

Naval Documents of The American Revolution

Volume 9

**AMERICAN THEATRE: Jun. 1, 1777–Jul. 31, 1777
EUROPEAN THEATRE: Jun. 1, 1777–Sept. 30, 1777
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Part 2 of 5

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ago, At Noon brot too & sent a boat aboard the Prize.
 Wore Ship Occasionally
 Moderate Breezes and fair
 At 2 PM sent a petty Officer & 4 Men with the Prize to
 Jamaica

1. PRO, Admiralty 51/399.

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

29 June (Sunday)

VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS¹

Number 33.

Eagle Hudson's River

Sir

June the 29th 1777.

With this You will receive the Duplicates of my Dispatches sent in the *Halifax* Packet that sailed for England the 14th Instant.

By the *St Albans*, which arrived the 17th with the Remainder of the Convoy Captain [Richard] Onslow had in Charge, the *Favorite* Transport excepted, I had the Honor to receive the Commands of the Lords Commissioners of the Admiralty signified in your several Letters of the 11th and 12th of April. Information has since been brought by the Master of a Vessel lately released from Boston, that the *Favorite* was taken and carried into that Harbor. Captain Onslow's Report respecting his Separation from the Transport is enclosed herewith.

The Main-Yard of the *St Albans* being decayed and broke in the Slings, and the Crew of the Ship very sickly, it is doubtful whether she can be made ready in time to attend the next Movement of the Army. Captain Onslow, when about One Hundred and Fifty Leagues from this Port, fell in on his Passage from England, with two Armed Ships of the Rebels of Thirty-two or Thirty-six Guns each; supposed to be a part of the Number that put to Sea from Boston the 21st past. They stood off to the Southward upon Appearance of his Intention to chase. He h[ad] Sight also, at different times, of five small Vessels, judged to be a further Part of the same Armament. But, attending to the Principal Object of his Appointment the safe Conduct of the Transports, he steered after th[ese] Cruizers only for the Purpose of forcing them from t[he] Station they appeared to have taken; Tho' the Advantage they had of the *St Albans* in Sailing did not promise much Success, if it had been expedient to continue the Chace. – They will be probably met with again, if they keep the same Station, by the *Raisonable*, after the Term of Captain Fitzherbert's appointed Cruize is expired; Or by Captain Parker who sailed the 15th from Chesepeak Bay to clean the *Phoenix* at Halifax, A Measure made necessary at this unseasonable Time, by the Damage the Cables received consequent of the Injury the Ship suffered in her False-Keel forward, when on Service in the North River last Summer, whereby she was disabled from continuing upon the River Service for which she was intended.

By the *Scarborough*, escorting some Transports with Provisions and Necessaries for the Army, and a Proportion of Naval Stores wanted from Halifax at this Port, I received Advice from Captain Pownoll of his Arrival at Quebec the 6th of last Month. He had sent his Dispatches to Halifax, by

Lieutenant [George] Scott, who then commanded the *Gaspee*. – But this Brig appearing on Examination incapable of being made further serviceable without a considerable Repair, had been left at Halifax. And from the Report made of her Defects, I have not deemed it advisable to direct any fresh Expence to be incurred on that Account.

I send herewith Copies of Captain Pownoll's Letter, and of the most necessary papers referred to therein, for their Lordships more particular Information. But as it appears that the Matter in Dispute respecting the Subordination of the Officers of the Fleet to the Authority of the General, taken Notice of in the last Paragraph of Captain Pownoll's Letter, was finally so adjusted that Captain Lutwidge accepted the Command of the Armed Vessels to be employed on the Lakes, and had proceeded to get them in Forwardness for immediate Service; I do not think it necessary to trouble their Lordships at this time with a Detail of some Length, which is not requisite for any present purpose.

The *Tartar* was met by Lieutenant Scott so far advanced up the River St Laurence, that he reckoned Captain Ommanney arrived with the Convoy at Quebec the next Day.

It was supposed the Northern Army would be in Readiness to move from St Johns to cross Lake Champlain the Beginning of this Month. I do not therefore yet see Cause to make any Alteration in the purport of my Letter to Captain Pearson of the 10th of April, with respect to the General Conduct of the Naval Services in the St Laurence.

The *Diligent* Armed Brig having been lately lost in the Bay of Fundy whilst attending upon the Transports sent to bring Forage from thence for the Army, She will be replaced by the *Cabot*, an American Armed Brig carrying fourteen Four-pounders, which I ordered to be purchased from the Captors at an estimated Value stated in the enclosed Report, upon Sir George Collier's Representation of her Fitness to be so employed. – And Lieutenant [Edmund] Dod having been acquitted of all Misconduct upon Inquiry at a Court Martial into the Cause of the Loss of the *Diligent*, I have moved him with the Crew of that Brig, into the *Cabot*; To form the Complement of the last, established in Proportion to her Force, according to the Return annexed.

I have added thereto, the Particulars of the Intelligence obtained from Mr [Edward] Parry, Agent to the Contractors for supplying Masts for the Service of the Navy from Piscataqua, and lately released on Exchange from the Restraint he has been under several Months with the Rebels. Sir George Collier, to whom the Intelligence was first given, has ordered the *Milford* off of Kenebec River, to attempt the Seizure of the French Ships named in the Paper of Intelligence, said to be loading, and expected soon to sail from thence for Europe.² And as Six other Frigates are at this Time upon the New England Coasts, I have Reason to hope the foreign Ships may be intercepted in their Attempts to put to Sea: These being the only Precautions that the State of the War will at present admit of being adopted for the purpose, on those Coasts.

By the *Scarborough* I have the first Account of the State of the *Hunter*,

which had wintered at the Island of St Johns. Lieutenant [George] Keppel will be ordered here by the earliest Opportunity, to take up his Commission for the *Swift*.

The Repairs immediately necessary for the *Bute* being completed, she sails this Morning for Jamaica. I wrote by that Conveyance to Vice Admiral Gayton, to the same purport as to Vice Admiral Young by the *Camel*, regarding the Appointment of a Time and fixed Longitude at which the Trade from Jamaica should attempt to pass the Parallel of Bermuda on their passage to Europe: That I may calculate for strengthening the Convoies, at least until they have passed the usual Limits of the Rebel Cruizers off these Coasts, according to Circumstances with respect to the impending Operations on this Continent.

With reference to their Lordships Commands expressed in a second Letter of the 12th of April, that I should explain the Motives for the Deviation from the general Method of victualling the Troops in Transports, consequent of a Representation from the Victualling Board; I am to inform You, that my Orders to the Principal Agent of the Transports thereon, were dated the 4th and 5th of August, regarding a part of the Guards, and the Hessian Troops which arrived under Convoy of Commodore Hotham

It was intended that the Movement of the Army which afterwards took place from Staten Island to Long Island, should have been executed very soon after the Arrival of the said Reinforcement. In which View it was proposed not to disembark those Corps, until the Descent was made on Long Island. But as those Troops would then continue (which actually happened for some time) upon the Sea-Victualling, which the Rest of the Army, besides other local Gratificat[ions,] were at whole Allowance, which caused some Discontent amongst the Foreign Troops, the Change in the Sea Victualling was made at the General's Desire.

The Duration of the Extra Victualling being expressed "until further Order," had Reference to the uncertain Time those Troops (daily expected to be sent on Service) would remain embarked. It was however found expedient to land them first for their Refreshment on Staten Island; When they became entitled to the full Proportion of Victualling, similar to the Rest of the Army.

A subsequent Order of the 18th of August for Extra Victualling in Species and Quantity, proceeded from the Necessity for providing the Soldier with the Quality of Provision most portable, and best adapted for his Use upon a March. Similar Deviations were necessary for the Seamen attending in the Flat-Boats: Tho' the just Adherence to Rule and Usage, where the Nature of the Case would admit, has never been out of Memory upon any Occasion.

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

Howe

[Endorsed] 29 June 1777 New York Lord Visct Howe R 22 Augt
(11 Inclosures)

1. PRO, Admiralty 1/487, 420-23.

2. See Lords Commissioners, Admiralty, to Lord Weymouth, September 15.

30 June

COMMITTEE OF CORRESPONDENCE, INSPECTION AND SAFETY OF SALEM
TO THE MASSACHUSETTS GENERAL COURT ¹

To the Honorable the Council & the Honble House of Representatives of the State of Massachusetts Bay.

The Representation of the Committee of Correspondence, Inspection and Safety of Salem

Sheweth

That Capt Richard Valpey, an Inhabitant of Yarmouth in the Province of Nova Scotia, but formerly of this Town; hath made application to this Committee, setting forth, that being at Halifax in said Province, in May last, he was applied to by the following Persons Vizt Capt Habakkuk Bowditch, Messrs Jonathen Payson, Charles Calahan and Andrew Millet, Inhabitants of this State, and who were then Prisoners at that Place, requesting him, that he would devise some means by which their escape from their Captivity might be effected, as they were then in the most necessitous and distressed circumstances and Situation; that he accordingly procured a Vessell and engaged to bring the said Persons from Halifax which he accordingly did, altho' at the Risque of his Vessell as well as his liberty, as he must unavoidably have forfeited both, had he been detected in the execution of his Plan, by the Government at Halifax; that in pursuance of this Scheme, he was proceeding to St John's in the Bay of Fundy, where he had engaged to land the said Persons, but while on his Passage he was informed, that the Place would be in the hands of our Enemies before he could Arrive there; in consequence of which, he put into Cape Porceau; when his Passengers beforementioned, got a Vessell to carry them to Newbury,

That after this, the said Valpey was proceeding to St John's having on board two hogsheads of Rum, two hogsheads of Molasses, one Piece of checked and two Pieces of white Linnen and two barrels of Pork, with which he was going to Purchase a load of Staves, for the use of Persons residing at Yarmouth, that while he was at St John's a Party of Men from Machias, in this State, came and took his Vessell and Goods into Possession, and made himself and his Crew Prisoners: and carried them all to Machias, where they still hold the said Vessell and Goods.

This Committee would therefore intercede with the Honorable Court in behalf of the said Valpey, and beg leave to acquaint the Honble Court, that they are well assured, that the Inhabitants of that part of Nova Scotia, of which the said Valpey is an Inhabitant are almost to a Man friendly to the Interest of these States, that they frequently have assisted our Countrymen, who have been Prisoners and carried in there, in making their Escape, and when any of our Vessells have been forced into that Place, they have afforded all the assistance and Relief which was in their Power, to the Crews: particularly when the Brigantine *Cabot* was drove in there by the *Milford*, this same Capt Valpey entertained and supported, Capt Olney, Lieut Knight, and about thirty others of the *Cabot's* Crew, three days and Nights, in his own house and at his own Expence: as will appear by a Cer-

tificate signed by the said Lieut Knight, herewith transmitted:² And as the Cartel between this State and Nova Scotia is now stopped and no way for the Subjects of this State, who may be carried Prisoners into that Province, to be released, but by the assistance of such Persons there, whose humanity and friendly disposition towards these States may induce to afford such assistance; the Committee therefore fear, that unless a stop is put to making Captures of, or Seizing any Vessell which may be employed, in endeavouring to effect the Escape of any such Prisoners, it will entirely prevent and discourage any of the Inhabitants of that Province (who otherwise would be disposed to do it) from giving any assistance to any of our People in future.

This Committee would therefore Pray that the said Capt Valpey may have his Vessell and Goods, ordered to be restored to him, or otherwise relieved as the Honble Court in their Wisdom shall think fit and proper.

The Committee would also beg leave to recommend him to the favour of the Government, that he may have some allowance made him for his Expence in entertaining the Captain and Part of the Crew of the Brigantine as mentioned before –

By order of the Committee

Committee Room

Tho^s Mason, Chairman P.T.

Salem June 30th 1777

[Endorsed] In Council July 1st 1777 Read & Ordered That Henry Gardner Esqr with such as the Hon'ble House shall join be a Committee to consider the above Representation and report what is best to be done thereon Sent down for Concurrence

Jn^o Avery Dpy Secy

In the House of Representatives July 1st 1777

Read & concurrd & Mr Wendell & Mr Hunt are joined

R T Paine Spkr pr temp –

1. Mass. Arch., vol. 183, 47–50.

2. "This may Certify all whom it may Concern that I the Subscriber was Lieutenant of the Brigg *Cabott* at the time she was Chased on shore at Cheborge in Novascotia by the *milford* frigate and that after the officers and Seamen made there Escape from the wreck Captn Olney my Self and near thirty of the *Cabots* crew was lodged and Curtisly Entertained by Captn Richd Valpey at his house in Yarmoth novascotia for three days and three knights and this entirely at the Expence of said Valpey whose friendly disposition to my Self and others belonging to the United States demands my most grateful Acknowledgements and I do hereby Recomend him as A person whose ginerall Conduct merits the feaver of all the good people of these States Benj Knight Leftan. Salem 30 June 1777," Mass. Arch., vol. 183, 54.

GOVERNOR JONATHAN TRUMBULL TO NATHANIEL SHAW, JR. ¹

[Extract]

Sir,

Lebanon, June 30th 1777.

I am advised by General Schuyler that the Enemy are arrived at Crown Point, that they have sent a strong party by the way of Otter Creek to fall in between Ticonderoga and Skeensborough, that another detachment is sent down on the west side of lake George to get possession of Fort George if Possible – Thus the enemys plan of operation is opened. we may hourly expect Intelligence that the army under General Howe is in motion to act

in Concert with the Northern Army, probably up the North River. it is not unlikely a Diversion may be attempted on our coasts.

It will be prudent to take every precaution to watch their motions and frustrate their measures. As the Continental troops are now rendezvousing at New Haven, I am of opinion it will be best to send the whale boats in your care to New Haven to facilitate their movements, and the *Mifflin* and *Schuyler* should cruise off New Haven and to the Westward to make Discoveries of the motions of the Enemy, which you will please to order accordingly – Niles will be ordered on the same service.² I need not mention how much it concerns the Inhabitants on the Sea Coast to keep a good look out and give seasonable Intelligence. . . .

1. Nathaniel Shaw Papers, 1775–82, Force Transcripts, LC.

2. Robert Niles commanded the Connecticut Navy schooner *Spy*.

New-York Gazette, MONDAY, JUNE 30, 1777

New-York, June 30,

His Majesty's Ship *Raisonable*, of 64 Guns, arrived here last Saturday from England: On her Way she took two Prizes, one of them a valuable Ship from Carolina, which was ordered for England; the other a Brig, left off the Coast a few Days since.

Wednesday last his Majesty's Ship *Scarborough*, Capt. [Andrew] Barkley, arrived here from Halifax in 13 Days, with a Fleet of 16 Sail under his Convoy with Stores and Troops.

The *Scarborough* brought in with her two Prizes, both Brigs, one of them from New London for Bourdeaux; the other from Bedford for Surinham.

JOURNAL OF THE CONTINENTAL CONGRESS¹

[Philadelphia] Monday, June 30, 1777

Resolved, That Mr. [Richard] Law be appointed a member of the Marine Committee, in the room of Mr. [Roger] Sherman.

1. Ford, ed., *JCC*, VIII, 508.

HENRY MARCHANT TO GOVERNOR NICHOLAS COOKE¹

[Extract]

Philadelphia June 30th 1777

. . . I could wish that Our State would see it Their Interest to fit out one or two State Brigs. – The Expençe might most probably be doubly paid to Them in One Cruize. I cannot think The Hazard of Loosing Them ought to discourage the Attempt. – if They could be got out of the River when fitted. – Might They not be ventured out only in a set of Ballast with a few Hands and sent round to Bedford and fitted out from thence? – I venture Sir at Suggestions from an Attachment to the Honor, Interest & Happiness of the State. – Should They not meet with Approbation I know Their Candour will excuse . . .

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

EDWARD BLAKE TO THE SOUTH CAROLINA DELEGATES IN CONGRESS ¹

Gentlemen/

Navy Board June 30th 1777 –

The Commissioners of the Navy Board having Established a Public Ship Yard, & Rope walk in the State of South Carolina, and haveing given Directions for the Building a Galley for the Defence of the State & the protection of Trade, not being able to get Sufficient Workmen here to Execute the Business with Dispatch, they will be very much Obligated to you if you will Endeavour to Engage and send here as soon as possible Twelve good Ship Carpenters with an Experienced Foreman, One Ship Joyner, and One good Block Maker, on the most reasonable Terms you can, to serve Twelve Months after their arival at Charles Town, their wages to Commence the day of this Agreement ² – We have now Employ'd in the Ship Yard Eighteen Carpenters which were Returning from Georgia to Philadelphia they were Engaged in Philada. for the State of Georgia at Thirty Dollars P Month Each, their wages to Continue [until] they have returned Home – in Order to Induce them to *stay here* [three] Months ³ which was the Longest time they would Engage for, *We gave* them forty Dollars P Month, and One Ration and a half a Man P Day, and to Continue their pay till they return to Philadelphia, should they Incline to do so at the End of three Months – We are Hopeful that you will be able to Engage on Better Terms, at least so as to Ease this State of any expence, after they leave the Service, we would recommend that each of them should furnish his Own Tools if such men can Conveniently be got, as such Articles are become very scarce and of Course very dear in this State –

We shall be much Obligated to you to furnish us with all such regulations respecting the Continental Navy, as will be of any particular Service to regulate the Navy of this State, as we are very desirous to have the Navy of this State under as good Regulations and on as respectable a Footing as any Other Navy in America – by Order of the Board I am Gentlemen Your Most Obedt. Hble Servt.

Edw^d Blake 1st Commissioner

1. Salley, ed., *South Carolina Navy Board*, 77–78.

2. *Ibid.*, 74, June 20 resolve of the Navy Board:

Resolved to Build a Galley of the Following Dimentions viz

Length of Keel 100 feet

Breadth of Beam 26 feet

Depth in the Hold 10 feet Clear

3. *Ibid.*, 76–77, in a letter of June 30 from the Board to George Abbott Hall a three months agreement with the carpenters is mentioned.

Gazette of the State of South-Carolina, MONDAY, JUNE 30, 1777

Charles-Town, June 30.

The following British Men of War were, on thursday last, the 26th Instant, lying off St. Augustine Bar, viz. the *Brune*, of 32 Guns, Capt. James Ferguson (not a very fast Sailer), the *Galatea*, Capt. Jordan, the *Perseus*, Capt. Elphinstone, and the *Daphne*, Capt. St. John Chinnery, of 20 Guns each, and sheathed with Copper. – The *Daphne* was the Ship that, on the 1st

Instant, took 25 valuable Negroes out of Fishing Canoes off the Bar, all which (except one belonging to Mr. R[h]ind, and two to a Widow Wright, who are reserved to be restored to the Owners, when applied for), were sold, on the 23rd, for £.1300 Sterling: she had then on board six Chests of Money, to pay the Troops in East Florida; and in Company, under Convoy, the *Union* Store-ship, Capt. Wallace, from New-York, with Cloathing and military Stores, for the Garrison of St. Augustine, and the Brig *Fanny*, of and from this Port, with a Cargo of Salt, for Virginia, Thomas Tucker, Master, which she had taken in ten Fathom Water, about 15 Miles North of Cape Hatteras, on the 29th of May; upon which Day she also took the Sloop *Polly*, Elkanah Hathway, Master, which sailed from this Port the 27th, bound for Dartmouth (not since heard of) and brought too, the Scooner *Angelina*, also from this Port, for Curaçoa, Turpin Holroyd Master, who, taking Advantage of a hard Gale of Wind, which prevented the boarding of him, made his Escape in the Night; she had before taken a Scooner from Boston, one Ridley, Master, which after being stripped by the *Union*, was burnt. The *Daphne* is also the Ship that on the 9th Inst (as mentioned in our last) chased Capt. Ranking, and retook his Prize; the Prize-master whereof, Capt. Richard Bissel, they have loaded with and remains confined in Irons. – The *Brune* arrived off St. Augustine the 22d, with two Prizes, a Brig from Hispaniola, of 8 Guns, loaded with Dry Goods, one C[o]x Master, bound for this Port, (the Master of which is confined in Irons, in like Manner as Capt. Bissel) and a Scooner from George Town, laden with Rice, for Bilboa, on board which were Passengers, Mr. Irving, Mrs. Irving and some other Persons. – On the 24th an Indian Chief was brought on board the *Brune*, who was saluted with Cannon, and for whom the Shrouds were manned – The *Union* Transport having landed her Cargo of stores, on the 25th began to take in Troops, on the 26th, having 220 on board, in the Evening, she sailed for New-York, under Convoy of the *Daphne*, which after seeing her safe in, was to proceed to Delaware Bay. – None of the Men of War were healthy, or well manned; the *Perseus* was said to have the Yellow Fever and Small Pox on board; and the best manned Ship was the *Daphne*, whose Crew did not exceed 140. – The *Brune* is stationed to cruize off Cape Fear; the *Perseus* and *Galatea*, from the Bar of St. Augustine to this, crossing each other. – The *Perseus* and *Galatea* were the two Ships that on the 14th Inst. chased Capt. Sutton's Prize Brig ashore near Stono, and burnt her. – The Ship that, on the 25th past, together with Capt. Mowbray's Sloop, had an engagement with the *Comet* Brig, Capt. Allen, was a very stout Transport, mounting 16 six-Pounders; the Sloop suffered so much in that Combat, that they confessed they had been obliged to make use of many Plugs; but we cannot yet learn what Number of Men were killed or wounded on board: these two Vessels were lying in St. Mary's or St. John's Rivers; and about 30 Sail of trading Vessels were lying in the Harbour of St. Augustine – On Thursday last Capt. Chinnery gave a Boat to 15 of his Prisoners, and to 13 more another, with Orders to put off immediately; the 15, after having been 53 Hours in her at Sea, bailing all the Way, got safe into Ogechee; but the other Boat has not since been heard of.

We have Advices from Europe to the 28th of April – According to these, General Burgoyne was to have the Command in Canada, and General Carlton to return to England – Great-Britain had failed to obtain the Troops she expected from Germany, to reinforce her Army in America; most of the Transports that had been prepared to bring them over, were appointed to other services; and it does not appear, that the whole Addition she can make to General Howe's Force the present Campaign, will amount to 3000 Men – A great Number of Ships were put into Commission, but, notwithstanding the Continuance of an excessive hot press, very few of them were manned – The Earl of Dunmore and Lord William Campbell had been in England some Time, yet neither of them had been introduced to the King their Master, to receive his Thanks for their distinguished Services – And Trade was every where quite dead. – The French and Spaniards continued unremitting in vast Preparations for War – And we have a Confirmation of the Intelligence lately received here, of a Memorial presented by Sir Joseph York to the States General; of their beginning to pay some Attention to their Marine, &c. with this in Addition, that they have sent Orders to their Governor of St. Eustatius forthwith to erect Fortifications wherever he shall think them necessary, and to return the Salutes of the Americans, Gun for Gun, upon sending a Lieutenant ashore to notify the intended Salute.

From St. Eustatius we learn, that the above Orders were received there on the 2d Inst. – That two French brigantines loaded in this State, for Martinique, were lately taken and carried into Antigua. – That a small schooner (which answers to the Description of the *Jenny*, Captain Ralls) belonging to Virginia, on the 28th ult. took a Sloop, from St. Eustatius for Antigua, laden with Cotton; but was the same Day taken by the *Hind* Man of War, which also retook the Prize. – And that on the 1st instant, the *Hind* also captured two Dutch Ships from St. Eustatius, actually bound for Holland.

We hear that next Friday, the memorable 4th of July, the Anniversary of the Formation of American Empire, is to be observed at a State-Day and Grand Festival.

We have just now received Intelligence, That the Letter of Marque Brig *Fair American*, Capt. Charles Morgan, and Privateer Brig *Experiment*, Capt. Francis Morgan, both of this State, arrived off the west End of Bermuda on the 11th instant, and might have taken the *Galatea's* Tender (formerly the Schooner *Peggy* of this Port) and the Decoy-Boat, who have for several Months past done so much Mischief on that Coast, could they have got a Pilot; but that not having such Pilot, they both stole out in the Night, and went round to Castle Harbour, where lay the *Nautilus*, unrigged, and her Guns ashore. That the *Fair American* and *Experiment*, however, went into the Western Harbour the 13th, were fired at from the Fort, mounting 5 Cannon, to which they returned a Broadside; That upon preparing to give a second Broadside, the Fort was abandoned; which the Captains Morgans observing, they landad some Men, took Possession of it, demolished the Embrazures, dismounted and spiked the Cannon, and destroyed the Carriages; and remained there six Days. That on the 16th they put to Sea, and

on 17th took the Sloop *Ann*, Wm. Bray, Master, from the Bay of Honduras for Rotterdam, laden with Logwood, Hides, and some Mahogany; which is since arrived in a safe Port. That a Brig from Bristol, in a very short Passage, bound for St. Augustine, put into the Harbour where our Vessels lay, on the 15th. And that had Captains Morgans got in on the 11th, the Enemy had prepared to burn the Tender and Decoy-Boat themselves.

