

MINUTES OF THE GOVERNOR'S COUNCIL OF WEST FLORIDA ¹

Pensacola the 29th of March 1777

His Excellency the Governor laid before the Board a Letter which he had received from Captain [Thomas] Lloyd of the *Atalanta* Sloop of War which is as follows

Sir

As His Majestys Ship under my Command and the other armed Vessels here at present are ordered upon Immediate Service, but being short of the Established Compliment of Seamen, which cannot be compleated without impressing I Beg you would be Pleased to give an order for my raising seamen either on Board Merchant Ships, or on Shore. I am Sir [&c.]

T^s Lloyd

Atalanta Pensacola

Harbour 27 March 1777

Upon which the Board are of Opinion that the act of Parliament 19th of George the Second chap: 30th, authorizing the Governors and Councils of the Sugar Colonies in Cases of necessity to allow of Pressing does not apply to the Colonies in North America And as the act of the 6th. of Queen Ann[e] Chap. 37, Sect. 8 which restrains Pressing in america does not impower them to give their approbation for this Measure they cannot advise his Excellency to Comply with Capt. Lloyd's request and they further Recommend as there is a Vagrant Act in the Province that the Magistrates be desired to apprehend all Vagrants and Idle Seamen on Shore and to

Deliver them over to the officers of His Majesty's Ships that may require them to compleat their Compliment.

1. PRO, Colonial Office, 5/631, 135.

WILLIAM BINGHAM TO SILAS DEANE ¹

[Extract]

Dear Sir, [St. Pierre, Martinique] March 29th 1777

Above is Copy of my last Respects & am still without any of your esteemed Favors; there have been no Accounts lately from America, & very little News that can be depended upon . . .

The Ship *Seine* will sail to morrow for the Place of her Destination; I have taken out of her One hundred Bales of Camp Equipage & Cloth, & Two hundred & Seventeen Cases of Fusils, which I Shall forward to the Continent by several Armed Vessels which are daily expected. I have cleared the Vessel out for St Pierre Miguelon & the General has been So kind as to write a Letter to the Commandant informing him "that he had understood there was a great want of the Articles which composed this Vessels Cargo at St Pierre, & that St Domingo was very well supplied; In Consequence of which he had thought fit to forward the Vessel to that Port, after having taken out a considerable Quantity of Arms &c;" This new Arrangement will greatly facilitate the Success & lessen the Risk of this affair. . . .

1. Silas Deane Papers, ConnHS.

30 Mar. (Sunday)

JOURNAL KEPT BY OFFICERS OF THE CONTINENTAL NAVY BRIG *Cabot* ¹

Saturday [Sunday], March 30

Light winds and variable, from N. E. to W. by N. at 8 A. M. saw Mount Desart, bearing N. N. W. distance 9 leagues; out oars and rowed part of the day.

1. *Providence Gazette*, April 26, 1777.

CONFESSION OF JAMES MOLESWORTH ¹

[Philadelphia, March 30, 1777] ²

When the Enemy advanc'd Mr. Thomas Inform'd me that the Posts at the Ferry were to be cut down, and the Bridge over Ogdens Ferry to be cut away, and the Cannon at the Fort to be Spiked by a Person on duty there.

Mr. Warren, alias Caton, went in Company with me to the Jerseys, we met with Jonathan Henry Smith at Bullions Tavern who said he would take us safe through the lines which he accordingly Perform'd; we crossed at Milestone Bridge; We inform'd Bullion we were going to New York, who shook his head & said he was much frightened for us.