The Man of War that appeared off the Harbour of Nassau in Providence, when the Captains Newton and Groundwater went in there to cut out the *Comet* armed Scooner, was the *Aeolus* Frigate of 32 Guns, not a Sloop of 16 Guns: She could not get into the Harbour; but cruized about there till the 17th Instant, and then sailed to Northward. The *Comet* sailed at the same Time, with the three Vessels she had seized, for Jamaica.

The 1st Instant, a large Guineyman, with 318 Slaves on board, bound for Dominica, was sent into Martinique, taken by a Privateer Brig belonging to Philadelphia, commanded by Capt. Ord; also, a Brig laden with Provisions, from Corke for Barbados, and a Ship mounting 14 six Pounders, from Liverpoole, for Jamaica, laden with Dry Goods, taken by a Privateer Scooner, commanded by Capt. Palmer; which last was captured by immediately running along-side and boarding. This Information is given us by Capt. Willis, who likewise informs, that it was the *Beaver* (not the *Favourite*) Sloop of War, which took the *Oliver Cromwell* Privateer of Philadelphia; and the Loss of that Vessel was owing to more than Half of the Crew consisting of Men who had entered from Prizes, and who, after strongly urging the Captain to fight the *Beaver*, as soon as she came along-side, refused their Assistance and jumped down below.

On Friday last arrived at a safe Port, the Sloop *Polly*, late Capt. Henderson, from Mississ[ip]pi, with a Cargo of Barrel Staves, bound for Dublin; taken off the Havanna, on the 13th Instant, by the Privateer Sloop *Vixen*, Capt. Downham Newton of this Port. On the 11th ult. Capt. Newton wooded and watered at Havana, where he met with the most friendly Reception.

The *Brune* frigate and *Merlin* Sloop, in their late Cruize on this Coast, among other Vessels, took a Sloop from Boston, for this Port, and carried her into New-York.

Yesterday arrived at a safe Port, the Prize Sloop *Ariadne*, William Freeman late Master, from the Musquito Shore, bound for Jamaica, laden with Mahogany and spotted Wood, taken on the 3d Instant, off the East End of Jamaica, by the *Washington* Privateer of this Port, commanded by Capt. Anthony. This is the 6th Prize taken by the *Washington* on her present Cruize; two she carried into, and sold at, Cape Nichola, and two Capt. Anthony gave to his Prisoners, to put them ashore at Jamaica.

1 July

MASTER'S LOG OF H.M.S. *Unicorn*¹

June 1777	3 [AM] Sounded no Ground	8 Fresh Breezes & Clear
Monday 30th	Wr saw a Sail in the NE Qr	made Sail & gave Chace

July 1777
Tuesday 1st

10 Sounded 55 Fm Green Oozey Ground 12 Sounded
50 Fm fine Brown Sand in Chace at Noon Lattd
40° 23" Longd 0° 47" Et Nantucket Shoal N 69° Et
Dist 16 Leags –

1 [PM] Fresh breezes & Cloudy Wr the Chace bearing
SBE TKt Ship 4 Do Wr 5 Fired 3 Shot at the Chace &
brought her too She proovd to be Prviteer Sloop belong-
ing to New London sent a Petty Officer & 12 Men to take
Charge of her² wore Ship & made Sail the Prize in
Compy at 8 Soundd 72 fm fine Sand & Green Ooze

4 [AM] Do Wr Sounded 66 fm Do Ground the Prize
in Company 7 Modt & Clear took the Prize in Tow at
Noon Lattd 40° 38" Longd 0° 57" Et Block Island N
56° Et Dist 17 Ls –

1 [PM] Light Breeze & Hazey the Prize in Tow

1. PRO, Admiralty 52/2079.

2. *Nancy*, Robert Palmer, master, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 69.

SALE OF NEW YORK NAVY SLOOP *Montgomery*¹

Middleto[w]n July 1. 1777

Sale of Privateer Sloop *Montgomery*,² with all her Stores as P Inventory,
This Day Sold Col Comfort Sage for Three Thousand Five Hundred & Fifty
Pounds Lawful Money

By –

Jos King Vandue Master

Recd at Same time one Pound Sixteen Shillings Lawful Money his fee for
Selling the above Vessel

Jos King

1. Andrew Elliot Papers, Sloop *Montgomery* Folder, NYSL.

2. New York Navy vessel, not a privateer.

COMPLEMENT OF H.M. BRIG *Cabot*¹

Eagle.

Hudsons River.

1st July 1777.

Establishment of the Complement
of the Armed Brig *Cabot*.

Lieutenant and Commander –

1.

at 5 Shills P Diem

Servant to Ditto

1.

Clerk and Steward to Ditto

1.

Midshipman

1.

Surgeon's Mate

1.

Boatswains Mate

1.

Gunners Mate

1.

Carpenters Mate

1.

Second Master and Pilot

1.

Widows Man

1.

Seamen

50.

60.

at £3.10.0 P Mensum

To be allowed
6th Rates
Pay

Marines to be borne as an Addition to the Complement until further Order.

Serjeant	1.
Corporal	1.
Privates	13.
	<u>15.</u>

[Endorsed] 9 In Lord Howe's Lre No 33.

1. PRO, Admiralty 1/487, 881-83. Formerly Continental Navy brig *Cabot*.

SAMUEL PURVIANCE, JR., TO ROBERT MORRIS¹

Sir

Baltimore 1st July 1777 –

I lately wrote Coll Lee requesting him to procure from the Marine Board an Order for 10 or 12 Thousand Dollars for the Use of the *Virginia* Frigate, as Mr Stuart & myself were out of Cash on that Accot & had a good many Accots to pay off on the Sailing of the Vessel. Coll Lee left my Letter in the hands of Coll Whipple (when he left Philadelpha) to apply for an Order, which has been neglected, altho I have written to both Coll Whipple & Mr Hancock on the Subject. – I must therefore Sir take the Liberty of requesting you will be so obliging as to procure for us an Order on the Treasury for at least 12 thousd Dollars Besides the Debts of the Vessel here which exceed that Sum. Captn Nicholson writes me last Week from York River, that I must either send him Money or lodge a Credit for him there. – We have Recd no Money on the Frigates Accot since Octor save 10 thousd Dollars, part of 30 thousd left with us when Congress departed from this; Of which 20 thousd have been applyd in laying in Materials for building two New Frigates; For which purpose, We purchasd Two Cargoes of Mahogany that absorbd a pretty large Sum of it. – By last Advices from Capt Nicholson, he was preparing to run the Frigate up into the Fresh Water in York River, to get her out of the Way of the Worm. But shoud the Enemy withdraw their Vessels from that River, it is probable he will endeavour to get back to this Place to heave down. I am Sir [&c.]

Sam^l Purviance Jun^r

1. Papers of Robert Morris, LC.

JOURNAL OF H.M.S. *Camilla*, CAPTAIN CHARLES PHIPPS¹

June 1777

Cape May ESE 5 or 6 Leagues

Monday 30

at 10 AM a Signal On Board the *Roebuck* for all Detached Ships to Join Her at ½ Past 11 a Signal on Board the *Roebuck* for the *Marlen* to Prepare to Anchor –

Fresh Breezes and Cloudy Weather, at 2 PM made the Signal to the *Roebuck* for Seeing a Sail in the SE Quarter, at 6 sent the Pinnacle with an Officer mand and Armd of[f] Cape May, in Company the *Roebucks* Boats and *Pearls*, at 9 do Came to An Anchor by the *Roebuck* and *Standley* Tender in Company,

July 1777

Cape May ESE 5 or 6 Leagues Cape henlopen
 Light House S $\frac{1}{2}$ W 3 or 4 Leagues

Tuesday 1st

between the Howers of 4 and 5 AM we heard the Report
 of 17 Guns in the Offing, at 10 Loosed Sails to dry, at noon
 the Pinnacle Returned and Informed us of a Schooner
 being a Ground under Cape May, Could not Board Her
 On Accot of a Battery which fired upon them, in the
 Expedition Lost the Boats Graplen, furl'd Sails.

1. PRO, Admiralty 51/157.

JOURNAL OF H.M.S. *Thames*, CAPTAIN TYRINGHAM HOWE¹

June 1777

At Single Anchor in Chesapeake Bay

Monday 30th

In General Little Winds and Hazey Weather 2 PM
 Heard the Report of Guns fired Off the Capes at 4 heard
 more Guns fired at 6 Wore away to $\frac{1}{2}$ Cable 10 PM
 Saw a Strange Ship standing down New York River at
 12 Saw one More Square Rigged Vessel accompanied by
 2 Sloops Saw the *Emerald* at an Anchor Off Cape Henry
 Light Breezes and Cloudy Wear Saw One Ship, a Brig
 and two Sloops at Anchor in the Mouth of York River 9
 AM Saw One Ship Attended by 2 Square Rigged Vessels
 and Seven Galleys and other Small Sails Standing down
 the York Channell Over the Spitt² Set the Single Reef
 Topsails and Topgallt Sails and Wore away to the Moor-
 ing Service in Order to Slip Employ'd preparing the
 Ship for Action at $\frac{1}{2}$ past saw the Frigate Anchor on
 the Egg Island Flatts All Her Fleet did consist of Two
 Brigs, 6 Galleys, two with three Masts each, with Sloops
 and Schooners amounting to 17 Sail in all Do saw One
 Brigg in the Mouth of Mopsack [Mobjack] Bay, and 2
 more Galleys on the Etern Shore by Cherry Stone Point
 Endeavouring to Join the above Fleet, three other Sail
 in Sight coming down Chesapeak Bay, at 11 Hoisted a
 Red and White Flag at the Main Topmast Head and
 fired at different times 3 Guns as a Signal to the *Emerald*,
 Lowered the Topgallt Sails and hauled down the Stay-
 sails -

July

Tuesday 1

Modt Breezes and fair Weather At Single Anchor in
 Chesapeake Bay $\frac{1}{2}$ past Noon saw the *Emerald* hoist
 a Flag on Her Main Topgallt Mast Head which We Con-
 jectured was to call in all Cruizers $\frac{1}{2}$ past Noon We
 hoisted a St George's Ensign at the Fore Topgallt Mast
 Head which She Answer'd by hauling down Her Signal
 the before-mentioned Fleet at Anchor on Egg Island Flatts
 at 1 Saw Arm'd Sloops go under the Rebel Frigates
 Stern and then bore up for Old Point Comfort at 2 PM

we Weighed and came to Sail the Rebel Frigate and all
 Her Fleet Weigh'd and Stood up York River Do Stood
 down the Bay at 6 Brot too with Small Br in 6 fms
 Water, on the Back of the Horse Shoe Veered away to
 $\frac{1}{3}$ Cable Old Point Comfort WbS $\frac{1}{2}$ S 6 Leagues, Cape
 Henry SEbS 5 Miles, Smith's Island ENE 6 Leagues –

1. PRO, Admiralty 51/982.

2. Continental Navy frigate *Virginia* and Virginia Navy row galleys, brigs and sloops.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD ¹

Navy Board [Charleston] 1st July 1777

[Com]missioners of the Navy, beg leave to Observe to His [Excellency] the President, that, in their Opinion, the State should be furnished with a Vessel of Greater Force, than any that now belongs to it, to be employ'd as well for the protection of its Trade, as for the Annoyance of its Enemies, and, that if a Ship was immediately built of about 108 feet Keel, 31 feet Beam, & depth of Hold in proportion, such Vessel would be of much more benefit to the State than Another Galley, and is at Present much more wanted. The Board have at Present a Number of Ship Carpenters Employ'd in the State Yard & have wrote to Philadelphia for thirteen more in Order to Carry on the work with Dispatch; they are hopefull they will be here before those now Employ'd Quit the Service, should they Incline to do so, when the Three Months are Expired, the time they first Engaged for; They are also furnished with Timber and Other Materials necessary for the Building of such a Vessel, and if its the pleasure of your Excellency, & Council, that such a One should be Built, you will be pleased to signify it to the Board as soon as possible, (the Operations in the ship Yard being Delay'd for your Answer) and the Commissioners will give Orders Accordingly – The *Acteons* Guns with others that may be furnish'd by the State, the Commissioners apprehend will be sufficient for the Vessel mentioned – The Public are at a Considerable Expense in hiring Negro Labourers at great Wages, for the Naval Department, great part of which might be saved & the work more certainly & regularly Conducted, if your Excellency would be pleased to Order Twenty of the Labouring Negroes, Employ'd in the Public Service to assist in the works of the Naval Department, under the direction of the Commissioners – The Commissioners have a Quantity of ship Timber laying at Mr Capers Island, which they have accasion for at the Ship Yard, & will be Obligated to his Excellency to Order the Floating Battery to be delivered to the Commissioners, in Order to Convey it Over as the State has no Other Vessel proper for the purpose

1. Salley, ed., *South Carolina Navy Board*, 80.

2 July

JOURNAL OF CAPTAIN HECTOR McNEILL, CONTINENTAL NAVY FRIGATE
*Boston*¹

Wednesday N. Observation
 July 2d 1777 the first part this 24 hours Thick weather & fresh Gales
 Latd 42 54N Shifted some of the guns aft to bring the Ship by the Stern
 Longd 55-39W which we fancied help'd her Sailing.

1. McNeill's Journal, MM.

LIEUTENANT JOSEPH DOBEL TO CAPTAIN JOHN PAUL JONES¹

Sr

Boston July 2d 1777

I am Extreemly sorry to trouble you with an affair of this Nature but hope you will excuse it, your being the senior officer in the place being the reason Not doubting but you would Enquire impartialy into the matter, & I shall state the facts as near the truth as I possibly can recollect, Vizt I being appointed by the Honourable Continental Congress first lieutnt of the Frigate *Hancock* commanded by John Manley Esqr and have belonged to her upwards Twelve months during which time I have attended the ship steadily till the 22d of april which day Capt Manley told me he had no further service for me without giving me any reason or making any enquirey into my conduct all the reason I Can Assign is on that day he sent for to his house as soon as I enter'd the room he said to me God Damn you I order you on board the ship in half hour the ship laying in congress road I told him I could not possibly get on board in the time he replied that was all the time I should have I told him I Could not go on board unless my Acct was settled as we was so near sailing and that I would be oblig'd to him to do it he then replied God Damn you I will not pay you one farthing he then repeated the above order for my going on board I then told him I did not understand the meaning of the words god damn you I order you on board this answer and asking for a Settlement is all the reason of his behaveour to me that ever I knew of or ever heard, I then ask'd him if he would please to tell me where the ships Tender lay he replied with an Oath that if I wanted her I Might go look for her, which I did and found her in order to go on board, Capt Manley was along side of her after walking on the Wharfe half an hour he said Mr Dobel, I have no further Orders for you on board the ship I ask'd him if I was Clear of the ship he replied no without you'll give me your commission for which he said he would pay me my wages and if I would not he would Try me by a Court Martial and that he would either disgrace me or I should him and still further he says he has taken Several Methods to Affront me and make me leave the ship but that he could not do it till now, I shall be greatly Oblig'd to you if you please to make Enquirey into this Matter that I may once more have the honour of serving my country or of having my Commission Rovok'd by the Honourable Gentlemen that gave it to me I am with Great Esteem[&c.]

Joseph Dobel

PS I Could Insert a great many more Abuses that I have met with but must Omitt them they being to Lengthy to be put in this Letter so I must Defer them till I am Call'd upon to prove them In Clos'd you have the Coppy of a Paper sent me by Capt Manley which is all that I have Ever seen or heard of since the Above Mentioned Affair hapned JD

1. Papers of John Paul Jones, 6595, LC.

CAPTAIN JOHN PAUL JONES TO MARINE CAPTAIN EDMUND ARROWSMITH,
PROVIDENCE ¹

Sir Boston July 2d 1777.

You are hereby Ordered and directed forthwith to wait on Captain Mathew Park of the Marines at Providence And to take Orders from him for your government in the Enlistment of Able Bodied Men, especially Seamen, to Serve in the Navy Under my Command –

You are to Put into his hands the Account of and Receipt for All the Arms which were taken in the *Mellish &c* ~~and you are to put into his hands~~ also the prisoners Pistols and Side Arms which I committed to Your care – the reason of this demand is because the Agent here Alledges that he did not receive the Arms in Question. Your punctual Attention to this Order will recommend you to my further Notice I am Sir [&c.]

J.P.J.

1. Papers of John Paul Jones, 6597, LC.

CAPTAIN JOHN PAUL JONES TO MARINE CAPTAIN MATTHEW PARKE,
PROVIDENCE ¹

Sir Boston July 2d 1777.

I have now to inform you that I yesterday recd Orders from Congress to proceed from Portsmouth in the Ship *Ranger* instead of the *Amphitrite* – Captain Roach [John Roche] being suspended in consequence of a complaint from this State – I am the more sensibly Affected on his Account as congress have thought proper to put the Ship under my direction – And I wish heartily that he May be able to disprove the charges brought Against him.

The *Ranger* taken altogether will in my Judgement prove the Best Cruiser in America. – she will Always be able to fight her Guns under a most excellent cover; and nothing can be better calculated for Sailing fast or making Good Weather. – When we reach France She will be a great Addition to our other Force and ~~insure~~ Facilitate our Success.

As you are confident that a number of good Men will enter with you at Providence to Sail under my Command You are directed to enter as Many as possible – but especially good Seamen – as I mean to appoint some petty Officers from Among them – You are to call on Captain Arrowsmith of the Marines and order him to Assist and co-Operate with you in this Enlistment. – for this purpose let him go round with a Drum Fife, and Colours as Often as may be proper. and ~~let~~ it is my express desire & direction that both of you exert yourselves in this Business to the Utmost of your

Skill and Abilities. – be careful to Avoid all cause of complaint & let your whole deportment be Such as becomes the dignity of Your Rank – As I obtained for Captn Arrowsmith his present Commission and Brought introduced him into the Service at the first – he will now have an Opportunity of Recommending himself to further Notice. – You will duely note the Orders which I inclose for him and take care that they are Punctually Obeyed.

You are not to pay the Advance at Providence – but such as Enlist must be sent in ~~small parties under persons of trust~~ immediatly here – their reasonable expences will be Allowed – they will be entitled to Wages from the day of Entry – and the Advance will be paid on their appearance at the Ship. Upon the whole I shall expect you to Observe the Strictest Frugality that may be consistent with the Service. – Since the establishment of the Navy none have had so good, so fair a prospect before them as ours is at present – this makes any Arguments in favour of it Unnecessary. – the *Ranger* is Equiped and in Readiness – A few Men Only are Wanting – I mean to begin enlisting here to Morrow – I will give Orders Also to Enlist at Various places to the Eastward.

The Agent there must Supply you with what little cash may be necessary – I shall write to him and to You Again Unless I determin Soon to come up there myself – Inclosed you have Blank Articles – but as I do not yet know the Name of the Frigate I rather prefer your using the Written Articles which I gave you When here – You may inform Mr House And other Officers and Men – that Congress have Sent us a Number of Blank Commissions and Warrants – and that the Officers are not Yet Appointed. But their must be no Other connection in this Way. – The Clock Strikes Twelve. I am Sir [&c.]

J.P.J.

NB A Surgeon or other Gentlemen who have Abilities may make application to me by Letter (on public service) You may Ask Mr Pitcher what he intends doing; and if You know of any other Officers out of employment – it is your duty to return their Names &c. to me. Congress have determined to Support as few Idle Officers as possible.

1. Papers of John Paul Jones, 6598, LC.

MASTER'S LOG OF H.M.S. *Unicorn*¹

July 1777
Wednesday 2d

1 [AM] Calm the Ships hd to the Southd 3 Calm her
hd Round the Compass 4 Light Airs saw a Sail to
the Southd made Sail & gave Chace Block Island NNW
Dist 5 Leags 8 No Obsn 10 Fired 4 Shot & brought to
the Chace She proovd to be a Sloop from St Martins
bound to New London sent an Officer & 6 men to take
Charge of her² at Noon Lattd 40° 27" No Longd 0°
16" Wt Block Island NBE ½ E Dist 14 Leagues –
1 [PM] Fresh breezes & Clear Double Reeft the Sails

& made Sail the 2 Prizes in Company 4 Do Wr 5
Saw Montuck pt NNE Dist 3 or 4 Leags 8 TKt Ship

1. PRO, Admiralty 52/2079.

2. *Boston Packet*, Elias Lay, master, with salt, rum and sugar, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 69.

GEORGE WASHINGTON TO THE PRESIDENT OF CONGRESS ¹

[Extract]

Camp at Middle Brook July 2d 1777

. . . As the Enemy will adopt every Stratagem & device to deceive & distract us, notwithstanding the present appearance in favor of their making an Expedition up the North River, I doubt not but you will have the most vigilant lookouts kept along Delaware Bay & proper Expresses & Signals for communicating the earliest intelligence. I think it would be highly expedient that some sensible – judicious Men should be employed in that business at this time, who would view things as they ought to be and from whose Accounts certain inferences & conclusions may be drawn so as to form a proper line for our conduct. – The most fatal consequences may flow from false information at this period – Things should be examined with all possible certainty – I shall not be surprised, to hear of Several Ships appearing in or off Delaware, tho' Genl Howe's destination should be elsewhere. – Their fleet give them the most Signal Advantages, and an Opportunity of practising a thousand feints. I have the honor to be with great respect Sir [&c.]

G^o Washington

1. Papers CC (Letters from General George Washington, 1775–84), 152, IV, 317–22, NA.

PENNSYLVANIA NAVY BOARD TO HENRY FISHER, LEWES, DELAWARE ¹

Sir/ State Navy Board [Philadelphia] July 2d, 1777

Mr [George] Jackson informs us that he is in danger of being taken off from the Post he has the Care of by the Enimies Barges. The board is of opinion that the Signal Boats is of no use, and ought to be discharg'd, which you will order to be done; the two Guard Boats, [Charles] Lawrence & [Daniel] Murphy,² we are inform'd have much trouble with their people, should that be the case, are apprehensive they are in great danger shou'd they be attack'd by the Enimies Barges, especially as the Inhabitants are mostly disaffected. It's the Opinion of the Board they ought to be Sent up. You'l inquire into the state of those two Boats & Order them for the present as you think best –

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

2. Lawrence commanded the armed boat *Salamander*, and Murphy the armed boat *Eagle*.

JESSE HOLLINGSWORTH TO GOVERNOR THOMAS JOHNSON ¹

[Extract]

Baltimore, July 2 – 1777

. . . I have Got the Brig *friendship* up to the County Warf and on Soft Mud there to Ly till farther Orders – I have Advanst Cash to Capt [George]

Cook and his officers, and Sum to the Galleys – So that there is a Continual Expençe and Must Bee While the officers are here With the Galleys – the Carpenters Corkers and Riggers are Going On Wee Want Sum Salt Provisions Pleas Order Sum up By the Barer Sum Pork and Beef Should be very Glad to See you here and Remain [&c.]

Jesse Hollingsworth

1. Red Books, XVIII, 110, Md.Arch.

MARYLAND COUNCIL TO CAPTAIN GEORGE COOK, MARYLAND NAVY SHIP
*Defence*¹

In Council 2d July 1777.

The Governor being informed that Quantities of Sugar Coffee Rum and other Articles which were engross'd and Stored in Baltimore Town were Yesterday on Board Craft with intention to remove the Same out of this State. You are immediately to proceed in a Boat with a Sufficient force to Patapsco & so up the River to Baltimore Town & examine all Craft you may meet with, and if you find any having on Board Salt Rum Sugar Molasses Coffee or Iron, which you have good cause to Suspect is attempting to be removed out of this State you are to compel such Craft to return to Baltimore Town give Information to a Magistrate & if he judges the goods are forfeited Have the same Stored for the use of the Public – If you are informed that any Craft is gone to the Head of Elk or elsewhere up the Bay with any of the said Articles for the Removal of them out of this State you are to follow them and endeavour to bring them back.

1. Executive Papers, Box 8, Folder 8, Md.Arch.

CAPTAIN GEORGE COOK TO THE MARYLAND COUNCIL¹

Gentlen

July 2: 1777

Consistant with my Instructions to prevent sundr Articales from going out of this State have Sent in a boat wh foure Tuns of Iron and Some Steell Bound to Suffolk in Virginia, with a Officer, to Obay Your farther Instructions, I am Gentlen [&c.]

On board the Said Boat

Geo. Cook

Joseph Taylor Skipper

John Donnal passenger

a Whit Boy and a Negroe

}

1. Executive Papers, Box 8, Folder 8, Md.Arch.

MARYLAND COUNCIL TO CAPTAIN JAMES BELT¹

In Council 2d July 1777.

The General Assembly having approved our design of fitting out the *Xebeck Johnson* as a Cruiser – You are to get her rigged and Manned as quick as possible. We wish her to be Manned agreeable to you and Therefore shall not appoint any Officers without your Recommendation or consulting you – It appears to us likely that the Men will the most willingly engage for a Cruise only and therefore We would have you engage them

for the Cruise of Six Months to be discharged sooner if the Vessel returns sooner to this Port – they are to be intitled in every Respect as they would be in a private Ship of War. And as a further encouragement you may advance as far as Twenty Dollars to every Seaman & as far as ten Dollars to every Landsman to be deducted & returned to the Public out of their Respective Share of Prize Money – We expect to supply you with Provisions here – If you hear of any six pounders Advise us of it that We may get them for you – The Twelves we expect to get from the Messrs Hughes's – Mr Steward will assist you in any thing he can – To prevent disappointments from a forwardness of disposition retain nobody but who Signs Articles on his first Coming to you – We are [&c.]

1. Executive Papers, Box 8, Folder 8, Md.Arch.

CAPTAIN TYRINGHAM HOWE, R.N., TO CAPTAIN BENJAMIN CALDWELL,
H.M.S. *Emerald* ¹

Memo:

Thames, 2d July 1777. –

Upon Egg Island Flats was the Frigate ² attended by two Brigs, Six Galleys, two of which had three Masts. the rest amounting to 19 Sail, in all, were Topsail Schooners and Sloops, Two more Galleys were seen upon the Eastern Shore, off Cherry Stone Point, endeavouring to join the above Fleet, besides One Brig in Mocksack [Mobjack] Bay, and coming down the Bay three Vessels more, at a great distance.

1. Benjamin Caldwell Papers, Letter Book (May, 1776–July, 1779), NMM.

2. Continental Navy frigate *Virginia*.

INVENTORY OF STORES ON BOARD NORTH CAROLINA NAVY BRIG
King Tammany ¹

Masters Stores

Hull, Masts, Yards and Rigging equivalent for a Brig 2 Spair Topmasts, 1 deep Sea Line and Lead, 1 hand ditto & Lead, 1 Log Reel and Line, 4 half hour Glasses, 1 two hour Glass, 2 half minute and 2 quarter minute Glasses, 2 Bower Anchors and Cables not half wore, 1 Sheet Anchor and Cable not half wore, 2 speaking Trumpets, 2 Ensigns, 1 Pendant, 1 Jack, 2 Top Armors 2 Quarter Cloths, 1 Waste Cloath –

Gunners Stores

6 double fortify'd 4 Pounders	}	Rammers, Spunges, Handspikes and Crow Bars fitting for the same
4 3 pounders		
2 two pounders		

10 Swivel Guns, 30 Muskets, 12 Cutlasses, 6 Blunderbusses, 3 Pistols, 15 Powder horns, 22 Cartridge Boxes for Musket Balls, 19 Wooden cartridge Boxes for Carriage Guns, 160 lb Musket Balls, 12 Gunners Mallets, 20 priming irons, 27 four pound double head Shot, 10 three pound double head Shott, 10 Lanthorns, 180 four pound Shot, 50 three pound Shot, 18 hand Grenades, 50 two pound Shot, 79 Swivel Shot, 20 Bags of small langrage, 21 pound of Swan Shot, 33 pound cartridge paper, 45 Launcets, 24 Iron Stantions for netting, 100 lb Sheat Lead –

Boatswains Stores –

3 Marlin Spikes, 3 Searing Mallets, a number of Spare Blocks & dead Eyes, 1 Spun yarn Wench and Bolt, 1 Cat Block, 4 Scrapers

Sail makers Stores

1 Foresail, 2 top Sails, 2 Top gallant Sails, 1 Main Sail, 1 Main Stay Sail, 1 top Mast ditto, 1 Midle ditto, 1 Jib, 1 fore Stay Sail, 1 Ring Tail, 1 top Mast steering Sail, 2 lower steering Sails, 2 top gallant Royals. 4 Bolts spare Canvas, 6 Palms.

Carpenters Stores

1 Long Boat, 1 Yawl, 1 Whale Boat and Sails, 6 long Boat Oars, 4 Yawl Oars, 2 Whale Boat ditto, 10 Ship Oars, 8 pump Boxes, 2 pump Hooks, 6 pump Bolts, 4 pump Cans, 2 Saws, 1 broad Axe, 3 Augurs, 6 Gimblets, 2 Gouges, 2 plains, 30 lb Spikes, 2 Crow Barrs, 28 pair Hand Cuffs, 2 Files, 6 pump Brakes, 1 Hammer, some spair Iron Bolts, 1 Copper pump, 4 Chizels, 2 Adzes, 2 Corking Mallets, 2 Corking Irons, 2 hen Coops, 2 drawing Knives, 2 Tap Borers, 1 Bung borer, 1 Iron Mall.

Cooks Stores

2 large Iron pots, 1 small Iron ditto, 1 iron Camboose, 2 Grid Irons, 1 Frying pan, 1 Stew pan, 2 Sauce pans, 2 Ladles, 1 Tormentor, 1 Harness Tub, 1 Wood Axe

Stewards Stores –

4 Tin Funnels, 1 pair Steelyards, 1 half Gallon Measure, 1 Quart Measure, 1 Gill Measure, 4 Knives, 4 Forks, 6 plates, 2 dishes, 2 pewter Basons, 2 Decanters, 6 Wine Glasses, 1 Tureen.

Taken by Rob Smith

[Endorsed] *King Taminy's* Stores 2d July 77.

1. Treasurer and Comptroller Papers, Port Papers, Port Roanoke, NCDALH.

3 July

LIBELS FILED AGAINST TWO PRIZE BRIGANTINES IN NEW HAMPSHIRE
MARITIME COURT ¹

State of New Hampshire

To all whom it may concern.

Notice is hereby given that a Maritime Court for this State, will be held at the Court House in Portsmouth, on Monday the 28th day of July 1777 at 10 o'clock in the forenoon for the Trial of the Justice of the Captures of the Brigantine called the *Jane*, about Eighty Tons burthen her Cargo and Appurtenances, John Decaen late Master – and also the Brigantine called the *Two Sisters*, about 50 Tons burthen her Cargo and Appurtenances, William Waterman late Master, which Vessels with their Cargoes and Appurtenances, were at the time of their Capture, said to be the Property of, and to belong to some of the Subjects of the King of Great Britain, being enemies to the United States of America, & taken and brought into the Port of Piscataqua by Thomas Dalling Commander of the private Armed

Schooner named *McClary*, against which Vessels a Libel is filed before me in behalf of the owners & Captors – Any persons concerned, may then appear & shew cause (if any they have) why the said Vessels Cargo's & Appurtenances should not be condemned.

J Brackett Judge of said Court.

Portsmouth, July 3d 1777.

1. *The Freeman's Journal*, Portsmouth, N.H., July 19, 1777.

JOHN BRADFORD TO THE CONTINENTAL MARINE COMMITTEE¹

[Extract]

Honble Sirs –

Boston 3rd July 1777

Captain Hinman of the *Alfred* informed me some time ago he had receiv'd orders from the Honble Board to go out on a Cruise & to return here or to some near port to receive your orders which shou'd be left me the *Alfred* has been ready to Sail about a week only the Captain being disappointed in manning his Ship – the time being so nearly elaps'd he thought best to remain in port till this time & by desire of Coll Whipple who arriv'd here two days ago, I mention this, Lest your orders may have mis-carried on the Road & he be detain'd here waiting for them – I wrote the Honble Board under the 22d May & 19th June hinting that the marine Service must suffer if I had not a Supply of money . . .

We have no advice from the frigates² since my last, but the *General Mifflin* has sent a prize into an eastern port, with thirty five Teirces peruvian Bark, Salt, Raisins, Sherry, &c a valuable prize, the fifty Gun Ship & two frigates continue in our Bay and almost dayly appear in sight of our harbour, that the Risque is great, and the Chance much against the prizes getting in . . . I beg leave again to mention the difficulty I am under relative to the distribution of Shares Among the Schooners people who engaged in the service under his Excellency General Washington On different terms from the mode the Honble Congress has Apportioned their shares, it will be agreeable to the men to let the Captains have their two twentieths, but as there is but few Officers Among them, if those they have, shou'd share the whole of what is assign'd for the whole Class & only two Officers of that Class they will share four men's shares the men are very unwilling to give up that point – the Schooner *Lee* will Sail on a Cruise in a few days . . .

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

2. Continental Navy frigates *Hancock* and *Boston*.

CAPTAIN JOHN PAUL JONES TO LOUIS DANIEL CHARRIER, NEW BEDFORD¹

Sir

Boston 3d July 1777

having now received Orders from Congress to proceed from Portsmouth in the Ship *Ranger* instead of the *Amphitrite* – agreeable to your desire I am willing to make Trial of your intrest and Address in enlisting Able Bodied Men, especially Seamen, to Serve in the Navy under my Command. – You are therefore Ordered and directed forthwith to proceed to Salem in this



G R E A T ENCOURAGEMENT F O R SEAMEN.



ALL GENTLEMEN SEAMEN and able-bodied LANDSMEN who have a Mind to distinguish themselves in the GLORIOUS CAUSE of their COUNTRY, and make their Fortunes, an Opportunity now offers on board the Ship RANGER, of Twenty Guns, (for FRANCE) now laying in PORTSMOUTH, in the State of NEW-HAMPSHIRE, commanded by JOHN PAUL JONES Esq; let them repair to the Ship's Rendezvous in PORTSMOUTH, or at the Sign of Commodore MANLEY, in SALEM, where they will be kindly entertained, and receive the greatest Encouragement.---The Ship RANGER, in the Opinion of every Person who has seen her is looked upon to be one of the best Cruizers in AMERICA.---She will be always able to Fight her Guns under a most excellent Cover; and no Vessel yet built was ever calculated for sailing faster, and making good Weather.

Any GENTLEMEN VOLUNTEERS who have a Mind to take an agreeable Voyage in this pleasant Season of the Year, may, by entering on board the above Ship RANGER, meet with every Civility they can possibly expect, and for a further Encouragement depend on the first Opportunity being embraced to reward each one agreeable to his Merit.

All reasonable Travelling Expences will be allowed, and the Advance-Money be paid on their Appearance on Board.

IN CONGRESS, 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.

By Order of CONGRESS,

JOHN - HANCOCK, PRESIDENT.

DANVERS: Printed by E. RUSSELL, at the House late the Bell-Tavern.

State And in that district to exert your utmost Skill and Abilities in the Enlistment of prime Seamen and Able Bodied Landsmen to Serve in the Navy under my Command. – You are not to pay the Advance ~~at Providence~~ allowed by Congress – but Send such as enlist, to me. their reasonable expences will be Allowed – they will be entitled to Wages from the day of entry – And I will pay the Advance on their Appearance at the Ship. – I will expect you to observe the Strictest Frugality that may be consistent with the Service. – You herewith receive Blank Articles of enlistment – but as I do not yet know the Name of the Frigate I would rather prefer your using the written Articles which you have Already received from me. – I mean to Appoint Sundry petty Officers from among the Most deserving Seamen. – I am persuaded that you will ~~be careful to~~ Avoid all cause of complaint and be careful that your whole deportment be Such as becomes the ~~dignity of your Rank~~ Dignity of the Officer and the Gentleman. the *Ranger* taken altogether will in my Judgement prove the best Cruiser in America. – She will always be able to Fight her Guns under a most excellent cover – And nothing can be better calculated for Sailing Fast or Making good Weather. – When we reach France She will be a great Addition to our other force and Facilitate our Success. – Since the establishment of our Navy no persons in it have had so good – so fair a prospect of Success as ours is at present. – this makes all Arguments in favour of it Unnecessary. – the *Ranger* is Equiped and in Readiness for Service – a few Men Only are wanting. – I mean to begin Enlisting here immediatly – I have already given enlisting Orders at providence – and shall Also give enlisting Orders at Various other places to the Eastward. – You may Also enlist Men at Marble Head provided your Operations there do not interfere with your enlistment at Salem – I have Occasion for a number of petty Officers and will show preference to dilligence and Merit Only. I wish you Ample Success and am [&c.]

J.P.J.

1. Papers of John Paul Jones, 6600, LC.

REPORT OF THE MASSACHUSETTS HOUSE OF REPRESENTATIVES ¹

[Boston] July 3d 1777

The Committee appointed to inspect the Accot Sales of the Agents for the middle District of Prizes belonging to this State have attended this Service & beg Leave to report

That in the Opinion of this Committee the sd Agents have disposed of larger Quantities of Goods to particular Persons then were expedient considering the Distress of the Community in general at this time.

The Committee are also of Opinion that it is necessary that such Goods as are from Time to Time brought in & are not wanted for the immediate Service of the State should be sold by the Piece at public Vendue.

1. Mass.Arch., vol. 137, 176.

JARED TRACY TO JOSEPH TRUMBULL,
COMMISSARY GENERAL, CONTINENTAL ARMY¹

[Extract]

Dear Sir

Boston July 3d 1777.

I have the Pleasure to inform you Of the arrival of four of the Virginia Vessles, Vizt

Schooner *Merry*, Richd Riche 778 Barrels

Schooner *Liberty*, Nathl Low 354

Schooner *Speedwell*, Aaron Staniford 400

Brigg *Nabby*, Knolton 994 Barrels

The schooner *Sally*, Moses Lewis is taken & Carried into Newport, with 1107 Barrels flour

Have sent away 36 Sail of which have accts of the arrival of Twenty five there, 5 taken going, 1 Cast away & 5 of the last have had no accts of, there has now Nine arrived & taken coming back which is all have had accts of sailing . . .

Am I to fix out any more Vessles for Virginia or not, my last instructions was to fix out no more till further orders.

1. Miscellaneous Letters, Force Transcripts, S-W, LC.

Continental Journal, THURSDAY, JULY 3, 1777

Boston, July 3.

A Prize, taken by Captain [William] Day, in the *General Mifflin* Privateer, arrived at a safe Port to the Eastward last Wednesday; she was taken two Days before their Time was out with the Continent. The Prize was bound from London for New York; her Cargo consists of Salt, about 200 Quarter Casks Sherry, about 300 Casks of Raisins, and 30 or 40 Tierces of Bark, containing about 4000 wt.

THOMAS GREENE TO GOVERNOR NICHOLAS COOKE¹

Sir,

Providence July 3d 1777.

We the Subscribers, both of Providence in the State of Rhode Island &c. Merchants, request your Honor to Grant a Commission or Letters of Marque and Reprisal to John Tillinghast Commander of the Private Sloop of War *Retaliation* of which we are Owners. She is burthened Ninety Tons carries Twelve Carriage Guns, Six, Four and Three Pounders, and Fourteen Swivel Guns, manned with Seventy Men, and fitted with a suitable Quantity of Muskets, Blunderbusses, Pistols, Cutlasses, Powder Ball and other Military Stores. She hath on board Fifty barrels Beef and Pork, and Five Thousand weight of Bread &c. John Jacobs is First Lieutenant [blank] Tobey is Second Lieutenant, and Ebenezer Hill is Master of said Sloop. We are with great Respect Sir [&c.]

Tho Greene

1. Maritime Papers, Letters of Marque, 1776-80, 64, R.I. Arch.

REPORT OF THE COMMITTEE APPOINTED TO EXAMINE THE ACCOUNTS OF
CAPTAIN WILLIAM COIT, CONNECTICUT NAVY SHIP *Oliver Cromwell*¹

[Extract]

Lebanon: July: 3d 1777

To his Excellency Govr Trumbull and the Honble Council of Safety now
Convend in Lebanon –

Wee the Subscribers being Desired to Examine the Acctts of Capt
William Coit late Commander of the Ship *Oliver Cromwell* belonging to
this State Relative to the Wages Disbursements &c for said Ship during the
time said Coit had the Command, beg leave to Report as follows –

That the whole Amount of Capt Coits Acctts for wages of the officers
and Men Disbursements &c for the Ship Amounts to the Sum of £4084. 13. .
31½

Whereof the Sum of £2884. .5s. 7½d is the Sum due for the Wages
of the officers and men while Retaind in said Service on Board Said Ship
according to agreement made with them in behalf of this State –

That the further Sum of £591. .1s. 10½d Containd in Sundry Articles
Chardgd in said Acctts for Contingent Expences of the officers for Inlisting
men Negotiating the affair &c has been Considerd & allowd by Messrs Deshon,
Ledgard & Hurlburt but as wee have not the vouchers are not able to Judge
of the Justice or Propriety of them Chardges –

That in Regard to the first article of £23. 14s. .8d for board Chardgd
in the additional part of said Acctts Exhibited the same was for his own
Board on Shore while at New London after his Capt Coits appointment to
the Command and before his Dismission: That the time from the 11th of
July: 1776: to the first of December following was Chardgd at 12/ p week
and for the Residue of the time till the 14th of April 1777: at 18/ p week –

That the article of 320 Meals victuals there Chardgd @ 10d the men
belonging to sd Ship had on Shore before the Caboose was made on board
said Ship –

That the Sum of £65. 15. .0 in Sundry articles in Said Acctts is
Chardgd for boarding the officers of Said Ship on shore –

That the further sum Amounting to £145. 14s. .0d Chardgd in said
Acctts for boarding & nursing: was for boarding and Nursing the Sick People
that belongd to Said Ship while on Shore and that the same articles Containd
in the last Mentiond Sum Capt Coit has paid and agreed to pay to those
Persons who did the Service.

That the article of £10 – Cash Chardgd to be paid to Men to Long
Island was paid by Capt Coit to Some of the People belonging to sd Ship for
Extra Service going to Long Island to procure Spars & Timber for the use
of this State –

That as to the Residue of the articles Chardgd in Said Acctts wee have
Examind the vouchers in Support of them: and find by the vouchers Except
in Some few Instances where they were not had that Capt Coit paid the
Several Sums Chardgd According to the Respective Chardges made therin –

And that the articles last Referd to Excepting an Article of two pieces

of Ribon Chardged at £2..0s..3 were applied to the use of the Ship and for the use of the People belonging to the same & Negotiating in the Service aforesaid: Save only an Article of Expences at Duglass' Chardgd at £4..0s..0d another Do at Noble Hinmans Chardgd at £13..0s..8d: another Do Chardgd at £2..0s..0d at Eliots Watermans & Potters which last Mentiond articles were Expences for Liquors had and used by the People belonging to sd Ship at Sundry of the Taverns at New London while sd Ship lay in the Harbour there and that the Same were Deliverd Under Capt Coits Direction: which Articles Containd in Capt Coits said Acctts were Examind Revisd & allowd by Messrs Deshon Ledgard & Hurlburt & Some few of them Reduced to a lesser Sum - . . .

Wee also find that 36920 lb of Beef was Deliverd on board of sd Ship during the time Capt Coit had the Command - 780: of which Capt Coit procured & has Chardged: That the Quantity of Provisions taken and used on board said Ship during Capt Coits Command woud Much Exceed the Rations & allowance Established in the army & Navy: for Such a Number of men for the time they were Retaind on board sd Ship -

Wee also find that N: Shaw Junr Esqr at the Request of Capt Coit paid to the Seamen on board sd Ship the Sum of £473..2s..4d: and also advanced to Capt Coit the further Sum of £510..8..6 for the same Purpose both which Sums are Chardgd in Capt Coits Acctts -

All Which is Submitted by Your Humble Servts -

Matth^w Griswold Daniel Sherman Benj Huntington

1. Conn. Arch., 1st Series, IX, 167a-d, Conn SL.

COLONEL SAMUEL BREWER TO MAJOR GENERAL WILLIAM HEATH ¹

Hond Sir

Ticonderoga 3d July 1777 -

I receiv'd your letter, cannot now refer to the date as I am not now with my Papers. I sensably acknowledge your Kind favor. Shall very cheerfully comply with your request In Sending you every Extraordinary occurrence that may from time to time happen in the Camp so far as shall come To my Knowledge. -

As to Present News can Inform you that the Enemys fleet arriv'd in full view of us at 3 Mile Point the 30th of June Consisting of Two Ships - one of 22 gun & one of 18 or 20 - with 5 or 6 Sloops, and as near as we can tell about 25 Raddows and Gun Boats - the same day their Landed a Large Number of men on 3 Mile point, which were Composed of Fraziers Infantry Canadiens Savages, &c on the west - The next day i.e. the 1st Inst 45 Boats Came up from Crown point Loaded Deep with men, and landed on the East side where they still remain in the woods - the 2nd Inst they took Possession of my old forts at Mount hope which is near the Mill and Block house - they made several attempts upon Leut Hewit with about 20 men - he having 2 - 2 pounders in the block house repuls'd them repeatedly - in the night following the Genl sent him orders to burn the Block house and Mill and make his Escape the best way he could - which he Did yesterday morning after sun rise - before noon they attackt our Piquett in the front of the

French lines – our Piquet gave way after a brave resistance, and retreated within the Lines and brought off the Kill'd and wounded – they ventured to Pursue our men so Close to the lines that one of our Regiment had opportunity of Discharging Two round, on them, which with a few Pieces of Cannon loaded, with Grape they Scampered away in the afternoon they Rallied again – (we had replac'd our Piquet) and made the second attack but with out effect – our Piquet stood their ground. at the writing of this they are Imbodied about a mile west of the lines and appear to be about a thousand of them one of the Infantry pushing so hard to kill one of our men (which he did) but was made a Prisoner in an Instant – 2 Waldeckers Deserted to us yesterday, but am not able to give any account of what Intelligence they bring as I am so much unwell, I have not been able to go to head Quarters since they were taken; nothing has been done this day on either Side, but prepare for action our number are few but in high spirits – and I am Determined to conquer or die; our men are very healthy thank God – hope in my next to be able to give you a good account of those fellows that now present Themselves to our view – Sr Excuse my freedom as this Post is now waiting for this – I beg leave to subscribe myself [&c.]

Sam^l Brewer

1. William Heath Papers, V, 187, MassHS.

BRIGADIER GENERAL GEORGE CLINTON TO MAJOR GENERAL ISRAEL PUTNAM ¹

[Extract]

Fort Montgomery 3d July 1777

. . . The *Congress* is not yet got down. Capt Hodge is up at Poughkeepsie to assist in bringing her down & not a Gun on Board his own Ship.² I will send to Palmer & try to prevail on him to take Command of the *Shark*,³ tho' I despair of his doing it, in the Mean Time I will look out for somebody Else that will. We shall want Artillery Men much, we want a Man to a Gun I mean such as must be in Use should the Enemy approach by Water only. I am [&c.]

G C

1. George Clinton Papers, no. 594, N.Y.Arch.

2. Continental Navy frigates *Congress* and *Montgomery*, Captains Thomas Grennell and John Hodge respectively.

3. Connecticut Navy row galley.

VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS ¹

[Extract]

Number 34.

Sir,

Eagle Hudson's River

July the 3d 1777.

Under this and other Covers by the same Conveyance, you will receive the Judgments and Minutes of several Courts Martial held in this Fleet on different Occasions.

Upon the Subject of that assembled the 23d of January herewith enclosed, for the Trial of the First Lieutenant, Gunner and Gunner's Crew of

the *Diamond* by Order of Sir Peter Parker, in consequence of a Letter from Captain [Charles] Feilding representing that five Men had been killed and two wounded in the *Grand Duke of Russia* Transport by a Shot fired from the *Diamond* in a Salute; I am to observe that as the Proceedings in the Case were founded on a Charge exhibited in a Letter from Captain Feilding, a Member of the Court; and that the Acquittal extended to no other Crime besides a Neglect of Duty in the Parties, who are only described by their Official Characters, not by Name; I thought it requisite to signify those Exceptions to Sir Peter Parker. . . .

[Endorsed] 3 July 1777 New York Lord Howe R 22d Augt

1. PRO, Admiralty 1/487, 448-49.

MINUTES OF THE PENNSYLVANIA NAVY BOARD¹

State Navy Board [Philadelphia] July 3d 1777

James M'Coy second Lieutenant of the *Experiment* Galley and Philip Ardel second Lieutenant of the *Effingham* Galley having been guilty of Misdemeanours were both try'd by a Court Martial and broke -

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

4 July

MASSACHUSETTS COUNCIL TO SAMUEL HARTLEY¹

Sir

Councill Chamber Boston July 4: 1777

You are hereby ordered & Directed Imediately to Cleare Such People as are now in Helth onbord the Cartill this Day aryved from Halifax, & take onshore at the Pest House, those who are now sick with the small pox, & see that they are properly taken Care of. you are Also Directed to Clean the Vessell in order that she may Imediately [be] brought to Town with safety² To The Keeper of the Pest House, on Rainsford Island

1. Mass. Arch., vol. 167, 66.

2. The Boston Selectmen reported: "Information given that Capt Glover in a Flag of Truce from Hallifax was arrived at Rainsfords Island having the Small Pox on board. Orders were therefore given Mr Hartley to smoke & cleanse, and he having Reported that the Captain & seven Passengers were cleansed & had each a fresh Shift of Clothes & might come up to Town without danger-Liberty was given for that purpose, July 7, 1777." *A Report of the Record Commissioners of the City of Boston containing the Selectmen's Minutes from 1776 through 1786* (Boston, 1894), 43.

COMMODORE ESEK HOPKINS TO HENRY MARCHANT¹

Sir

North Providence July 4th 1777 -

I wrote to Mr Ellery some time ago for the Petition or Complaint against me, but he did not get it for me. These are to desire you to get and send to me, an Attested Copy of all the Complaints against [me] to Congress or to the Marine Board, if it is in your power to procure them - if not, please to let me know the reason I can't have them, and you will oblige. Sir [&c.]

E H

To Henry Marchant Esqr Member of the hon Contl Congress at Philada

1. Hopkins Letter Book, 78, RIHS.

DIARY OF FREDERICK MACKENZIE¹

[Rhode Island] 4th July This being the first Anniversary of the declaration of the Independency of the Rebel Colonies, they ushered in the morning at Providence by firing 13 Cannon, (One for each Colony we suppose). At 12 o'Clock the three Rebel Frigates that lie at and near Providence fired 13 Guns each, and at one, 13 Guns were fired from their Fort at Howland's ferry. At Sunset the Rebel Frigates fired another round of 13 Guns each, one after the other. As the Evening was very still and fine, the Eccho of the Guns down the Bay had a very grand effect, the report of each being repeated three or four times. Several Guns were fired during the day, from other places in the adjacent Country. It being usual with us, for Forts or Garrisons to fire at 12 o'Clock, and the Ships at 1, on rejoicing days, we suppose they chose to reverse it, for the sake of differing from our mode.

1. *Mackenzie's Diary*, I, 145-46.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY¹

At a Meeting of the Governor & Council of Safety holden in

Lebanon the 4th Day of July AD 1777

Voted & resolved, that no Board wages when suitable Provision was made on board shall be allowed to the Officers and Men on board the ship *Oliver Cromwel* in the settlement of their Accounts antecedent to the fourteenth day of April 1777 except such Officer, Marine or Mariner, was so sick as that his Continuance on board would have endangered his Life or the Health of others on board sd Ship.

1. Council of Safety Journal, vol. 1, ConnSL.

ORDERS OF MAJOR GENERAL ISRAEL PUTNAM¹

[Peekskill, July 4, 1777]

Agreed – that 1 12 Pr on travelling Carriage & that with the new Trunnion be sent to Fort Montgomery; that the 9 Prs at Fort Constitution be immediately put on Board the ship *Congress*;² – that Lt [Daniel] Shaw of sd ship command the galley *Shark*;³ – that Col [John] Lamb be ordered to Ft Montgomery with a Reinforcement of Arty; – that the 2 12 Prs be sent for from N Windsor; – the Brass 24 to supply their Place; – that the 12 Prs left last Fall near Fort Lee be immediately sent for; – a Party be detached from Gen [Samuel H.] Parson's Brige for this Purpose; – that Two Comps be ordered to Ft Constitution to supply Col [Jotham] Loring's Place.

1. George Clinton Papers, no. 595, N.Y.Arch.

2. Continental Navy frigate, Captain Thomas Grennell.

3. Connecticut Navy row galley.

MINUTES OF THE PENNSYLVANIA NAVY BOARD¹

State Navy Board [Philadelphia] July 4th 1777

William Greenway and Joseph Bradford having Petition'd for Commissions and being well recommended, they were appointed to the Command

of the Guard Boats, *Hornett & Wasp*, the Board gave them their Commissions and swore them accordingly –

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

COLONEL ZADOCK PURNELL TO GOVERNOR THOMAS JOHNSON¹

[Extract]

Worcestr County July 4th 1777 –

... I have reced intelligence that two of the british Cruisers went into Chingoteague the day before yesterday & took possession of the Vessells in that port except two or three which were up some of the Creeks the same attempt upon our Harbour I think may undoubtedly be expected – I cou'd wish that a kind of Row Galley or Gondalo could be constructed which to act in Conjunction with our little Battery would I presume render us very secure, if your Excellly shoud approve of such kind of Vessell being stationd here we shoud want some Carpenters who woud be able to direct & carry on the work –

1. Red Books, XVI, 117, Md. Arch.

“EXTRACT OF A LETTER FROM ST. VINCENT’S, DATED JULY 4.”¹

His Majesty’s sloop *Ajax*, the 1st inst, about nine leagues from hence, fell in with an American privateer of 14 guns, schooner rigged, which she fought five glasses; and after shooting away her enemy’s ensign staff she made of. The *Ajax* received so much damage during the action, in which almost all her crew were either killed or wounded, that she was disabled from pursuing her antagonist. The seamen belonging to the *Ajax* took up the American ensign, which has since been brought on shore here. It is a red field with an hydra painted thereon.

1. *London Chronicle*, August 23 to August 26, 1777.

5 July

TRIAL AND VERDICT IN VICE ADMIRALTY COURT AT HALIFAX OF RECAPTURED
BRITISH SLOOP *William & Barbara*¹

Nova Scotia Court of Vice Admiralty	}	Cause
		J Hanes Esqr Commander of his Majesty’s Ship of War the <i>Albany</i> VS the Sloop <i>William & Barbara</i> & Cargo –
5 June 1777		Libell filed & entred, Order made thereon as on file Registers Office June 9th 1777 –

George Harris, Purser of his Majesty’s Ship of War the *Albany*, being duly Sworne, Deposeth, that on their Passage from New York to this Port of Halifax, they fell in with the Sloop, *William & Barbara*, on the 29th day of May last, being off of Cape Sables, that Joseph Hains, acting Capt’n of the *Albany*, order’d the Boat out and Boarded said Sloop, & found she was from St Lucas [Sanlucar de Barrameda], bound to, Perth Loaded with Salt & Wine, that she had been taken about six weeks before,

by the Rebels, and was then in their Possession, that the former Master, & all the Hands, were taken out of her by the Rebels (except a Lad,) that the said Sloop is now safe in this Port, that the papers, now produc'd by the Advocate Genl, and filed in Court, No 1 to 6 were found on Board the said Sloop –

Geo. Harris

Sworne before

Charles Morris junr Regr –

David Martin, Seaman on Board the Sloop *William and Barbara*, being duly Sworne, Deposeth, that he was Ship'd on Board said Sloop at Perth in Scotland – that on their Passage from St Lucas to Perth, being sixteen Leagues to the Southward of the Rocks of Scilly on the 15th of April last, they fell in with an American Privateer Brig, Commanded by one, John Clouston,² who boarded and, took Possession of the said Sloop, took out the Capt'n & all the Hands except the Deponant, & mann'd the Sloop with Rebels, & then Shap'd their Course, for Marblehead or some Port in the Rebellious Colonies, that on or about the 27th of May, they fell in with the *Albany* Sloop of War who retook the said Sloop *William & Barbara* & brought her safe into this Port –

David Martin

Sworne before

C Morris junr Regr

9th June } Court open'd by makeing Proclamation as usual
 Proclamation, then made for all Claimers, none appeared. The Evidence taken before the Register read & the Papers filed by the Advocate General No 1 to 5. read as on file. The Advocate General then moved that as no Claimer to the said Sloop and her Cargo had appeared to pay the Salvage & Charges, that she might be Sold to pay the same, which motion the Court took into Consideration and Ordered that the said Sloop and her Cargo be Sold at Public Auction under the direction of the Collector of his Majesty's Customs in whose Custody the said Sloop and Cargo is, & that the money be paid into the hands of the Register of this Court, and an Account of Sales thereof filed with said Register, Specifying the marks and numbers of each Cask of Package, for the further Consideration of the Court.

Court Adjourned to Wednesday the 18 June Instant. 18th June, Court opened by making Proclamation as usual. The Judge Ordered Proclamation to be made for all Persons Claiming property in said Sloop to Appear and Assert their Claims, none Appeared, the Advocate General then moved for a Decree which was pronounced as on file. Court adjourned without Day. – Halifax, 19th June 1777. Account of Sales of the Sloop *William & Barbara* taken by his Majestys Ship *Albany*, Alexander Thomson Esqr Agent.

216 hhds Salt @ 18/	£194 . 8 . 0
167/8 Qr Casks Sherry Wine	139 . 4 . 4½
The Sloop <i>Wm & Barbara</i> & Appurtenances	270 . . . –
1 Barrel Oatmeal	13 . 9
2 bbs Beef Damaged & part of a Bbl Sound Do	10 . . –
	<hr/> £604 . 16 . 1½

Charges vizt

Paid Labourers	£18..6
Do for Cooperage	15..—
Do Samuel Pettits Bill for Labour	3..5.10
Bill of Sale	10..—
Cryers fees & Advertising	10..—
Custom House Duty on 2 Tons & 1 Gall. Wine @ £7 Stg	15.13..6
Exchr	1.14..9½
Entry	2..9
	<hr/> 17.11..0½

Carried over

Brot over

£604.16..1½

Light House Duty 60 Tons	£1.10..—
Wharfage	2..—..—
Commission 5 PCt	30..4.10½

57..5..5

Halifax 3d July 1777. Errors Excepted

£547.10..8½

Ja. Browne
Settlement

The Nt Amount of Sales of the Sloop *William*
& *Barbara* as Pr Auctioneers Acct } £547.10..8½

The Eighth & Charges to be Deducted

One 8 to the Captors £604.16..1½ £75.12..—

Wages to David Martin 6.14..3

Warrant Appraisement &ca 1..1..—

3 Appraisers at 23/4 each 3.10..—

Judges Fees to be Distributed £10 Stg 11..2..3

The Advocates Generals Bill 7.11..8

Collectors Bill, Waiters Attendance,
& Custody of the Vessel 5..—..—

Copy of the Case & Sundry papers 2..1..8

Poundage, receiving & Custody of the

Money 5 PCt 27..7..6

Gaugers Bill —..5..8

140..6..—

Remains for the Owners or Insurers as the
Case may be

£407..4..8½

Halifax July 5th 1777. Examined & Allowed
Rich: Bulkeley.

£407..4..8½

The Nt proceeds of one Cask of Wine Paid
David Martin by the Judges Orders. See
the files.

5.11..—

Remains in Court

£401.13..8½

paid to Wm Nesbitt who was impowered to receive for the owners.

1. N.S. Arch., vol. 495, Vice Admiralty Register, vol. 5, 1769-77, 532-35.
2. Massachusetts Navy brig *Freedom*.

"REPORT OF THE COMMITTEE APPOINTED TO PURCHASE VESSELS ON ACCOUNT
OF THE STATE [OF RHODE ISLAND] JULY 5TH 1777." ¹

Providence July 5th 1777

We the Subscribers being Appointed with others by the Honobl Council of Warr to propose a plan for the purchase of Two Suitable Vessills for Cruizers, and for the Voiages of Three Vessels to be fitted out by the State to procure Necessarys for the Inhabitents and the Arme[y] haveing tacen the Same in to Consideration find it a Very Difficult Matter, our own State being Blocked up and the Vessills the Most Suteable for Cruizers which belong to Other States being allready Engaged in that Service, but as Collo Smith has a promise from the State we Recommend that he with one other person be appointed to go to the Severil ports of the State of the Massachusets to See if Aney Suitable Vessell Can be Got & if aney one to Cary from 16 to 20 Guns Can be found to the Satisfaction of said Smith that they purchase the Same on the best Terms they Can & Report to the Council Weither an other Can be found & on what Terms, as we Suppose woolin Goods will be the most wanted by the Time Aney Vessell that may be fitted out Can Return, We Recommend that one Vessill be Dispatched for France or Sweedland with a Cargo of Tobacco and flaxseed if to be Got and that a Large amount be Imported in her on C[ommissio]n & that one other Vessell be Fitted for Carolina & one for Verginna both in Ballis with Bills on 'the Congress for a Sufficient Sum to Load them with Rice and Tobacco

John Brown John Jenckes Thomas Rumreill		
2 Armd Vessills from 16 to 20 Guns Compleete for the Sea	£16,000 to £20,000	
1 Vessill with 100 hhds Tobacco with Chargis &c about		2 500
2 do to Carolina & Verginna with Bills to Load them		9 000
Supposed 120 Tons Each		
		<u>£31,500</u>

1. Letters to the Governor, 1777, vol. 10, 121, R.I. Arch.

ACCOUNT OF EXPENCES RELATING TO PRIZES OF NEW YORK NAVY
SLOOP *Montgomery*, CAPTAIN WILLIAM ROGERS ¹

An Account of the Expences of the [burnt] & Prizes taken at Long Island –
[New Haven]

1776 [1777] June 16	To Cash gave to the Officers belonging to the <i>Grayhound</i> Ship of War ² to Beare their Expences to New York	1 . 4 . 0
	To Cash gave the Gard for their Expences	2 . 0 . 0
	To Cash gave Jacob Willis for going to New York Express	1 . 10 . 0
	To Cash paid Jacob Willis for going to New York with a Waggen	2 . 10 . 0
	To Cash paid James Smith for going to New York do	2 . 10 . 0
	To Cash paid Daniel Jones for piloting the [boat] over the Bay	1 . 0 . 0

To Cash paid an Indian Squaw for keeping a Negro man that died, taken in the Sloop <i>Charlotty</i> ³	1. 16. . 0
To Cash paid Capt Strong for Vittiling the prisnors at Sundry times, & for finding Six men for a Gard, Wher we Could not Spare our men	20. . 0. . 0
	<hr/> £32. 10. . 0
Ballance due to the State N York	7. 10. . 0
Cr	<hr/> £40. . 0. . 0
By Cash Recd of Joseph Hallet £40. . 0. . 0 pay the above Accot	

Errors Excepted July 5: 1777 William Rogers

1. Andrew Elliot Papers, Sloop *Montgomery* Folder, NYSL. This document was damaged in the New York State Library fire.
2. Taken in *Greyhound's* prizes recaptured by *Montgomery* and brought into Fire Island Inlet on June 27, 1776. See Volume 5.
3. *Charlotte*, British transport sloop, carrying entrenching tools, chevaux de frise, etc., captured by *Montgomery* on July 5, 1776. See Volume 5.

VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS¹

Number 35.

Sir,

Eagle Hudson's River

July the 5th 1777.

The General meaning to withdraw the Army from the Jerseys into Staten Island preparatory to the intended Operations of the Campaign, the Rebels affected to meditate some Interruption to the Movement. But their advanced Corps, consisting of about three thousand Men, being vigorously attacked by part of the Troops forming the Right Column of the Army under Lord Cornwallis, on the 26th of last Month, they were immediately beat back to the Heights and Defiles where their chief Force was assembled at some Distance in their Rear.

Three pieces of Cannon with several prisoners were taken on this Occasion. And the Enemy not appearing afterwards, the Army were crossed over from Amboy on the 29th and 30th past, and will soon embark from Staten Island for further Service.

The *Otter* Sloop arrived here from Antigua the 29th, and the *Raisnable* the next Day. These two Ships coming in with the Coast from the Southward, did not cross the Tract which appeared to be the Station of the Cruizers seen by the *St Albans*.

The *Raisnable* took two American Vessels of Ninety Tons each on the Passage to this Port; One with Rice, Indigo, Pimento and Fustick from Charles Town for Nantz; The other with some Tobacco and Lumber from Boston to Surinam.

The Commander in Chief of the Land-Forces having desired that a Frigate may be appropriated for the Conveyance of the Hessian General Heister ordered to return to Europe; I have appointed the *Niger* for that Service; And to convoy such empty Victualling Transports as have been

cleared of their Stores. Captain [George] Talbot is directed to Portsmouth in preference, for the Accommodation of the Hessian General; And will wait to receive Orders for docking the Ship; which will be particularly necessary from some Damage to the False-Keel that she has received.

The *Liverpool* arriving the 5th Instant, I am favored with your Letters of the 28th and 30th of April, respecting their Lordships future Intention for Sir Peter Parker; with a Commission enclosed appointing him Rear Admiral of the Blue Squadron. Likewise a Letter of the 5th of May concerning the Copy of a Memorial from M Du Noailles, regarding the Detention of a French Vessel called *Le joli Coeur*, in consequence of their Seizure thereof made on these Coasts by the Commander of the *Perseus*.

The Occasion that subsists for the Employment of experienced Officers to direct the different naval Services that may occur in the farther Prosecution of the War, induces me to hope their Lordships will think fit, upon the Removal of Sir Peter Parker, to continue the same Number of Commanders of Divisions on this Station. I have been even obliged to increase it at this time by the temporary Appointment of Captain [Walter] Griffith in that Capacity; As the Continuance of Commodore Hotham is absolutely necessary at this Port during my Absence.

The Particulars respecting the Cause for detaining the French Vessel are transmitted by this Conveyance. And their Lordships' Commands for the Appointment of John Taylor to the Station of Carpenter in the *Mercury* will be obeyed.

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

Howe

[Endorsed] 5 July 1777 New York Lord Visct Howe R 22d Augt (2 Inclosures)

1. PRO, Admiralty 1/487, 460-61.

GEORGE WASHINGTON TO GOVERNOR JOHN RUTLEDGE¹

[Extract]

Head Quarters Morris Town July 5th 1777

. . . Our situation is truly delicate and perplexing, and makes us sensibly feel now as we have often done before the great advantage they derive from their navy. — But we are doing the best we can in our circumstances and keep in sight the difficult objects to which they may direct their attention. — As the information from the Northward was such as merited notice, I have sent a reinforcement thither from Peek's Kill and have dispatched a couple of Brigades hence to that post. — We have also moved the whole army to a position more convenient for throwing speedy succours over the North River, than the one we lately occupied, and at the same time sufficiently near to Philadelphia, to oppose any attempt of the enemy to possess themselves of that city.

1. George Washington Papers, LC.

JOURNAL OF THE CONTINENTAL CONGRESS¹

[Philadelphia] Saturday, July 5, 1777

Whereas, the Secret Committee, by the absence of a number of the members, are reduced to two,

Resolved, That a new committee, to be styled, the Committee of Commerce, be now appointed, to consist of five members; that this committee be vested with the powers granted to the Secret Committee, and that the remaining members of the late Secret Committee be directed to settle and close their accounts and transfer the balances to the Committee of Commerce:

The members chosen, Mr. R Morris, Mr. P Livingston, Mr. W[illiam] Smith, Mr. [Thomas] Heyward, and Mr. Gerry.

Ordered, That the case of Nicholas Davis, formerly referred to the Secret Committee, be referred to the Committee of Commerce.

On application from the Marine Committee,

Resolved, That a warrant for forty thousand dollars be drawn on the commissioner of the loan office in Massachusetts bay, in favour of John Bradford, and a warrant for five thousand dollars on the deputy pay master general, in Virginia, in favour of John Tazewell, the continental agent there, for the use of the frigate *Virginia*; and another warrant for twenty thousand dollars on the commissioner of the loan office in the State of Connecticut, in favour of Governor Trumbull, for the use of the frigates building there, the same being in part of the money heretofore granted to the Marine Committee.

1. Ford, ed., *JCC*, VIII, 533-34, 535.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN JOHN YOUNG¹

Sir

[Philadelphia] July 5th 1777

It is expected that the Continental Sloop *Independence* under your command is now ready to proceed to France agreeable to the directions sent you a few days since. You will receive herewith sundry dispatches from the Committee of Foreign Affairs and Secret Committee respecting which you will obey such orders as they may give. You are to proceed in said Sloop from Senepuxent for the Port of Nantes in France where you must apply to William Lee and Thomas Morris Esquires Commercial Agents of the United States and they will supply you with money to defray the expences of your journey your Lieutenant must employ the Crew in heaving down, Cleaning and refitting the Sloop, and in getting all such things done to her as may be necessary. The Agents will supply the Money and other articles proper on this Occasion for amount whereof you must grant them receipts, You must give directions also to your Lieutenant and other officers to engage as many seamen as possible that you may return full manned - the more the better only taking care to lay in a Stock of Provisions proportioned to the number of men you get. You are to receive from the Honorable Docter Franklin and the other Commissioners at Paris all Letters and dispatches they have to send, and to wait any time they may think proper to detain you.

You are to receive from the Commercial Agents any goods they have to send out by the Sloop and bring from [them] also all Letters and Packets they have to send. Should the Honorable Commissioners think it necessary to detain you any time for their dispatches, it may probably be an eligible plan for you to make a Cruize on our enemies Trade from which you may return at an appointed Time for their dispatches & then also take in such goods as may be ready – This you may propose to the Commissioners and to the Agents.

If you are fortunate enough to take any Prizes you will send them to Address of said Agents, who will receive the Continental share and divide the other as it ought.

When you are dispatched from France you must make the best of your way for this Coast and get into the first safe port you can immediately bringing to us all the dispatches and Letters, which both going & Coming have always ready Slung to a weight sufficient to Sink them, and if you perceive an inevitable misfortune put them into the Sea for they must not on any Account fall into the enemies hands.

You must duely observe the Instructions of the Navy Board, preserve strict discipline but use your officers & men well that they may be fond of the service – treat Prisoners with humanity and in All things act the part becoming an active good officer which will recommend you to Sir [&c.]

1. Marine Committee Letter Book, 99–100, NA.

JOURNAL OF H.M. SLOOP *Porcupine*, CAPTAIN THOMAS CADOGAN¹

July 1777

Martyrs S 21 10 Lges

Friday 4

½ past 5 AM Commodore made our Signal to Chace to No do gave Chace at 11 Spoke the Chace a Spanish Brigg from Mississippi.

First part Light airs & cloudy, Middle & latter Heavy rain with Thunder & Lightning. At ½ past 11 PM a Flash [of] Lightning Shivered the Main Mast & Gaff in several splinters, started two planks on the Starboard Bow, burnt the Mainsail, & two Gaff topsails to Raggs, Cut the Rigging at the Mast Head & sett fire to the Sloop in the Hold, got the Fire out, hoisted Lights & fired Guns.

Saturday 5

At 5 AM made the Signal of Distress & fired Thirty Guns. Several of the Fleet passed us standing to Eastward. at 9 AM Lost [sig]ht of the Fleet, & bore away for St Augustine in Company [wi]th a Schooner & Brigg. Unbent the Remains of the Mainsail & bent the Trysail

1. PRO, Admiralty 51/707.

NEWS FROM JAMAICA¹

From the *Jamaica Gazette*.

Kingston, July 5.

The ship *Elizabeth*, Capt. Byrne, about three weeks ago on her passage

from Liverpool to this port, after an obstinate engagement of three glasses, was taken off Deseada by a sloop privateer, under the Congress colours, called the *Fly*, Capt. Palmer, mounting 14 six-pounders, 25 swivels, and had on board 106 men, all French except the Commander, she was fitted out by a Merchant at St. Pierre's in Martinico. The *Elizabeth* had four men killed and 15 wounded, Capt. Byrne dangerously so. The privateer had eight men killed, eight mortally wounded, and a great number slightly wounded.

The passengers were plundered and stripped by the privateer's crew almost naked; application was made to the French Governor upon their being landed at Martinico, but from whom they could obtain no redress; the Agent for American Affairs, however, furnished them with some old clothes.

Capt. Byrne arrived here in the *Thynne* packet on Monday last, together with Mr. Eccles of St. Thomas in the *Vale*, and the rest of the *Elizabeth's* passengers.

Letters from the North Side mention that the American privateers continue to swarm on the coast, and unless the most effectual measures be soon taken to remedy the evil, all communication between that part of the island and this port must cease, few vessels chusing to venture out of the harbours.

1. *London Chronicle*, August 26 to August 28, 1777.

6 July (Sunday)

PATRICK CONNER'S JOURNAL, CONTINENTAL NAVY FRIGATE *Boston* ¹

Sunday July
6th 1777

Latt obs. 43.44.N
Longt ing 65.3.W

This 24 hours plesent Breases and Cleer Weather
at 5 am maid the Land Which We take to be tween
Cape Sabils & hallifax
at 6 am Came up With a Sloop from Spanish River
Bound to hallifax With a Cargo of Coal
Capt Manly tuck him in tow
Cape Sabils then Boor NNW Dist 7 or 8 Lagus –

1. Conner's Journal, MM.

NATHANIEL SHAW, JR., TO JOHN BRADFORD, BOSTON ¹

New London July 6, 1777

Sir I am directed by the Marine Comte to fitt out, an[d] arm a Brig to be commanded by the bearer Saml Chew Esqr and have almost compleated the Business – there will be several articles wanting that cannot be had in this State and Capt Chew comes himself on purpose to get them I beg you would assist him with articles that he wants for the purpose and have them sent forward soon as possible that there might be no delay in the Brigs Sailing – I am ordered to draw Bills for the fitting out the Brig, on the Committee and can either give you a Bill for the Amo of what you supply or you can Charge it in your Accot I shall want one hundred Musketts more then what is wanted for the Brig, for the Continental Ship *Trumbull*, which now lys

in Connecticut River & is almost ready to Sail, if you have any belonging to the States, would have you send them also Pistols & hangers, this Frigate is to carry Twenty Six, Six pounders & has every thing ready and nearly compleated, except those articles, hope you will send them as the Service requires it, My Bro wrote you that Capt. [John] Moodie was taken and carried into N York, since that have recd a Letter from his Mate, the Four pound cannon came safe to hand from Bedford. I am &c.²

1. Nathaniel Shaw Letter Book, YUL.

2. This date Shaw wrote a similar letter to Daniel Tillinghast, Continental Agent for Rhode Island, Nathaniel Shaw Letter Book, YUL.

"A LIST OF VESSELS TAKEN AND DESTROYED AT SKENESBOROUGH,
JULY 6, 1777."¹

Trumbull Galley, 2 Eighteen Pounders, 2 Six-Pounders, 6 Four-Pounders, 4 Two-Pounders, & 12 Swivels, – taken.

Liberty Schooner, laden with Powder, – taken.

Revenge sloop – burnt and blown up.

Gates Galley, 2 12-Pounders, 2 6-Pounders, 3 Four-Pounders, 4 Two-Pounders, and 8 Swivels – burnt and blown up.

Enterprize Schooner, a Provision Vessel – burnt.

1. *Connecticut Gazette*, December 5, 1777.

JOURNAL OF H.M.S. *Thames*, CAPTAIN TYRINGHAM HOWE¹

July 1777	At Single Anchor in Chesapeak Bay
Wednesdy 2	Fresh Breezes and Clear Weather [P.M.] Weighed and came to Sail Standing up Chesapeak Bay all sail set at 4 Came too between the Horse Shoe and Middle Ground in 6 fms with Small Br Veered to $\frac{1}{3}$ Cable Cape Charles East Distant 6 Leagues, Cape Henry SEBs 5 Leagues One Galley with 3 Masts and a Schooner in Sight New York River at 7 Hove in Sight of the Mouth of the River a Frigate, Two Galleys and a Brigg ² People Employed Occasionally –
Thursday 3	Fresh Breezes and Clear Weather 1 PM Weigh'd and came to Sail 2 Brot too 6 PM The Frigate and 4 Small Sail in Sight at the Mouth of York River –
Friday 4	7 AM 2 Strange Sail in Sight coming down the Bay at $\frac{1}{2}$ pt 7 Saw a Small Schooner Boat Cross the Lower Part of the Bay, The Rebel Frigate and one Small Sail in Sight in the Mouth of York River – Light Breezes and Cloudy Weather [P.M.] The Frigate and One Sail still in Sight and several Small Sail to be seen along the West Shore –
Saturday 5	Light Breezes and Clear Weather 3 PM Came out of York River a large Galley with 3 Masts and Anchored near Cherry Stone Point 3 more Sail in Sight Standing down

Sunday 6

the Bay $1\frac{1}{2}$ pt 3 Hove up the Anchor and Sighted him,
at 6 A Pilot Boat stood near us and fired 2 Swivells, after
which bore Up for York River –

6 AM hove in Sight 5 Small Schooners standing down the
Bay, Mist the Rebel Frigate Suppos'd Her to be gone
up the River –

In General Fresh Breezes and Hazey Weather at 4 PM
A Topsail Schooner and 2 Sloops Standing down the Bay
in their Way from York River to Hampton Road –

1. PRO, Admiralty 51/982.

2. Continental Navy frigate *Virginia* and Virginia Navy row galleys, brigs and sloops.

7 July

PATRICK CONNER'S JOURNAL, CONTINENTAL NAVY FRIGATE *Boston*¹

Monday July
7th 1777

Fine pleasant Weather and Smooth Water Capt Manly
had Still the Sloop in tow at 4 am Saw two Sails giveing
us Chace Capt manly then Sot the Sloop a fire at
9 am a nother Sail under our Lee Bow Which When a
Brest of us gave us 2 guns as Son as she got in to our
Wake she put about & gave us Chace & When Within gun
Shott Wee played a Way with our Starn Chaces at her till
We got a Long Side of manly Which Capt manly & Capt
McNiell Counclouded to put about and ingage hir Which
Was done and gave hir 1 or 2 Broad Sides as we pased
by So Ends this 24 hours

[P.M.] the frigate Which We Engaged then Stood for the
fox Capt manly then tacked and Stood after hir We
Ware to do the Same at the same time the *fox* more fell
in Between the frigate and the Larg Ship the[y] Both
tacked & followed hir the[y] Both gave hir Several guns
Which She Returned as well as She Could the Large
Ship Soon tacked again and Stood after Capt Manly the
frigate Still Continuing hir Chace of the *fox* We then
Standing to the North at 3 pm maid 2 Sails to Windward
of us Standing as We Ware at 9 pm tacked Ship & Stood
to the South. at 11 p m tacked Stood to the North

1. Conner's Journal, MM.

BENJAMIN CROWNINSHIELD'S JOURNAL, CONTINENTAL NAVY FRIGATE *Boston*¹

Trans on Sunday the 6 of July –

at 4 am a Squall of Raine Shifted the wind to the Norrad & fine Clear
weather made the Land At 5 am See a Saile Barring WSW at 8 oClock
came up with hir She was a Sloop from Spanish River Bound to Halifax
Capt Hinkston Command we have made a prise of hir and Capt Manly
has got hir in tow At 8 am hoisted out the Pinnis and Capt McNeill
Sent Leut [Hezekiah] welch on Bord Capt Manly with a Letter and at his
Return the pinnis went on Bord the *fox* with the Doctor to Tarrey – At

12 pm Cape Sables Bore WBN Dist a Bout 7 Leag this 24 hours attended with Pleasant weather then Light winds At 6 oClock pm See two Vesails to the Eastward of us –

Trans on Mounday July 7. 1777

at 4 am See them Bearing to the Eastwart Still at 5 am made a Saile Bairing to SW we going WbS She past us & gave us two guns as Soon as she got in our wake She put a Bout and Stood for us and came up fast and we playd a way with our Stairn Chases. At 11 am Capt Manly & the fox & our Ship put a Bout & Stood for hir at 35 Minutes after 11 we began to Engage & had it very warm. the fox being to Lew yard the frigate at hir & She Run be fore the wind. ther was a two Decker under our Lee we ware a Stopping our Shot holes we thought Not Safe to follow – this 24 hours Light winds Pleasant weather at 12 pm Capt Manly put a Bout Stood after the fox the two Decker gave Chase to him and fird Sevrals guns he Stood a way as fast as posable the frigate and fox made a Running fight they Stood a way a bout NNE we Stood a bout NWBN we Lost Sight of Capt Manly a Bout 4 pm But we keep Sight of the fox & frigate till Darck and Could See the frigate two guns Shot off the fox and though the fox gaind of hir the frigate Monted 32 or 36 Guns. We are Surounded with Ships all Round –

1. Crowninshield's Journal, MassHS.

JOURNAL OF H.M.S. *Rainbow*, CAPTAIN SIR GEORGE COLLIER ¹

July 1777

Sunday 6

Cape Sambro N.45W 10 Leagues

at 3 AM hove up & came to Sail – fir'd a Gun for the *Victor* to make Sail – at 8 Cape Sambro NE $\frac{1}{2}$ E 5 Lgues. Moderate & clear Wr at 1 PM saw a Sail to the So wd – at 5 saw three Sail ahead – made Sail & gave Chase – at 8 the three Sail in Sight – the *Victor* astern in Chase –

Monday 7

at 3 AM discover'd the 3 Ships on the Wear Bow with a Sloop in Compy – at $\frac{1}{2}$ past 4 saw the Sloop on fire – Saw a Ship to the SE she fir'd 2 Guns to Leeward – We hoisted St George's Colours & Tack'd – at 45 Mins past 10 saw the strange Ship engage with the 3 other Ships, wch we took to be Rebel frigates – at Noon Tack'd after the Rebel Ships. Cape Sable N 11 Lgues Moderate & fair Wr at 2 PM fir'd sevl Guns at the Rebel Ships as did the other Ship – One of the Rebel Ships bore away wch our Companion chas'd – the other 2 Ships tack'd, as did we – Spoke with Hs Ms Ship *Flora* in Chase of 2 Rebel Ships – at $\frac{1}{2}$ past 4 heard the report of sevl Guns, wch we imagin'd to be the *Flora* engaging the Rebels –

1. PRO, Admiralty 51/762.

JOURNAL OF H.M. BRIG *Victor*, LIEUTENANT MICHAEL HYNDMAN ¹

July 1777

Sunday 6th

Sambro Light NEbE $\frac{1}{2}$ E Dist 7 Leagues

$\frac{1}{2}$ past 3 AM Weigd & came to Sail Pr Sigl from the *Rain-*

bow at 8 AM the *Rainbow* made our Sigl to chace to windward do made Sail and gave Chace in Company with the *Rainbow*

First prt modte & fair Wr at 4 PM made the Sigl for Seeing a Sail in the SW qr the *Rainbow* made our Sigl to chace in that qr at 8 Do the *Rainbow* made our Sigl to Join her at 9 Do Wear Squally $\frac{1}{2}$ past 9 PM handed Top Gallt Sails at 10 PM lost Sight of the *Rainbow* $\frac{1}{2}$ past 11 PM Set top Gallt Saills

Monday 7th

at 4 AM Saw the *Rainbow* in the SW qr $\frac{1}{2}$ past Do Saw 5 more Sail in the Same Qr the *Rainbow* in chace Set all the Sail we could at 9 AM one of the 5 Sail was on fire a Sloop $\frac{1}{2}$ past 10 AM there began a firing of Guns from some of the Sail Ahead at Noon a Constant firing for Some time

Do Wear Cape le Have No 19° Et Dist²² Leags Still in chace the *Rainbow* fird Several Guns at 1 of the Ships at 2 PM the *Rainbow* TKd as did 1 of the Strange Ships at 3 Do lost Sight of the other 3 Sail at 4 Do & from that to near 6 oClock heard a Great Number of Guns fird in the NE qr at 8 PM the *Rainbow* Still in Chace at Do Lost Sight of the *Rainbow*

1. PRO, Admiralty 51/23.

JOURNAL OF H.M.S. *Flora*, CAPTAIN JOHN BRISBANE¹

July 1777

Monday 7th

Cape Sable No 16:45 Et Distance 24 Leagues

AM at 4 Saw 4 Ships in the NE Standing to the SW, the Hindmost having a Sloop in Tow, Sternmost about 8 Miles Distt from the rest, $\frac{1}{2}$ Tack'd and gave Chace, at 6 came up with the Wt most, Hoisted our Colours and Fired 2 Twelve Pounders to bring them too, they Still Stood on & sett the Sloop on Fire, $\frac{1}{2}$ past 7 we fetch'd their Wakes, Tack'd Ship & pursued, at 9 we Weather'd and Came up fast, $\frac{1}{2}$ past the 3 Ships hoisted Rebel Colours. Rear began with her Stern Chaces, in a good direction for our Masts, which we Retd, at 10 two of them Shorten'd Sail, Tack'd and past under our Lee, it being little wind Exchanged two or three Broad sides, & stood for the 3d who Attempted to tack, but Wore, which gave us an Opportunity to Rake Him; Wore Ship and Chace'd, During this time we fell Considerably to Leeward -

Light winds and fair Wear Cape Sable No 28 East Distance 14 Leagues PM at 1 Several Shot from our Chace past in a good direction for the Masts, at 2 Discover'd the Ship to Leeward, to be His Majesty's Ship *Rainbow*, who Tack'd & stood to the SWt after One of the

Enemy; 1½ pt 4 Came up with our Chace, who Struck. found to be His Majesty's Ship *Fox*, taken by the Enemy a Month ago – hoisted out our Boats & sent them for the Prisoners, at 8 lost Sight of the *Rainbow* & her Chace, at 10 in Boats & made Sail Leaving an Officer and 30 Men in Charge of the *Fox* –

1. PRO, Admiralty 51/360.

DIARY OF MARINE LIEUTENANT WILLIAM JENNISON,
CONTINENTAL NAVY FRIGATE *Boston* ¹

1777

July [1–5]

On our return from the Banks it was very Foggy on the Coast of Nova Scotia and a Rocket was frequently fired to discover the proximity of our Ships – A little to the Eastward of Halifax the Fog being very dense, Capt McNeil spoke the Commodore & enquired whether he would ring the Bells as usual, who replied Yes, if all the British Navy was near him – But (Note. The *Fox* when captured was manned with Mr [Stephen] Hill as Capt from the *Hancock*, and Simon Groce [Gross] 2d Lieut of the *Boston* & 67 Men & under Officers from the *Boston* – they were ordered to keep in Company during our Cruize – The *Fox* ahead, the Commodore in the Center, & the *Boston* in the Rear–)

6 Discovered a Sloop & gave Chace, she proved from Spanish River bound to Halifax with Coal & Dry Goods – The Commodore took her in Tow – This day made Cape Sables – Cast off the Sloop & scuttled her –

7 At 6 am discovered a Vessel standing athought our Fore Foot – At 8 she hawled round & stood in our wake – giving each of us a Broad side without trailing up even the Courses (that is the Fore & Main Sails) to get along side of the *Fox* which before belonged to the British Navy and was their determined purpose to recapture – The *Flora* being graved and pressing all Sails passed us who had been 4 months at Sea – and overhauled the *Fox* which continued her Course to the Southward till 2 pm when we saw her Colours struck, & Boats passing & repassing from Ship to Ship – during the time of the *Flora*'s Chase, Guns from the *Boston* called Stern Chases were continued – At 10 oClock the *Flora* passed us and fired a Broad side on the Commodore, – we received three Shots between Wind & Water, Several were killed and wounded on board of the two Ships – After the *Flora* had passed the Commodore, still pushing on for our prize, The Commodore hove about to plug up the Shot holes and ordered the *Boston* to follow him – The Captn told him that his Ship was injured and

could not wear Ship until he had the injury remedied – By the time the Shot holes were stopped, a large Ship we Saw to leeward some while before had got in reach of our Guns shot, which caused Capt McNeil to consult his Officers whether to follow the Commodore after the strange Ship which was afterwards known to be the *Rainbow* of 44 Guns, the only Ship on the Halifax Station with a Poop, which gave reason to suspect she was a Ship of the Line – This consultation terminated in our Standing to the Northward – The Commodore made all sail to the Southward the *Rainbow* pursuing after her – The *Fox* now a prize to the *Flora* was at a considerable distance to Leeward – we lost Sight of them all by Sunset –

1. William Jennison Diary (1776–80), LC.

PORTSMOUTH COMMITTEE OF SAFETY TO NEW HAMPSHIRE
COMMITTEE OF SAFETY¹

Gentmn

In Committee of Safety Portsmo 7th July 1777

It is no little concern to us, that the *Raleigh* a Continental Ship is 'to this day unman'd, occasion'd by Private Arm'd Vessells being man'd in this Port & Persons from other States coming here to carry away our Men, these things have been and are unhappy circumstances attending this Matter, and has occasion'd Capt Thompson this day to make application to us, to represent this matter to you, the Latter of these Cases now complained of, is by Capt Nathl Odiorne's carrying men into another State, and notwithstanding his promise to us to decline engaging any more here, has since engaged a considerable number, We could wish some happy measure could be fallen upon to accomplish so desirable an end, as the Maning this Ship – We have also to recommend to your Notice Capt [John] Roach, who was some time since commission'd by this State, as a flag of Truce to carry Mrs Levius to Halifax, We do not know of his having delivered up his Commission, his conduct in this Respect has given cause of Suspicion, and upon that his Vessell has been detained by the *Raleigh*, with the said Capt Roach, till we could inform you thereof – We have no matter to give you in evidence against him, his Ignorant or Willful Neglect of Duty & Respect to the State, we presume render him a Subject of your notice.² The Publick Welfare & due honor to Authority, will always demand our attention –

In behalf of the Committee of Safety of this Town I am Gentm, [&c.]
H Wentworth Chairman

1. N.H.Arch.

2. Committee of Safety responded to this letter on July 9, and Captain Roach returned his commission for carrying Mrs. Levius to Quebec, Minutes of the New Hampshire Committee of Safety, 72, N.H. Arch.

LIBEL FILED AGAINST PRIZE BRIGANTINE IN NEW HAMPSHIRE
MARITIME COURT ¹

State of New Hampshire } To all whom it may concern.
Rockingham, ss.

Notice is hereby given, that the Justice of the Capture of the Brigantine called the *Thetis*, about 50 Tons Burthen, John Russel, late Master, will be tried in the Maritime Court which is to be held at Portsmouth on Monday the 28, Day of this Instant, a Libel against which, is filed before me, in Behalf of the Owners and Mariners of the private armed schooner named the *McClary* commanded by Thomas Dalling – Any Person concerned, may then appear and shew Cause (if any they have) why the said Vessel, Cargo, and Appurtenances should not be condemned.

Joshua Brackett, Judge of said Court.

Portsmouth, July 7th 1777.

1. *The Freeman's Journal*, Portsmouth, N.H., July 19, 1777.

JOURNAL OF H.M.S. *Amazon*, CAPTAIN MAXIMILIAN JACOBS ¹

July 1777

Monday 7th

Cape Anne So 66 Wt 42 Leags

at 2 AM Saw a fleet to NNE out reefs made Sail at ½ pt 5 made Signl for knowing each other which being Answd made *Orpheus's* Signl to Speak them bore away and Chaced a Brigg in the SSW at 8 made *Orpheus's* Signl to Chace WNW & WSW ½ pt made her Signl to Close at Noon light Airs and fair fleet in Sight and we in Chace

Light Airs & fair Wr Cape Anne So 84 W at 3 PM fired 6 Shot to bring too the Chace ½ pt retook the Brigg *Wm & Anne* from Port au Port [Oporto] for Petersborough ² Joined Company the *Milford* & Convoy brot too at 7 in 1st & 2d reefs

1. PRO, Admiralty 51/4112.

2. Edward Howe, master, sent to New York, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 67. The brig had been captured by the Massachusetts Navy brigantine *Freedom* on her homeward passage from France.

JOURNAL OF H.M.S. *Orpheus*, CAPTAIN CHARLES HUDSON ¹

July 1777

Monday 7th.

[Cape Ann] So87°.04''Wt. Dist 39 Leagues

At 4 AM saw 15 Sail to the No ward, and 1 to the So ward out 3d & 2d Reef Topsails and set Top Gallant sails at 5 *Amazon* made our Sigl to Chace to the No ward, out all Reefs Topsl at 6 *Amazon* and *Juno* bore away, at 7 Tkd Ship at 8 Brot too Main Top Sail to the Mast and Spoke His Majesty's Ship the *Milford*, with a Convoy, bore away for the *Amazon*, set studding Sails and Royals Exercised Ships Company, with fire arms, and fired.

First and latter parts Light winds and fair middle Calm. at 4 [P.M.] *Amazon* brot too the Chace, at 6 shortened Sail, and joined the *Amazon*, *Juno* & *Milford* with a Brig taken by the *Freedom* Rebel Privateer, with Sugar, Oil &c received from her three Men, at 8 sent the Brig to New York with the *Milford*, and her Convoy, at 10 *Amazon* made signal to bring too Main Top Sail to the Mast.

1. PRO, Admiralty 51/650.

LIEUTENANT COLONEL AARON BURR TO CAPTAIN ROBERT COOKE ¹

Capt. Robert Cooke: You are hereby authorizd and commanded forthwith to enlist what number of men you can for the service of the gallies. They are to engage to the first of January, 1778, have the bounty given soldiers in the Continental service, and eight dollars per month wages, to be otherwise under the regulations of the navy and army of the United States.

Given at Headquarters, Peekskill, 15th June 1777. By order of Gen. Putnam.

A. Burr, A. D. C.

[Endorsed] Mr. Abraham Lewis, master of the Continental frigate *Gen. Montgomery*, being appointed to command the *Lady Washington* Galley, in the room of Captain Cooke, is to recruit men on the within warrant on the same terms Capt. Cooke was to have recruited them.

Geo. Clinton, B. Gen.

Fort Montgomery, 7th July 1777.

1. Walter R. and Mary A. Benjamin, *The Collector*, vol. 4, no. 37 (New York, September, 1890).

JOURNAL OF H.M.S. *Pearl*, CAPTAIN JOHN LINZEE ¹

July 1777	Egg Island Light House ESE. Bombay Hook NWbW 5 or 6 Miles.
Saturday 5th	The first and middle parts light Airs inclinable to Calms, the latter Modte & fair: PM Sent the Boats after a Schooner in Shore, Fir'd two Guns for the Boats to return which they did with the Schooner laden with Corn.
Sunday 6th	AM Muster'd the People to their Quarters. Modte and fair Wr throughout: Egg Island Light House ESE, Bombay Hook NWbW 5 or 6 Miles. At 5 PM Sent the Schooner <i>Endeavor</i> & Longboat with a Sloop and Yawl belonging to the <i>Camilla</i> upon an Expedition up Duck Creek under the Command of Mr. Lamb, Master of the <i>Pearl</i> .
Monday 7th	At Noon he return'd with the Schooner, Sloop, and Boat, haying at 3 in the Morning with the two boats without any opposition boarded the Schooner <i>Musqueto</i> , of Six 3 Pdrs and 4 Swivels belonging to the Congress, ² after taking

the Master and Gunner out, which were the only People on board, Set her on Fire.

The first part Modte breezes and fine Wr the middle and latter fresh breezes and Cloudy. Bombay Hook SWbW 2 Miles. At 7 PM Burnt the Prize Sloop, and fir'd several Muskets for the Boats to return from her.

1. PRO, Admiralty 51/675.

2. Continental Navy schooner *Mosquito*, Captain Thomas Albertson.

MASTER'S LOG OF H.M.S. *Roebuck*¹

July 1777

Monday 7th

Cape Henlopen SbE $\frac{3}{4}$ mile

AM at 5 Saw a sail to the SSE at 8 the Sail seen in the Morning Anchor'd near the land to the So Wd sent the Boats in chase

First part Modt and cloudy Latter with Rain PM $\frac{1}{2}$ pt 2 we weigh'd & turn'd out of the Bay, at 5 The Boats Return'd with their chase which was a sloop in Ballast from Martinico² $\frac{1}{2}$ pt Spoke the Other Sail, at 6 made sail for the Bay, at $\frac{1}{2}$ pt 7 Anchor'd The light House SbE $\frac{3}{4}$ of a mile

1. PRO, Admiralty 52/1965.

2. *Liberty*, Ezekiel Wellecut, master, bound to Philadelphia, sent to New York, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 66.

ADVERTISEMENT FOR DESERTERS FROM THE CONTINENTAL NAVY XEBEC *Repulse*¹

Deserted from on board the armed ship *Repulse*, Peter Brusstar, Esq. Commander, now lying at Philadelphia, the following persons, viz.

John Dunbar, a seaman, about five feet seven inches high, dark complexion, short black hair, pretended to be one of those who ran off from the English, with a boat at Charlestown.

Samuel Prible, a seaman, about five feet eight inches high, dark complexion, appears to have been an officer, as he has on a blue coat faced with red, and an epaulet on one shoulder.

John Drifts, a seaman, a short well set little man, about twenty-five years of age, is well known in Philadelphia; he served his time in Moore and Furman's employ.

Peter Gain, a French sailor, and speaks bad English.

Daniel Hamil, a landsman, formerly a carter near the Drawbridge.

Bonsel James, a landsman, a shoemaker by trade, about five feet seven inches high, and fair complexion.

A reward of Ten Dollars each will be given for apprehending and securing the said Dunbar and Prible; and Eight Dollars for each of the other five [*sic* four].

Philad. July 7, 1777.

Peter Brusstar, Capt.

1. *Pennsylvania Evening Post*, July 8, 1777.

"STATE OF THE SUPERNUMERARIES BORNE ONBOARD THE SHIPS AND VESSELS OF
HOWE, OFF NEW-YORK THE

Ships Names.	No.		
	Marines	Pilots	For Victuals only
<i>Eagle</i>	_____	41	{ Coopers at the Brewery. 13 }
<i>Preston</i>	_____	1	{ Lieutenants &c 4 }
<i>Centurion</i>	_____	_____	{ Mr. Lee & Servt 2 }
<i>Augusta</i>	_____	1	_____
<i>Isis</i>	_____	_____	_____
<i>Richmond</i>	_____	_____	_____
<i>Liverpool</i>	_____	_____	{ Genl Clinton & Suite 21 }
<i>Otter</i>	_____	_____	{ Protection 8 }
<i>Dispatch</i>	_____	_____	_____
<i>Raven</i>	_____	2	1
<i>Thunder</i>	{ Artillery 19 }	_____	_____
<i>Carcass</i>	{ Artillery 30 }	_____	_____
<i>Jersey</i>	_____	_____	_____
<i>York</i>	{ Soldiers 4 }	_____	{ Protection 3 }
<i>Rose</i>	10	1	_____
<i>Vigilant</i>	_____	_____	_____
<i>Daphne</i>	_____	_____	_____
<i>Mercury</i>	_____	_____	_____
<i>Swift</i>	_____	_____	_____

1. PRO, Admiralty 1/487, 477.

THE SQUADRON UNDER THE COMMAND OF THE VICE ADMIRAL THE VISCOUNT
7TH DAY OF JULY 1777. - " 1

Ship				
Prisoners to the Rebels.	Prisoners	Supernumry Seamen.	Invalids	Other Ships.
_____	226	{ Extra Lieuts:&c:5 Supry Seam:35 }	_____	200
_____	_____	42	_____	11
_____	_____	36	_____	4
_____	_____	_____	_____	3
_____	13	_____	_____	_____
_____	7	16	_____	_____
_____	_____	_____	_____	8
8	13	9	_____	3
_____	3	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	2
_____	_____	{ Nurses &c: 9 }	_____	_____
_____	17	_____	_____	6
20	_____	_____	_____	2
_____	_____	5	_____	3
_____	5	_____	_____	5
_____	10	_____	_____	_____
_____	_____	_____	_____	3
			Howe	

PETITION OF JAMES WILLIAMS FOR MARYLAND LETTER OF MARQUE
SCHOONER *Beggars Bennison* ¹

Jas Williams on Behalf of himself & others (Vizt Jas Williams William Hammond, Thos Russell & Statia Hepburn), applies for a Letter of Marque for the Schooner *Beggars Benison*, about Ten Tons Burthen, Commanded by Thos Steel – Mounting two three Pounders, & two four Pounders Carriage Guns, two Blunderbusses, & three Muskets Thirty Pounds Pouder, one Hundred & Fifty Pound Shott with three Months provision as Witness my Hand this 7th Day of July 1777

Ja^s Williams

1. Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal, 1776–83), 196, I, 103, NA.

CAPTAIN TIMOTHY COFFIN TO GOVERNOR NICHOLAS COOKE ¹

Newburn [New Bern] July th 7 1777

To the honored Governor & Council of the State of Rode Island
Gentlemen I have Proceided for Boltemore as I was ordered ² After A Long Paseg th 2 July made th Caps Stood in for them but Soon made A Sail between us & th Caps but Could Not Tell what She was She Not making for us thought it was Posble S[h]e might be Afraid of us we run in As Nigh as we Dare till we Could See her of[f] Deck & made two more from A loft Afraid thay would take th Advantage of us we being to the windard of them Lade about & Stood of[f] until we Lost seit of them & th land thay Not Persuing After us Lade About & Stood in Again in hops thay were Gone in but found them thare & three more Amagined thay were Stationed thare Run in till we Could See thare huls of[f] the Deck one of them Give Chase to us but we out Sailed him So he Left us thay All of them having Tenders intirely blocks up th Chenell under Cape Charls but we beet three Days With th wind to th Northward to Try to Git in if Posable but th Current Seting to th Southward & th wind Blowing hard we Gat within teen miles of Cape hatteras then Put Away for North Carrolina it being impractable Giting to Boltemor & warter being Short for to make A Nother Paseg home So I Am in hops of Giting A Lode of Naval Stors but how I Shall Suckcede I Can Not tell for we Came over Oricoke Bar this morning a 8 Clock Arived hare a 6 & Gentm If I have mis Conducted in So Doing I Do humbly Bage your Parden for I was in th Gartist ankcidty that A man Could be to No What to Dwo & If there is Any Duck & Rigen to be had I should think very Proper to have Some Rigen & New Square Sail & Studen Sail as thare was Non to be had thare for we was Constantly a Carring away th Rigen & mending th Sails th hool Paseg &c what to Do About Corking I Do Not No her Supper leaks very Bad but th Corkers have three Dollers P Da but Now is A Good Time for to Cork th Seems being open and very worm So I Am Gtmen [&c.]

Timothy Coffin

1. Letters to the Governor, 1777, vol. 10, 129, R.I. Arch.

2. Coffin commanded sloop *Diamond* outfitted by Rhode Island.

Gazette of the State of South-Carolina, MONDAY, JULY 7, 1777

Charles-Town, July 7

Last Wednesday morning a brigantine (supposed to be the *Defence* late belonging to this State, and taken by the *Roebuck* and *Perseus*), accompanied by a schooner having top-sail yards rigged aloft, came in from the N.E. right before the wind, to this bar, and, being so disguised as to have all the appearance of a merchant vessel, by 8 o'clock, ran up along-side, surprised, boarded, and went off with, the ship *Franklin*, bound for Bourdeaux, Madet Engs, master, very soon after she had got over the bar, having on board 920 tierces and 140 half tierces of rice, about 1200 lb. of Indico, and the following passengers, viz. Mr. Charles Prince (a Lieutenant in the navy on half pay, who had resided here many years) Mrs. Prince, and their four children: The ship, as soon as taken, steered a S.W. course, now and then hawling more southwardly, the brigantine steered nearer in shore, under her top-sails on the caps, and the schooner kept without both: They passed Stono about 10 o'clock, and at 11 were out of sight: 'Tis probable they proceeded immediately for St. Augustine, all the pilots that were at sea, agree, that the brigantine was the *Defence*, and suppose the Schooner to be another prize.

The same day it was reported, that a man of war sloop and two tenders, were at the watering place, near the entrance of Cape Fear river: But, on Thursday, Capt. Cheese arrived from thence, who informs, that nothing like an enemy had been seen upon that coast lately, except a brigantine, a schooner and a sloop, which had anchored and staid at the watering place 3 days, and sailed from thence the 25th past; and that they were suspected to be West India privateers – But it seems more probable, that the brigantine which took Capt. Engs, and the schooner in company, were two of the vessels.

Last Thursday arrived at a safe port, the prize sloop *Blakeney*, of and for Jamaica from Cape Nichola, laden with flour, brandy, Geneva, beef &c. taken on the 2d of June, by the *Washington*, privateer, Capt. Anthony, of this port. ¹ The prize-master informs us, that Capt. Anthony had made two more prizes since the six mentioned in our last, one a sloop of 90 tons from the Bay of Honduras, laden with logwood; the other a small sloop, which he cut out of Dry Harbour in Jamaica the same day, in order to put on board the contents of two long-boats laden with sugar, which he had taken. Capt. Anthony had put into Havana for necessities, with which he was supplied in the most expeditious and friendly manner.

On Saturday last arrived in a safe port, the prize sloop cut out of Dry Harbour in Jamaica by the *Washington* privateer, Capt. Anthony. She has on board, besides 7 hhds. of sugar, taken out of the long-boats, some linens, castile soap, candles, &c.

The sloop *Swallow*, Capt. Gray, of Philadelphia, from this port bound for St. Eustatius was taken on the 26th of May last, at the watering place at St. Thomas's, at anchor, after having beat off the enemy three times, by the privateer sloop *Reprisal*, Capt. Phillips, of Antigua. Capt. Gray had but 4

hands, one of whom was killed during the defence of his vessel. – The same privateer had, 4 days before, taken the schooner *Elliott*, of this port, Capt. Pitt, from Surenheim, and carried her into St. Thomas's, where the vessel and cargo were immediately sold.

From Bermuda we learn, that the fort lately demolished at Nealy's Harbour, has been repaired, remounted with cannon, and the command given to a Lieutenant of the *Nautilus*. That the *Galatea's* tender having lately taken a schooner, Capt. Gilbert, and a sloop, Capt. Pennistone, both from North-Carolina, the sloop was armed, with 10 guns, and stationed in Nealy's Harbour. That Governor Bruere was going to England, and a West India Packet was daily expected to call for him. And that the *Daphne* man of war was expected on that station.

Friday last being the first anniversary of the glorious formation of the American empire, when Thirteen Colonies, driven by necessity, threw off the yoke, and rejected the tyranny, of Great-Britain, by declaring themselves Free, Independent and Sovereign States, the same commemorated by every demonstration of joy. Ringing of bells ushered in the day. At sunrise, American colours were displayed from all the forts and batteries, and vessels in the harbour. The Charles-town regiment of militia, commanded by the Hon. Col. Charles Pinckney, and the Charles-town Artillery Company, commanded by Capt. Thomas Grimball, were assembled upon the parade, and reviewed by his Excellency the President, who was attended, upon this occasion, by His Honour the Vice-President and the Hon. the Members of the Privy Council. At one o'clock the several forts, beginning at Fort Moultrie on Sullivan's Island, discharged 76 pieces of cannon, alluding to the glorious year 1776, and the militia and artillery fired three general vollies. His Excellency the President then gave a most elegant entertainment in the Council Chamber, at which were present all the members of the Legislature then in town, all the public officers, civil and military, the clergy, and many strangers of note, to the amount of more than double the number that ever observed the birth day of the present misguided and unfortunate King of Great-Britain. – After dinner the following toasts were drank, viz.

1. The Free, Independent, and Sovereign States of America. – 2. The Great Council of America – may wisdom preside in all its deliberations. – 3. General Washington. – 4. The American army and navy – may they be victorious and invincible. – 5. The nations in friendship or alliance with America. – 6. The American Ambassadors at foreign courts. – 7. The 4th of July, 1776. – 8. The memory of the officers and soldiers who have bravely fallen in defence of America. – 9. South-Carolina. – 10. May only those Americans enjoy Freedom, who are ready to die for its defence. – 11. Liberty triumphant. – 12. Confusion, shame and disgrace, to our enemies – may the foes to America (slaves to tyranny) humble and fall before her. – 13. May the rising states of America reach the summit of human power and grandeur, and enjoy every blessing. Each toast being succeeded by a salute of thirteen guns, which were fired by Capt. Grimball's Company from their two field pieces with admirable regularity. The day having been spent in festivity and the

most conspicuous joy and harmony; the evening was concluded with illuminations, &c far exceeding any that had ever been exhibited before.

1. South Carolina letter of marque sloop *Gen. Washington*, Captain Hezekiah Anthony, commissioned February 16, 1777, Miscellaneous Records of the Secretary of State (A), 1776-1801, 19, SCDAH.

8 July

BENJAMIN CROWNINSHIELD'S JOURNAL, CONTINENTAL NAVY FRIGATE *Boston*¹

Trans on Tuesday July 8 -

At 6 am we heard Guns for a Long time We Expect some Engaigement Soon. We had one Wasborn [Gideon Washburn] kiled out Rig[ht] one [Henry] Green a Quarter master wounded in the Leg had it Cut off[f] At 8 pm died at 5 am See the Land At 12 pm the Sile [Seal] Islands Bore N Dist a Bout 6 Leg'e at 8 pm they Bore E't a Bout 9 Le'e -

1. Crowninshield's Journal, MassHS.

JOURNAL OF H.M.S. *Rainbow*, CAPTAIN SIR GEORGE COLLIER¹

July 1777

Cape Sambro N21°E 57 Lgues

Tuesday 8

AM at 4 began to fire on the Rebel Ship we Chas'd - at 8 brot too the Chase after firing a Number of 18 - 9 & 6 Pounders - at ½ past 8 the Chase struck - Shorten'd Sail - hoisted out the Cutter & brought the Prisoners on bd - the Chase prov'd to be the *Hancock* Rebel Ship - Sent a Lieut & a Party of Men on board the Prize.

First & middle pts moderate & fair Wr, latter pt fresh Breezes & cloudy.

PM at 3 the Prize & *Victor* in Compy - at 5 made Sail.

1. PRO, Admiralty 51/762.

JOURNAL OF H.M. BRIG *Victor*, LIEUTENANT MICHAEL HYNDMAN¹

July 1777

Sambro No 17 Et Distance 57 Leagues

Tuesday 8th

at 4 AM Saw the *Rainbow* & Chace on the Weather bow at 5 AM Set Steering Sails ½ past Do when we got as near as we were like to get gave the Brigg a Yaw & fird 3 Different Broadships into her Some of which Killd one Man on bd of her at the Wheel at 8 oClock the Chace Brot too Prov'd to be the *Hancock* Rebel Frigate Mounting 32 Guns - Manley Commander recd 10 of the Prisoners on bd Pr Order Sir George Collier

Clear Wear Empd Putting the Prisoners on bd the *Rainbow* at 6 PM Lights Airs made Sail in Compy the *Rainbow* and Prize at 12 fresh Gales Carrying all the Sail we could make middle & latter parts Do Weather in Company as before

1. PRO, Admiralty 51/23.

JOURNAL OF H.M.S. *Juno*, CAPTAIN HUGH DALRYMPLE ¹

July 1777
Tuesday 8

Cape Ann So 83 W 43 leagues
at 9 AM read the Articles of war and Punish'd Jas Quelch
Marine for mutiny at 11 the *Amazon* made the Sigl
for all Cruisers, Do *Amazon*, *Orpheus*, & *Milford*, & Con-
voy in Compy
Light Winds, and hazy Cape Ann So 81 W 41 leagues
at 2 PM chacd pr Sigl to the Nd the *Amazon*, *Orpheus* &
Milford in chace at 9 lost sight of the above Ships and
the Chace at 1½ Pt 11 fird a shott and brot to the Chace,
she Prov'd to be the *Betsey* ² from Newbery Port bound to
Martinico took the Master and 5 seamen out of her and
sent 6 men on board of her

1. PRO, Admiralty 51/4229.

2. George Lane, master, with lumber and tobacco, sent to New York, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 67.

JOURNAL OF H.M.S. *Milford*, CAPTAIN SIR WILLIAM BURNABY ¹

July 1777

the Soermost part of Nantucket S 50 Wt 49
Leags

Monday 7

½ past 4 AM saw three Large ships to the Soward Stand-
ing to the Etward Gave Chase Cleared ship for Ac-
tion ½ past 10 AM Spoke the Chase which proved to
be H.M. Ship *Orpheus* on a Cruise the Other 2 Ships
were H.M. Ships *Amazon* & *Juno* on a Cruise & in chase
at 11 Made sail & Gave Chase to the Soward.

Light Airs & Clear Wr still in Chase the Convoy &
Frigate in Compy ½ pt 5 PM the Chase brot too to
the *Amazon* hoisted the Cutter out & sent her on Board
the *Amazon*

Tuesday 8

at 10 parted Compy with the Frigates all the Convoy in
Sight

Do Wr Latter fresh Breezes & Hazy with rain the Soer-
most part of Nantucket S 41 Wt 30 Leags at 2 [P.M.]
saw 2 Sail to the Noward Gave Chase the *Amazon* &
Orpheus in Compy the *Juno* in Chase of a Brig to the
NE made the Signal for the Agent to Lead the Con-
voy at 10 Brot too the Chase a Sloop from Boston bound
to St Peters ² at noon the Convoy all in Sight

1. PRO, Admiralty 51/607. *Milford* was convoying a fleet from Annapolis Royal for New York.

2. *Expedition*, Jeremiah Dawsey, master, with rice, indigo, and candles, sent to New York, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 67.

JAMES DEVEREUX TO THE MASSACHUSETTS BOARD OF WAR ¹

Boston the 8th of July 1777

This serves to acquaint the Honourable bord of Warr of the Masse-
tusets Bay, That Captn Nicholas Devereux of the Brigte *Phebe* Ownd ⅓ By

Evert Byvanck & ⅔ By James Devereux Then of N:York and Saild from thence the 6th of May 1775 for the Island of Jemaica Where We Arrivd the 4th of June following, On the 19th of June Saild from Jemaica for Campeche In the province of Ucatan in New Spaine, On the 4th of July Arrivd at Campechey, On the 11th Inst Saild from thence for N:Orlains Where We Arrivd the 1st of August, On the 17th of Decemr saild from thence to Port AuPrince on the Island of High Spaniola with a Lode of Lumber, Where We arrivd the 12th of January 1776 And had the Generals permition Now for the Hands of Captn John Clouston, for to unlade & Sell My Lumber & to purchase a Lode of Mallasses & Rum With Which saild from Port AuPrince on the 16th of March for New York, then In Possetion of the States, Att same time spoke Captn Wilson from Philadelphia in a Pilote bote bound to Port AuPrince to purchase powder for the Continental Service, Who told Me that It was Impossable for Me to get through the windward passage or to N:York at that Season of the Year, On Which We bore away for the Gulf & so proceeded for Amsterdam, & on our passage We beate 23 days In the Chanel being destitute of Every Nessary of Life & dare not put Into England for Fraid of being taken, on the first of June 1776 I arrivd at Amsterdam, Where I unladed My Mallasses & Lodg'd it in the hands of Mr Jacob Henery Chobanill As I could not take out Dutch papers for My Vessel untill I was one Year & a day in the Cuntrey, Then went over to London & took a Register out for My Vessel & Went back & Came Over to London In Ballast & there took a freight for Domeneco [St. Domingue], Musceter [Mosquito] Shore & the Bay Hondoras, Where We Laded 58M feet of Mahoganey & 22 Tons of Unchipt Logwood for Acct: of Mr Joseph Gaddes of Hondoras & 2 M feet the property of the Captaine & Saild from thence the 9th of February 1777 Bound to London & On the 23rd of April Last was Taken by Captn John Clouston of the *Brigte Freedom*, I think it Evidently Appears that My Cargo of Mallasses Was Destin'd for N:York then In Possetion of the Continentall Congr & that My Only Reason for Registring My Vessel in England Was to Secure My Ship from Seisure, had I been Inclind to have Acted Against America I might have put My Ship in the Transport Service & had Her Securd by Government, I think When Your Honourable Bord of Warr comes to Reflect on the Matter & Consider My Nessesety for Acting in this Manner, You Will Clear My Vessel, If it should Submit to What You think proper, As there is Not the Least Appearance of My being An Enamy to America, I think it Verry Rigorous Treatment to Confine Me on bord of a Gard Ship Where Am Inform'd I am to be Sent, Having Nothing farther to Add I am [&c.]

James Devereux

1. Mass. Arch., vol. 152, 275.

PETITION OF JOHN ROWE AND JOSEPH CUNNINGHAM TO THE MASSACHUSETTS
GENERAL COURT¹

State of the Massachusetts Bay –

To The Honble Councill & the Honble House of Representatives –

The Petition of John Rowe & Joseph Cunningham Commander of the

Private Schooner of Warr namd the *Phenix* [*Phoenix*] burthen One hundred Tuns Mountd with twelve Carriage & Eight Swivele Guns & Cohorns now Ready for Sea with Men in Proportion

Humbly Shewith that this Vessell is Ownd by Robert Morris Esqr of Philadelphia One of the Honble Congress – & Carter Braxton Esqr of the State of Virginia & Others, That Wee have been at A Large Expençe in fitting her for Sea – & Also humbly pray that your honours will permit Us to give Bonds according to the Law of this State, that the Said Vessell may proceed to Sea, & your Petitioners as in Duty bound will Every Pray

Boston July 8th 1777

John Rowe

Joseph Cunningham

[Endorsed] In Council July 8 1777 On the Petition of John Rowe & Joseph Cunningham praying that they may give bonds according to the Laws of this State for a private Schr of War to proceed to Sea – Resolved that the prayer of the Petition be granted & that the above Petitioners be & they hereby are permitted to give Bonds according to the law of this State

Sent down for Concurrence

Jn^o Avery Dpy Secy

In the House of Representatives July 8th 1777 Read & Concurr'd

R T Paine Spkr Pr tem

1. Mass. Arch., vol. 183, 89, 90.

CAPTAIN SETH HARDING, CONNECTICUT NAVY SHIP *Oliver Cromwell*, TO
SAMUEL ELIOT, JR.¹

(Copy)

Ship *Oliver Cromwell* 8 July 1777

Sir

Lat 45 – 12 Longe 34 –

I have the pleasure to inform you, that we this day made prize of the Brigantine *Honor*, from Cork bound to Newfoundland, which I hope will arrive in Some safe port. – The master of the Brig informs me that he sail'd in Company with about 20 Sail bound for America, which he parted with about four days ago, so that I hope to give you an account of some others of them in a Short time. I am Sir [&c.]

1. Conn. Arch., 1st Series, IX, 181, ConnSL. Eliot was agent for Connecticut in Massachusetts.

ADVERTISEMENT FOR A DESERTER FROM THE CONTINENTAL NAVY BRIGANTINE *Andrew Doria*¹

Deserted, on the night of the 7th instant, from the Continental armed Brig *Andrew Doria*, commanded by Isaiah Robinson, Esq; a certain Negroe man, named Patrick Dennis; he is a well set fellow, about 30 years of age, 5 feet 8 or 9 inches high, and is exceedingly fond of liquor; had on, when he went away, a Dutch cap, check shirt, canvas trowsers, with coarse shoes and brass shoe-buckles. Whoever apprehends said Negroe, and accrues him in goal, or brings him on board the *Doria*, shall be entitled to Eight Dollars, and reasonable charges, paid by
July 8, 1777.

John Fanning, Lieut.

As he is a Seaman, he may attempt going down Delaware Bay, on board

some of the shallops; All Masters of vessels are therefore forbid harbouring or carrying him off at their peril.

1. *Pennsylvania Gazette*, July 9, 1777.

Pennsylvania Packet, TUESDAY, JULY 8, 1777

Philadelphia, July 8.

Last Friday the 4th of July, being the Anniversary of the Independence of the United States of America, was celebrated in this city with demonstrations of joy and festivity. About noon all the armed ships and gallies in the river were drawn up before the city, dressed in the gayest manner, with the colours of the United States and streamers displayed. At one o'clock, the yards being properly manned, they began the celebration of the day by a discharge of thirteen cannon from each of the ships, and one from each of the thirteen gallies, in honor of the Thirteen United States.

VICE ADMIRAL CLARK GAYTON TO PHILIP STEPHENS¹

Sir, *Antelope* Port Royal Harbor Jamaica July 8th 1777

I have received your Letter of the 2d April, by His Majesty's Packett Boat *Thynne*, who arrived here the 30th of June, in which you acknowledge the receipt of my several Letters of the 16th Novemr 1776 & the 8th & 11th January 1777 with the Papers therein contained; and am happy that my Conduct meets with their Lordships approbation:

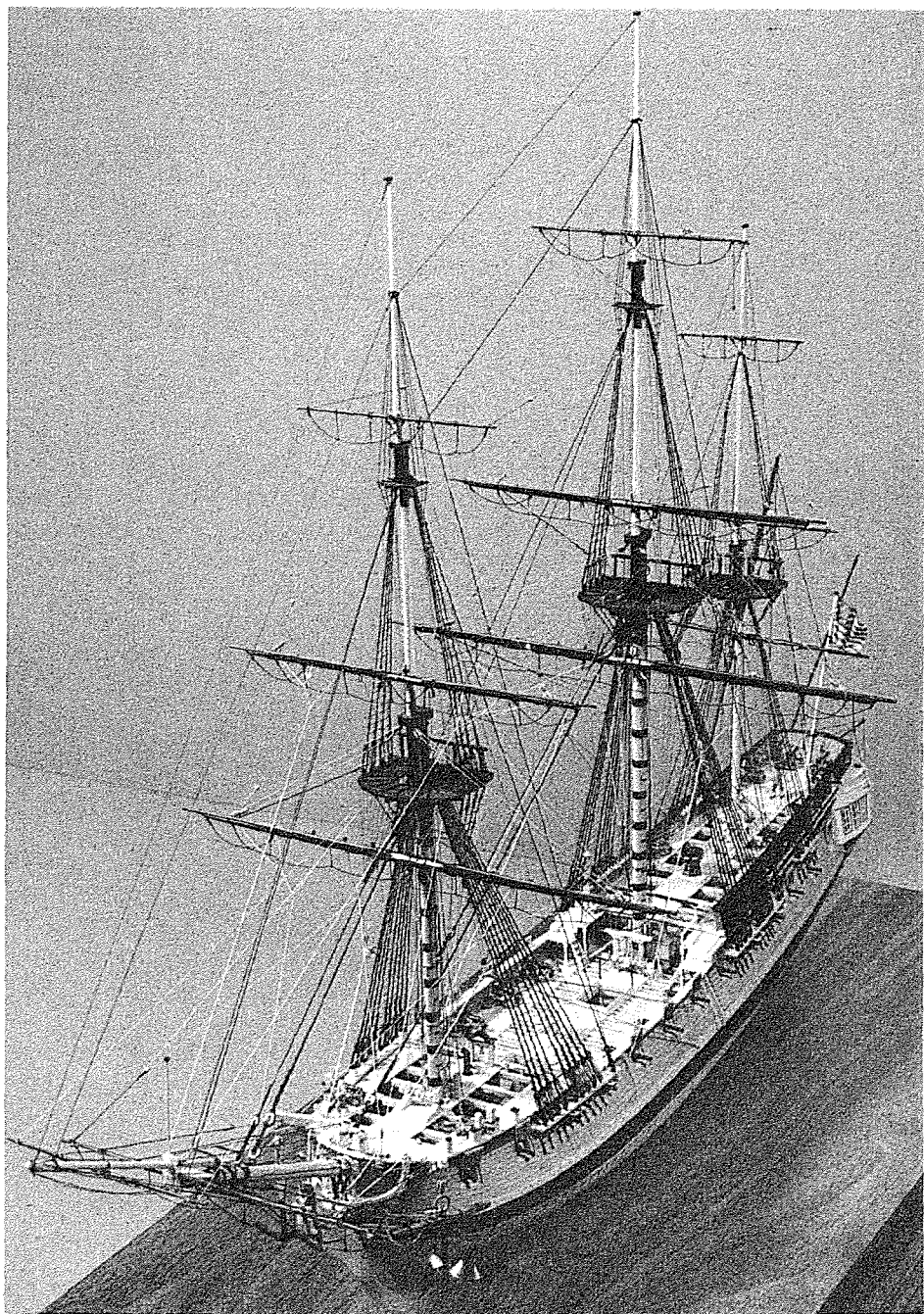
Nothing particular has occur'd for their Information, since my last Letter of the 15th June, which I sent by Captain [Thomas] Bishop, of His Majesty's Ship *Lively*, who sailed with the Convoy. You will please to lay before their Lordships that agreeable to their Orders, I have fixed the departure of the Convoy, who are to sail from hence, for Europe the 26th Instant, and from Bluefields the 1st day of August, under the care of Captain [Charles] Thompson of His Majesty's Ship *Boreas*, with whom as an additional Force I send the *Ostrich*, Captain Peter Rainier, one of the Ships I bought in the Service, who mounts 16 guns.

The *Glasgow*, *Southampton*, *Stork* & the *Porcupine* and *Race horse* Sloops, are on a Cruize; the *Diligence* sailed this Morning for the Moskito shore & Bay of Honduras. The *Hornet* is almost ready for Sea, when I shall employ her, in the best manner for his Majesty's Service; the *Winchelsea* sails on a Cruize in a day or two, and the *Aeolus* is just returned from one. The number of Prizes taken by His Majesty's Ships & Vessels under my Command at present amounts to 148; I shall by the *Boreas*, write more fully the particulars of the state of the Squadron, for their Lordships information. I am, with great Respect, Sir [&c.]

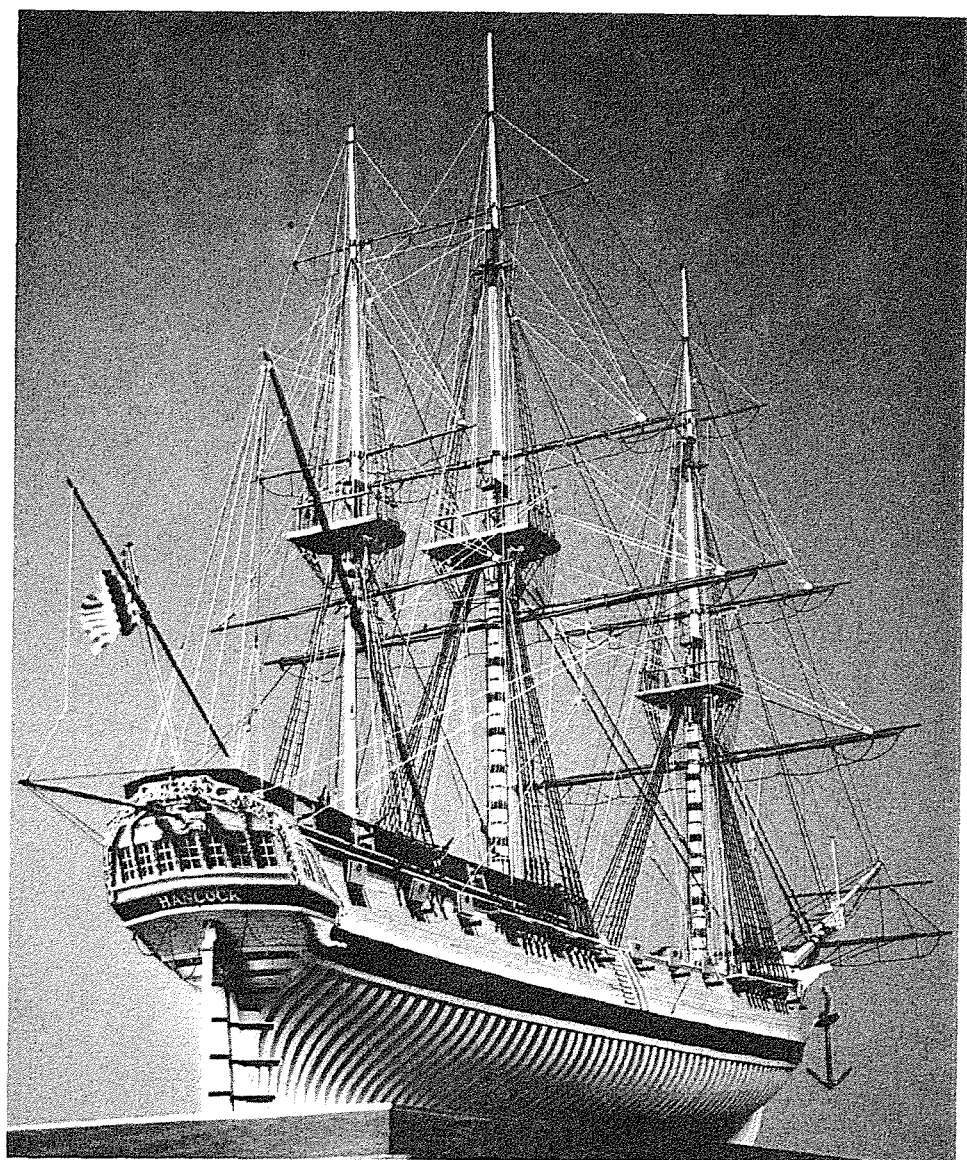
Clark Gayton

[Endorsed] R 27 Augt Ansd 1 Octr

1. PRO, Admiralty 1/240.



Continental Navy Frigate Hancock



9 July

CAPTAIN JOHN BRISBANE, R.N., TO VICE ADMIRAL
RICHARD LORD HOWE ¹

(Copy)

My Lord,

I beg leave to acquaint your Lordship, that on the 7th Instant at day break, Cape Sable bearing N N E about fourteen Leagues, we discovered three Sail of Ships, and a Sloop on our weather Quarter, and a Ship on our Lee Quarter, standing to the Westward on the same Tack as the *Flora* was, I thought it my duty to see what they were, tacked, and stood towards them, upon which the Sloop that was towed by the headmost Ship, was cast off, and set on fire, we passed within point blank shot to leeward of the three Ships, hoisted our Colours, and fired a Shot at the headmost to show their's, which they paid no attention to, fired a second at the Sternmost, stood on, and as soon as we could fetch their wake, tacked and followed them, at 9 A:M: upon their finding that We weathered, and came up with them, they formed a line ahead, hoisted Continental Colours, and began firing their Stern Chace, at 10 the two sternmost Ships shortned Sail, tacked and came close under our lee Quarter, exchanging Broadides, as we passed each other, we stood on to the Ship who had not tacked, gave her our fire which she returned, she attempted to stay, missed and wore, which gave us an opportunity of raking her, we then wore and gave chace after her, the other two Ships being at this time close upon a Wind on different tacks, during this transaction we run considerably to leeward, which gave the Ship on our lee Quarter an opportunity of joining us fast, and upon her being abreast of our Chace, she tacked and proved to be His Majesty's Ship the *Rainbow*, she fired several well pointed Shot at the Chace, one of the Enemy soon afterwards tacked and stood to the South West, the *Rainbow* tacked and followed her, we continued standing to the northward after the Chace, who upon the *Rainbow*'s tacking, kept away more from the Wind, and set steering Sails, and soon afterwards began firing her Stern Chace at us, at 6 p:m: we came up close to her, upon which she struck her Colours, and proved to be his Majesty's Ship the *Fox*, that had been taken a month before that, by the *Hancock* and *Boston* continental Ships, on the Banks of Newfoundland, the Ship that we afterwards learned to be the *Boston* was at the time the *Fox* struck, as far to windward as we could but discover the head of her Top-sails out of the water, the exchange of Prisoners took up until near 10 p: m:, the *Fox* being much disabled in her Masts and Rigging, I thought it my duty to remain by her in preference of chacing, and risking the parting Company with her upon presumption of falling in with the *Boston* at day light, the Ship which the *Rainbow* followed was the *Hancock*, both of which we lost sight of at Sun-set. – at day light not seeing either of the Ships, we made the best of our Way with the *Fox* to this Port. – I have the pleasure to inform your Lordship the *Flora* sustained very little damage, only one

man slightly wounded, the Sails and Rigging pretty much cut, and the Fore-topmast much wounded. –

I have the Satisfaction to acquaint your Lordship that the Officers and Ship's Company notwithstanding the appearance of the great Superiority, behaved with great Zeal and Coolness.

Inclosed I have the honour to transmit to your Lordship the description of the Rebel Frigates – I have the honor to be My Lord, [&c.]

J: Brisbane

Halifax, the 9th July 1777.

[Endorsed] 2 In Lord Howe's Lre of the 28 Aug 1777

[Enclosure]

"Description of the Continental Frigates *Hancock* and *Boston*"

(Copy) Description of the *Hancock*

A Man's Head with Yellow Breeches, White Stockings, Blue Coat with Yellow Button Holes, small cocked Hat with a Yellow Lace, has a Mast in lieu of an Ensign Staff with a Latteen Sail on it, has a Fore and Aft Driver Boom, with another across, Two Top Gallant Royal Masts, Pole Mizen topmast, a whole Mizen Yard and mounts 32 Guns, has a Rattle Snake carved on the Stern, Netting all round the Ship, Stern Black and Yellow, Quarter Galleries all Yellow.

Boston

An Indian Head with a Bow and Arrow in the Hand, painted White Red and Yellow, Two top gallant Royal Masts, Pole mizen topmast on which she hoists a Top gallant Sail, painted nearly like the *Hancock* with Netting all round has a Garf, a Mast in room of an Ensign Staff with a Latteen Sail on it, and mounts 30 Guns.

[Endorsed] 7 In Lord Howe's Lre of the 28 Aug 1777

1. PRO, Admiralty 1/487, 485-86, 497.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR ¹

Boston 9th July 1777

Order'd That Mr [Ellis] Gray deliver Capt Bradford one hundred hair blankets for Ship *Raleigh*

Order'd That the Comy deliver Capt Clouston fresh Provisions & Greens for his Crew as often as the Capt shall direct

1. Mass. Arch., vol. 148, 398.

BOND RESTRICTING ENLISTMENTS IN THE MASSACHUSETTS PRIVATEER SLOOP *Phoenix* ¹

Know all Men by these Presents that We John Rowe Esqr in behalf of the Owners of the Private Vessel [of] War called the *Phoenix* & Joseph Cunningham Commander of said Vessel [of] War, both of Boston in the County of Suffolk & State of the Massachusetts Bay are holden & stand firmly bound &

obliged unto Henry Gardner Esqr Treasurer & Recr General of said State in the full & just Sum of Two Thousand Pounds to be paid to the said Henry or his Successor in Office to & for the use of the said State, to the which Payment well & truly to be made, We bind Ourselves, or Heirs Execrs & Admnrs firmly by these Presents, Sealed with our Seals, dated this Ninth Day of July Ann: Dom: 1777 –

The Condition of this present Obligation is such, that whereas the Great & General Court of the State aforesaid on the nineteenth day of April last, in & by a Certain Resolve allowing Private Persons to fit out Vessels of War, did among other Things restrict them from Shipping on board said Vessels of War any Inhabitant of any of the New England States other than the State of Massachusetts Bay – If therefore the above bounden John & Joseph shall not inlist or take on board the said Vessel of War, any inhabitant of any of the New England States, other than the State of Massachusetts Bay aforesaid, then this Obligation to be null & void, otherwise to remain in full Force.

Signed Sealed & delivd
in Presence of Timo Austin

J Rowe
Joseph Cunningham

1. Mass. Arch., vol. 139, 132.

REAR ADMIRAL SIR PETER PARKER TO JEREMIAH POWELL, BOSTON ¹

Sir

Chatham off Prudence Island the 9th July 1777

I have received your Letter of the 28th past, inclosing a Copy of a Letter of the 22d April from Mr James Bowdoin to Sir George Collier – I have also received an account of Prisoners sent now, under the direction of Captn Job Prince to be exchanged here, together with the general Account – In your Letter of the 22d of April to Sr Geor Collier you say “by Accounts settled between Sir Petr Parker and Captn Ayres at Rhode Island, there is a ballance due to us of fifty four, since which there has been sent to Rhode Island the Officers and Crew belonging to the *Milford's* Tender in number about fifty, for which there has been no return” You will please to observe in my Letter of the 11th of Febry last to Mr Bowdoin, I inform'd him that an account was open between Mr Cooke and myself and that Mr Cooke should have credit for such British Prisoners as Captn Ayres had then delivered to me, since which time many Exchanges have been negotiated, and they have been included in the general Account – The fifty Prisoners belonging to the *Milford's* Tender which you mention to have been sent to Rhode Island, never arrived here –

I have return'd an equal number of Prisoners for those you have now sent and am glad of the opportunity of releasing them from their late disagreeable situation

Lord Howe's disposition is well known to be averse from every Idea of inhumanity or Injustice, and I may add that the Officers under his Lordship's Command breath also the same sentiments; so that I must believe that you have been certainly misinformed relative to the treatment of the American Prisoners at Halifax, and that you will soon be convinced that

they have met with every indulgence and every assistance that could be afforded to men under their unhappy circumstances – I shall transmit a Copy of your Letter to me, to the Viscount Howe. – I am Sir [&c.]

P: Parker

[Enclosure]

A List of American Prisoners sent to Boston by Cartel (in exchange for British Prisoners) under the direction of Capt Job: Prince from Rhode Island – the 9th July 1777 –

Masters		Mates	
Willm Preston	Master	John Trayl –	Mate
Jos Dweber	Do	Enoch Moody	Do
Mark Towel	Do	Seth Briggs	Do
Thos Fassey	Do	Nath Perkins	Do
Robt Cushing	Do	Fras Grant	Do
Wm Langdale	Do	Enoch Howse	Do
Moses Brown	Do		<u>6</u>
Saml Bragdon	Do	Passengers	
Saml Babson	Do	Geo Lobb	Passengr.
Saml Holbrook	Do	Wm Allen	Do
Barthw Jackson	Do	Isaac Stevens	Do
Wm Coffin	Do		<u>3</u>
Steph Archer	Do	Boys	
Wm Tunnet	Do	Gaml Handy	Boy
Wm Briggs	Do	Richd Cox	Do
	<u>15</u>	Jams Coffin	Do
		Ephm Towers	Do
		Thos Jackson	Do
			<u>5</u>

Seamen

Tisdal Read	Wm Stella
Jno Stazaker	Jno Gardner
Thos Cromdon	David M'Leod
Michl Wiser	Saml Smallidge
Soll Bryan	Robt Avery
Pet Phillips	Petr Moorefield
Wm Gage	Stephn Smock
Nathl Roberts	Benj Knapp
Fras Knight	Henry Parsons
Thos Carey	Isaac Lombar
Jno Stone	Alexr Lord
Jno Waters	Thos Howell
Wm Muchford	Jno Shea – Indian Seamn

VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS ¹

Number 36.
Sir,

Eagle Hudson's River
July the 9th 1777.

The Troops destined to be employed on the Service the General proposes for the next Object of his Attention, being embarked, I shall be to wait only for his Requisition to put to Sea with the Armament, consisting of the Ships of War and Transports expressed in the Return enclosed.²

The General requiring a larger Provision of Ships to be made for Transport Service than the Number present will admit, to be held in Readiness for his further purposes; I have been obliged to direct a Quantity of Shipping to the Amount of about One Thousand seven hundred Tons to be chartered for the Service of Government, in Addition to the former Proportion. The Particulars of the Contract are necessarily postponed for the proper Documents to be collected, and will be transmitted by a future Opportunity.

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

Howe

P.S. Herewith You will also receive a Return of the State and Condition of the Ships of War at this Port.

[Endorsed] No 36 9 July 1777 New York Lord Viscount Howe R 22d Augt (3 Inclosures)

1. PRO, Admiralty 1/487, 472.
2. See next entry.

BRITISH FLEET DESTINED FOR CHESAPEAKE BAY AND THOSE TO
REMAIN IN THE VICINITY OF NEW YORK ¹

List of Ships of War, Transports &c. prepared for proceeding on Service from New York, July the 9th 1777.

Rate	Ships' Names	No of		Commanders
		Men	Guns	
3	<i>Eagle</i>	522	64	{ The Vice Admiral the Viscount Howe Capt Roger Curtis Walter Griffith Francis Reynolds Thos Fitzherbert
	<i>Nonsuch</i>	500	64	
	<i>Augusta</i>	500	64	
	<i>Raisnable</i>	500	64	
	<i>Somerset</i>	520	64	
4	<i>Isis</i>	350	50	The Honble William Cornwallis
6	<i>Liverpool</i>	200	28	Henry Bellew
A.	Ship <i>Vigilant</i>	150	22	Lieut John Henry, Acting Com- mander

Sloop	<i>Otter</i>	125	14	Capt Mathew Squire
	<i>Swift</i>	125	14	John Howorth, Acting Commander
	<i>Dispatch</i>	125	14	Christopher Mason
F. Ship	<i>Strombolo</i>	45	8	Samuel Wittewrong Clayton
Galley	<i>Cornwallis</i>			Lieut John Brown
	Arm'd Tenders	2	} No	
	Transports &c.	185		

To remain in Hudson's River &c.

Rate	Ships Names	No. of		Commanders	Appointments
		Men	Guns		
4	<i>Preston</i>	367	50	{ Commodore Hotham Capt Samuel Uppleby Richd Onslow	} Off New York
3	<i>St Albans</i>	500	64		
4	<i>Centurion</i>	350	50	Richd Brathwaite	Off Staten Island
5	<i>Richmond</i>	220	32	Jno Lewis Gidoin	Off New York New York.
6	<i>Rose</i>	160	20	James Reid	refitting
	<i>Mercury</i>	160	20	James Montagu	Up the North River
	<i>Bomb Carcass</i>	70		{ In charge of their Lieutenants Lieut James Clark George Scott	} In the East River
	<i>Thunder</i>	80			
Galley	<i>Dependence</i>			{	} Up the North River
	<i>Spitfire</i>				
	One Galley				
Sloop	<i>Raven</i>	125	14	Capt John Stanhope	Sandy Hook Howe

[Endorsed] No 1 in Lord Howes Letter No 36

I. PRO, Admiralty 1/487, 471.

BRIGADIER GENERAL GEORGE CLINTON TO MAJOR GENERAL ISRAEL PUTNAM ¹

[Extract]

Fort Montgomery 9th July 1777

... I expect to draw a Cable across the [Hudson] River in Front of the Chain this Morning every Thing being prepared for it & the *Montgomery's* ² Cables spliced & fixt for the Purpose - As soon as one of the Booms is ready it can be put in Place of the Cable - The Fast on shore being formed so as to answer for a Boom & by this Means shoud the Cable not answer the Purpose little or no Time will have been lost by it - If the Cannon are

arrived from Fort Lee I Wish how soon they could be forwarded here as we have every Thing ready to stock & make Carriages for them – I am [&c.]

G C

1. George Clinton Papers, no. 610, N.Y.Arch.

2. Continental Navy frigate, Captain John Hodge.

MINUTES OF THE PENNSYLVANIA NAVY BOARD¹

State Navy Board [Philadelphia] July 9th 1777

Thomas Leppar late Gunner of the Arm'd Boat *Camden* having Petition'd the Board for a Second Lieutenancy on Board the Armed Boat *Burke* there being a Vacancy, the Board agreed he should be promoted to said Vacancy, and having attended, was qualified and received his Commission –

Samuel Ford being recommended as A Capable Person to perform the duties of A Lieutenant, the Board appointed him Second Lieutenant of the *Effingham* Arm'd Boat, qualified him and gave him his Commission –

1. Record Group 27, Navy Board Minute Books, vol. 2 (July 8–September 24, 1777), Pa. Arch. Hereafter cited as Navy Board Minute Books, vol. 2, Pa.Arch.

JOURNAL OF H.M.S. *Brune*, CAPTAIN JAMES FERGUSON¹

July 1777 St Augustine Lighthouse S 34 W Distant 34 Leags

[Wednesday] 9 at 4 saw a sail to the Eastward made sail & gave chase at 6 retook the *Nancy* a ship Belonging to London Loaded with rum, sugar & wine² had Been taken by two Rebel Privateers hove too with M T sail to the Masts at 8 Little wind at 9 made sail at Noon Light Airs & Clear the *Galatia Perseus* & *Nancy* in Compy sound 23 fm St Augustine Lighthouse S 33 W Distant 46 Leags PM light Airs saw a sail in the SW Quarter *Galatia* in chase at 5 had 16 fm Brown sand & shells ½ past made the sigl to call in all Crusers half past 7 hove too with M. T. sail to the masts sounding 13 – 16 – 19 fm

1. PRO, Admiralty 51/117.

2. John Lowrie, master, sent to New York, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 65.

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

July 1777 Saint Augustine S 33° 0' W 48 Leagues

Tuesday 8th At 6 AM the Signal on Board the *Brune* to Spread, at 9 gave chase to the SE in Company with the *Brune* and *Galatea*: at Noon 34 Sick on Board.

First and middle parts fresh gales and clear, at 2 PM Tacked after the chase, as did the other Ships; at 7 arrived up with the *Brune*, shortened sail and left off chase:

Wednesday 9th at 4 AM Saw 2 Sail in the NE quarter, made sail and chased in company with the *Brune*: at 6 fired a nine pr

Shotted and brought too the chace, which proved the Ship *Nancy* — Lowrie Master from Jamaica to London, taken by 2 Rebel Privatiers,² brought too and Took on board the Prisoners, and charge, at 10 the *Galatea* joined, at 11 made sail The *Brune*, *Galatea* and prize in company. Moderate breezes and clear, Chas Town Lighthouse 71° 0' W 21 Leagues. at 1 PM the Signal on board the *Brune* for the *Galatea* to make Sail ahead;

1. PRO, Admiralty 51/688.

2. She had been captured on July-5, Journal of H.M.S. *Galatea*, PRO, Admiralty 51/4197. See *Gazette of the State of South-Carolina*, July 14.

10 July

BENJAMIN CROWNINSHIELD'S JOURNAL, CONTINENTAL NAVY FRIGATE *Boston*¹

Trans on Thursday the 10 of July —

the first part of this 24 Hours foggey Sounded Seveiral tims got Bottom from 50 to 60 & 70 fathom Cach plenty of Mackrell and Cod

At 4 am the fogg cleard away & we made the Land of Menheagin [Monhegan Is.] and fine and pleasa[nt] weather A Number of Small Craft a fishing At 5 oClock this afternoon we Came to an anchor in Sheeps Gut [Sheepscot] River all well [on] Bord We have had Sevral men on Bord witch Informes us that the *Milford* has Bin up the River —

1. Crowninshield's Journal, MassHS.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN JOSEPH DOBLE¹

Capt Joseph Doble,

War Office, Boston July 10th 1777

You are hereby appointed to the command of the Guard Ship *Adams* now in this Harbour, by us provided agreeably to an Act of this State for the reception of all Persons convicted of being inimical to this & the other united States, & whose Residence in this State may be dangerous to the Public Peace & Safety; — You are accordingly to enter on said command & to receive on Board said Ship & safely keep all such Persons as may from time to time be sent you by this Board — You are not to permit any Persons to visit the Prisoners, neither are you to suffer them to go on Shore, or to write to or receive Messages or Letters from any Persons whatever, without Leave first obtaind from this Board; — You are to keep a constant Guard on your Ships Deck, by placing a Centinel there for which Purpose you will have the necessary Arms & Ammunition for which you are to be accountable — You are to receive Six Pounds per Month as Wages, & three Rations pr Day Subsistence, to ship a Mate at four Pounds pr Month, & four other Men at three Pounds, Twelve Shillings pr Month, who are also to receive one Ration pr Day Subsistance. —

Should any of the Prisoners be ill or other extraordinary Circumstances take place concerning them, you are to make an immediate Representation to this Board; — It is expected that you treat your Prisoners with all the Humanity consistent with their Situation, & that you with your Men

continue on Board your Ship Night & Day, unless otherways directed, and in general you are to follow & obey all such Orders as you shall at any time hereafter receive from this Board. –

Given at the War-Office in Boston this Tenth Day of July Anno Domini: 1777. –

1. Mass. Arch., vol. 151, 424–25.

JOHN BRADFORD TO THE CONTINENTAL MARINE COMMITTEE¹

Honble sirs

Boston 10th July 1777

My duty lays me under the disagreeable Necessity of acquainting the Honble Board with the loss of the Brig *Robert* (late *Lively*) on her passage to South Carolina and sent into Rhode Island, I am glad there was no Cargo on board, and we have made some small saving by taking out a good New Cable of ten Inches full length – I could wish it was the only loss the publick have lately sustain'd from this quarter, but by a letter from Coll Tillinghast I am inform'd the Schooner, which was Charter'd to take in the small Cargo sent from here some time ago in the Brig *Betsy* is Allso taken and sent into York, its very unluckey as the two Ships Building in this State Call for a great quantity of Iron – and we shall very soon be out when the Workmen must be discharg'd, I dare not Charter a third Vessell without orders from the Honble Board neither should I have ventur'd to send a second, had not the Cargo of the first lay at point Judith, and I found it was greatly wanted at Baltimore, therefore shall wait your future orders – We are without any advice from our frigates, the *Alfred* is waiting your orders, the *Raleigh* if my information is good is near sailing having a hundred forty five men on board, I am now compleating their last calls on me, the *Lee* will sail on a Cruise to morrow, I have the honour to be with All due Respect – Your [&c.]

J B

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

Independent Chronicle, THURSDAY, JULY 10, 1777

Boston, July 10.

Last week arrived at a safe port a Prize, which makes the eighth taken and the sixth sent in by Captain Fisk, in one of the State Vessels; she came from Topsham in England, was taken in seven days after sailing, her loading salt Provisions, and bound to Newfoundland: He also took another vessel from said Port, which he gave to the Prisoners about 60 in number.

Saturday last Captain Glover returned in a Flag from Halifax, after 8 Days Passage, with about 80 Persons, who had been taken Prisoner and carried in there.

The Flag from Portsmouth remained there when Captain Glover came away, and it was expected would soon Sail with about the above Number of Prisoners, which remained behind.

In the cartel arrived here on Saturday, from Halifax, came Capt.

[Simeon] Sampson, of the State brig *Independence* – Lieut. [Robert] Saunders, of the *Alfred* ship of war – Lieut. M'Coy, of Col. Erving's Pennsylvania regiment – a number of other officers, sailors, &c. They all agree in one story; that is, that ever since they have been captives with the enemy, they have been treated in the most severe and inhuman manner; which is beyond the power of pen and tongue to describe. And that they will not exchange old countrymen; but compel them at the point of the bayonet, to go on board their pirate ships, as seamen. This is the treatment which our brethren receive from our implacable, blood-thirsty enemies, – and which the humane, polite Mr. Howe (in his letter to his Excellency General Washington) calls humanity.

By two American sailors, who made their escape from a British transport, lying in Halifax harbour, and arrived in town last Tuesday, from Machias we are informed, – that the British pirate frigates *Milford* and *Scarborough*, lay in Machias harbour; they came there with an intention of compelling the inhabitants to take the oath of allegiance to the tyrannic king and parliament of Britain. The *Milford* sent up Machias river, a boat, with 1 Lieutenant, 1 Midshipman and 9 seamen, with an intent, it is thought, of making discoveries; but they said, as a flag. The Machias Patriots not thinking proper to take such noted liars words, thought proper to secure them; and they are now confined in that town. These two men were draughted from among a number of other American prisoners, on board the above-mentioned transport, to man her; from whence they made their escape.

Last Tuesday arrived at a safe Port, a Prize Brig, laden with Rum. She was from Jamaica, bound to Liverpool, and was captured by Capt. [Jonathan] Oaks, in the private armed Brig *Hawk*. She sailed from Jamaica the beginning of April last, in Company with 50 Sail of Merchantmen, under Convoy of a Frigate.

Continental Journal, THURSDAY, JULY 10, 1777

Boston, July 10.

Last Sunday arrived at this port the Brigantine *Freedom*, of 12 guns, in the service of this State, John Clouston, Esq; commander, in 40 days from Nantz – Capt. Clouston sail'd from Marblehead the 8th of last March, and has since taken 16 sail of vessels, 5 of which he burned, gave two away for the sake of getting rid of the prisoners, and discharged 9 for port, three of which are arrived – all the rest except one are undoubtedly retaken or lost – The brig came loaded intirely with military stores.

Captain Clouston informs, that the brig. *Rising States*, of this port, commanded by Capt. Thompson, was taken by a British frigate, and carried into Bristol.

Monday last was sent into an eastern port, a prize brigantine, by brig. *McClary*, laden with green fish and salt.

CONTINENTAL MARINE COMMITTEE TO THE CONTINENTAL NAVY BOARD
OF THE EASTERN DEPARTMENT¹

In Marine Committee Philadelphia 10 July, 1777

To William Vernon, James Warren, and John Deshon, Esqr Whereas by a Resolve of Congress the Nineteenth day of April 1777 You were appointed a Board of Assistants to the Marine Committte, to Reside at or in the Neighbourhood of Boston, in the State of Massachusetts Bay, with Power to adjourn to any Part of New England, and to have the Superintendence of all Naval and Marine Affairs of the United States of America within the four Eastern States under the direction of the Marine Committee, You are immediately to repair to Boston and having there met appoint a Clerk properly Qualified and of undoubted attachment to the Interest and Independence of the United States of America. You are to superintend and direct whatever relates to the Building, Manning, and fitting for Sea all Armed Vessels of the United States built, or ordered by the Congress to build in the Eastern Department, and to provide all materials and Stores necessary for that purpose, subject to such Orders as you may from Time to Time receive from Congress or the Marine Committee. You are to collect in due season all fit and necessary materials of every kind for the above purposes and such materials as you may not be able to provide and shall Judge necessary to be imported you are timely to report to the Marine Committee the Kinds and Quality of each, and how and upon what terms they may be imported by you or any Persons you may be authorized to appoint within your District. You are to receive and settle all accounts relative to the above business and also all such Accounts as shall be referred to you by the Marine Committee.

You are to keep an exact Register of all the Officers, Sailors, and Marines in the Continental Navy fitted and Manned within your District and the same transmit to the Marine Committee.

You are to require all Captains or Commanders of Continental Arm'd Vessels, coming into any port within your District, to make return to you of the Officers, Sailors and Marines on Board their Vessels, and of the State and Condition of their Vessels and Stores, and you are to transmit Duplicates thereof to the Marine Committee. You are to apply to the Marine Committee from Time to Time for such sums of Money as may be necessary in your Department.

You will cause your Clerk duely to Register every Continental Vessel that hath been, or shall be Built within your district, which Register shall contain the Name, Dimentions, Burthen, Number of Guns, Tackle Apparel and Furniture of the said Vessels and transmit a Copy thereof to the Marine Committee.

You will direct the Oeconomy of all Continental Vessels and ascertain the Modes in which their Accounts shall be kept on board and how returns shall be made, – not contrary to any that may be, or have been directed by Congress or the Marine Committee. you are hereby required to keep fair Books of all expenditures of Publick Moneys for the Navy within your department which Books shall at all Times be subject to the Inspection and

examination of Congress and the Marine Committee, or of such Person or Persons as they may Authorize and appoint for that Purpose, and you are to render Accounts of your disbursements Annually or Oftener if required.

You are hereby empower'd to order Courts Martial in all Cases where the Commanding officers shall refuse, or neglect the same, and it shall appear to you requisite; and (in the absence of the Commander in chief) in all cases where the Commander in chief only is Authorized thereto by the Resolutions of Congress. When any Continental Ship of War comes into any port within your District, you are immediately to give Notice to the Marine Committee of her Arrival and the time it will require to fit and equip her for Sea again in Order that Instructions may be sent by said Committee for such Ships future destination. By order of the Marine Board

John Hancock Presidt

1. William Vernon Papers, Box 1, 40, NHS.

JOURNAL OF H.M.S. *Thames*, CAPTAIN TYRINGHAM HOWE¹

July 1777

Thursday 10

At Single Anchor in Chesapeak Bay

at 6 AM found the *Emerald* had left Lynn Haven Bay at 9 got up the Spare Sails to Air The Rebel Frigate in York River, Accompanied by two Schooners and 2 Galleys in Hampton Road² 12 heard a Gun fire at Cherry Stone Point.

Do Breezes and Hazy Weather Careen'd Ship and Scrub'd her bottom Employ'd Pointing and Robing the Foresail and Foretopsail 7 PM Saw One Galley on the Etern Shore -

1. PRO, Admiralty 51/982.

2. Continental Navy frigate *Virginia* and Virginia Navy row galleys and schooners.

JOURNAL OF H.M. SLOOP *Senegal*, CAPTAIN ANTHONY MOLLOY¹

July 1777

Thursday 10

Cape Henry SW $\frac{1}{2}$ W 3 Leas

At 5 AM weighed & gave chase to 6 Vessels to the SE as did the Brig [*Raleigh*] & *Emerald*. At 9 sent the pinnace who took a sloop from James River to the Wt Indies,² the Longboat took a schooner from Do to Do³ & the *Emerald's* boats took 2 Sloops.

Light Airs & cloudy. Cape Henry NW 6 or 7 Leas. At 5 P.M: joined the *Emerald*, At 7 anchd in 7 fm being very foggy

1. PRO, Admiralty 51/885.

2. *Lee*, Richard March, master, to Martinique with tobacco, flour, &c., sent to New York, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 68.

3. *Fanny*, Benjamin Cluverius, master, to Curaçao with flour, tobacco, &c., sent to New York, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 68.

CAPTAIN BENJAMIN CALDWELL, R.N., TO VICE ADMIRAL
RICHARD LORD HOWE¹

My Lord.

Emerald off the Capes of Virginia 10th July 1777

As the *Senegal's* Water is nearly expended, I am obliged to send Her to New York.

I joined the *Phoenix* at Her Rendezvous the 5th of last month, and we proceeded immediately into this Bay, and put back Nineteen Sail out of twenty three that were without Cape Henry.

The *Raleigh* arrived the 14th at Night, the *Phoenix* Sailed the next Day.

The *Thames* is Stationed off York Spit at present, & the 1st instant She made the Signal for seeing Ships of Superior force, I got under Sail with the *Raleigh*, but as the Wind was down, and Tide of Ebb; I could only Anchor in a better situation for Her to join me; in the Evening she got under Sail, and came down about half the distance she was from me, and next Morning join'd Company. Captain Howe delivered me a paper with a List of the Armed Vessels, and their situations, which paper² I inclose to your Lordship, and Ordered him back to his Station: the *Senegal* was stationed at Cape Charles, (and destroyed Six Vessels, which Captain Molloy will give Your Lordship an Account of,) with the *Raleigh* occasionally, who is now to continue there, as long as Her Water will last; of which She has not much on board. This Ship is at the Tail of the Horse Shoe, and the 17th, 19th & 20th in June, three Sloops and One Schooner Boat, came down with Ninety Eight of the people, that were to have gone in the *Albion*, which I gave Passes to, to go to New York.

The 24th we burnt a Sloop with Salt, and the 30th the *Raleigh* with My Boats, drove on Shore, and burnt a French Brig, a little way to the Southward of Cape Henry, Loaded with Sails Cordage, One Hundred Cask of Rum & Bale Goods.

The 8th a Small Schooner Boat escaped us all across the Middle Ground; at Day Light this Morning, Seven Vessels was observed in the offing; the *Senegal*, *Raleigh* and this Ship, gave Chace and took Five, they had passed us in the Night, and were bound to the French Islands.

It is with great concern, I am obliged to send Captain Molloy away, He has been pointedly attentive and Serviceable upon his Station.

The State and Condition of the Ships under my Command, I have the Honour of transmitting to Your Lordship. I am My Lord [&c.]

B.C.

P.S.

I have just heard the *Raleigh* has lost two Anchors, therefore fear she must be burnt, indeed it is almost certain, as we cannot spare Officers and Men to carry her to York. The *Thames* must now be brought down, and at present I think of sending Her of Smiths Island; and Guard this place as well as we can ourselves, otherwise Cape Charles Channal will be unguarded, and then all the small Vessels will escape that way.

There are very many both great and Small ready to push to Sea.

My Lord *Emerald* off the Capes of Virginia 10th July 1777

Since I Sealed my Letter Captain Molloy has offered to assist the *Raleigh* to New York, I therefore have sent Her to refit which she is in much want of. I am My Lord [&c.]

B.C.

1. Benjamin Caldwell Papers, Letter Book (May, 1776–June, 1779), NMM.

2. See Captain Tyringham Howe to Caldwell, July 2.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD¹

Navy Board [Charleston] Thursday 10th July 1777

A Letter to Mr David Hamilton

dated Navy Board July 7th 1777

Sir/ The President having Signified to the Board by Message delivered by Mr John Calvert that it was the Determination of the Council, that a Galley of the Following Dimensions Sixty Two feet Keel Twenty feet Beam & Six feet Clear in the Hold should be Immediately built for the defence of this State, you'll therefore have [the] Galley Built with all possible dispatch.

Message from his Excellency the President to the Commissioners of the Navy dated July 9th 1777

The Public will not in future Insure Negroes employed in the Armed Vessels belonging to the State

1. Salley, ed., *South Carolina Navy Board*, 82.

11 July

PATRICK CONNER'S JOURNAL, CONTINENTAL NAVY FRIGATE *Boston*¹

Friday This Day plesent Weather at 10 am Waid anchor and
July 11th Went up as far as Whiskcaiset [Wiscasset] point Where We
[1777] Safely moored Ship

1. Conner's Journal, MM.

JOHN COBBETT TO NATHANIEL SHAW, JR.¹

Received of Nathaniel Shaw Junr Sixty pound Lawful money on Accot and for shiping men for the Continental Brig. *Resistance* Samuel Chew Esq Commander

New London July 11 1777

John Cobbett

1. Nathaniel and Thomas Shaw Letters and Papers, Portfolio 13, NLCHS. This source contains other receipts of payment received for recruiting services performed for *Resistance*.

CAPTAIN JOHN HODGE TO BRIGADIER GENERAL GEORGE CLINTON¹

Sir, Ship *Montgomery*² [off Poughkeepsie] 11 July 1777

Lieuts [Ephraim] Chamberlain & [John] Oddel Just delivered your Orders respecting Sixty Men that are to Repair on Board my Ship. Proper Officers for the Ship have been Nominated & Appointed by the Honourbl

JULY 1777

Continental Congress. If those two Gentn stay on Board, they must expect to be Commanded by my Officers. I am Sr [&c.]

John Hodge

To His Excellency General George Clinton at Fort Montgomery

1. George Clinton Papers, no. 621, N.Y.Arch.

2. Continental Navy frigate.

BRIGADIER GENERAL GEORGE CLINTON TO CAPTAIN JOHN HODGE,
CONTINENTAL NAVY FRIGATE *Montgomery*¹

Sir/

Fort Montgomery 11th July 1777

I just now received your Letter of this Date in Answer to which I can only say I sent the Officers as well as Men on Board of your Ship are to be commanded by you as they will of Course by any Officer Belonging to the Ship of superior Rank to them & I trust you do not mean that they should by any other – Your Officers without Men will be of little Service to the Public – The Ship cant be of any – You must accept of the Officers & Men as the General has sent them – I cant counteract his Orders – If you dont chuse to receive Officers the Men must be returned back to their Regts with them – I am [&c.]

G C

1. George Clinton Papers, no. 621, N.Y.Arch.

BRIGADIER GENERAL GEORGE CLINTON TO GEORGE WASHINGTON¹

[Extract]

Fort Montgomery 11th July 1777

. . . I have lately drawn the *Montgomery's* Cables across the [Hudson] River in Front of the Chain which appears as if it would answer a good Purpose and hope in a Day or two to have those of the *Congress* across likewise² – The Redoubts and other Works at this Post are in as good Condition as could be expected and the Booms for obstructing the River in great Forwardness. I am [&c.]

Geo Clinton

1. George Washington Papers, LC.

2. Continental Navy frigates *Montgomery* and *Congress*, Captains John Hodge and Thomas Grennell respectively.

"MEMORANDUMS & ORDERS ENTERED OCCASIONLY IN THE SHIPS ORDERLY BOOK
BY THE OFFICER ANSWERING THE SIGNAL"¹

Memo/

Nonsuch, Staten Island July 11th 1777

It is intended to man Ship & Cheer the Flag, on its arrival here, & it's recommended that each man of War does the Same, & man when the *Nonsuch* does, & give three Cheers in succession (after the *Nonsuch*) according to seniority of the Commanders, & after the Flag Ship has answered that each replies with one Cheer, in Succession & manner as before –

NB the above is meant only if the Service at the time will admitt of it, with convenience & propriety – The *Nonsuch* will cheer immediately when the Admiral drops Anchor –

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

ACCOUNT OF CAPTAIN WILLIAM COIT, CONNECTICUT NAVY SHIP *Oliver Cromwell*¹

Dr

The State of Connecticut in Accot with William Coit Esq Late Capn of Ship *O Cromwell*

Cr

1777

July 11	To the Amount of Officers & Seamen	
	Wages p Accot of Particulars Exhibited	£ 3001..7..9¾
	To Board allowed Officers & Sick Men	
	together with Sundry Expences, &	
	Contingent Charges, on the Recruit-	
	ing Service, see account render'd	1295..9..8½
	with this Accountg to	
	To my Commissions on the above @ 1 & ½ pCt	64..9..0
		£ 4361..6..6¼

We the subscribers being Duely Authorized have carefully attended to the Settlement of the Accounts of Capn William Coit against the State of Connecticut on Account of the Ship *Oliver Cromwell*, and haveing Received the Oath of said Coit & others to said Accounts and duly considered thereof Do by our best Judgment Determin that Seven Hundred Eighty seven pounds 12/6¼ is Due to said Coit in full Ballance & Settlement of all his Accounts against said State for Wages or any other Charges whatsoever on Account of Said Ship, her Stores or Crew or Relateing to the same. And as Said Accounts were not Regularly prepared or Charged (in some respects) it is hoped that no Allowances made by us will ever be Plead or Drawn into Precedent in any Future Settlement of Maritime Accounts with the State all which is Submitted Your [&c.]

To His Excellency	Nath ^{al} Backus	} Committee
Govr Trumbull &	Jabez Perkins	
Council of Safety	W ^m Hubbard	

1777

July 11	By the Amount of Sundry Payments	
	Received from the Treasury	£ 2526..5..2
	By Cash Advanced to Seamen by Mr Shaw	473..2..4
	By Cash recd of Mr Shaw which he has	
	Charged the State	510..8..6
	By 70 Hammocks which your Committee	
	say are deficient & that I ought to	42..0..0
	be accountable for at 12/. each	
	By 46 Bottles Wine ^a 6/	14..8..-
		£ 3566..4..0
	By 2 Bbls Beefe 75/	7.10..0
	By Ballance Due to William Coit is	
	Seven Hundred Eighty seven pounds	787.12..6¼
	Twelve shillings & six pence ¼	
		£ 4361..6..6¼

New London 11th July 1777

William Coit

Memm July 14th 1777 An order was given by the Govr & Council of Safety for the Above Ballance & Dd to Capt Coit pr Benjⁿ Huntington Clerk

1. Conn. Arch., 1st Series, IX, 169, ConnSL.

2. In a rough draft of his bill against the State, Coit explained this item thus: "To 3 Dozn & Ten Wine Made Merry with at Discharge;" Conn. Arch., 1st Series, IX, 166, ConnSL.

"AN ACCOUNT OF THE STATE AND CONDITION OF HIS MAJESTY'S SHIPS AND VESSELS

DATE.	Ship or Vessels Name.	Captains Name.	Of the														
			Whole Complement.	Seamen.													
				Complement.	Borne.	Mustered.	Checqued.				Sick.		Hospital Ship.	Complement.	Borne.	Mustered.	Checqued.
							Widows Men.	Leave.	Without Leave.	Lent.	On Board.	On Shore.					
7 July 1777	<i>Eagle</i>	R. Curtis	522	432	432	413	5	.	.	5	6	7	2	90	90	84	.
_____	<i>Preston</i>	S. Uppleby	367	310	310	300	4	.	.	1	16	5	.	57	57	56	.
_____	<i>St Albans</i>	Rd Onslow	500	406	377	314	5	.	.	.	30	54	4	94	89	68	.
_____	<i>Nonsuch</i>	W. Griffith	500	410	405	383	5	.	.	6	10	7	4	90	89	87	.
_____	<i>Centurion</i>	Rd Brathwaite	350	293	269	242	4	.	1	10	8	11	1	57	56	53	1
_____	<i>Raisnable</i>	T. Fitzherbert	500	410	404	367	5	.	1	10	8	21	.	90	89	81	.
_____	<i>Augusta</i>	Fras Reynolds	500	364	347	321	5	.	8	.	8	8	5	88	87	85	.
_____	<i>Somerset</i>	Geo: Ourry	520	430	428	413	5	.	4	.	3	5	1	90	89	87	.
_____	<i>Isis</i>	Hble: W. Cornwallis	350	283	258	245	4	.	.	6	10	3	.	67	67	67	.
_____	<i>Richmond</i>	J.L. Gidoin	220	175	153	149	2	.	.	1	.	.	1	45	39	39	.
_____	<i>Liverpool</i>	Hen: Bellew	200	161	161	155	2	.	.	4	6	.	.	39	39	39	.
30 June	<i>Otter</i>	M: Squire	125	101	112	99	3	3	.	.	2	7	.	24	13	12	.
6 July	<i>Dispatch</i>	Ch: Mason	125	97	97	90	1	6	.	.	10	.	.	28	28	28	.
4 _____	<i>Raven</i>	Jno Stanhope	125	101	79	75	1	1	.	.	2	2	.	24	18	17	.
7 _____	<i>Thunder</i>	_____	80	80	65	38	1	.	.	25	.	1	.	.	.	.	.
_____	<i>Carcass</i>	Jno Howorth	70	70	59	51	1	.	1	.	1	3	3	.	.	.	.
_____	<i>Jersey</i>	W.A. Halsted	140	127	92	79	1	.	4	.	.	1	7	13	7	7	.
_____	<i>Strombolo</i>	S.W. Clayton	45	45	41	41	.	.	.	.	2	.	.	.	.	.	.
_____	<i>York</i>	Lt. T. Wallbeoff	50	50	32	30	.	.	.	.	2	1	1	15	15	15	.
11 _____	<i>Rose</i>	Jas Reid	160	126	100	98	2	.	.	.	6	.	.	34	34	33	.
7 _____	<i>Vigilant</i>	Jno Henry	150	120	119	117	2	.	.	.	12	.	.	30	31	30	.
10 _____	<i>Daphne</i>	St Jno Chinnery	160	126	127	117	2	.	.	.	4	8	.	34	27	24	.
12 June	<i>Mercury</i>	Jas Montagu	160	126	113	110	3	.	.	.	8	.	.	34	33	33	.
8 _____	<i>Swift</i>	Lt W: Titcher	125	97	95	86	1	.	1	7	.	.	.	28	28	28	.

UNDER THE COMMAND OF THE VICE ADMIRAL THE VISCOUNT HOWE OFF NEW-YORK." ¹

Ship's Company.										Supernumeraries.									
Marines.										Belonging to									
Sick.		Officers Names and Qualities.	Serjeants.	Corporals.	Drums.	Private.	Short of Comple ment.		Borne since last Account.			No. Ship.				Other Ship.			
On Board.	On Shore.						Seamen.	Marines.	More.	Less.	Reason of the difference.	Borne.	Mustered.	Chequed.	Sick.	Borne.	Mustered.	Chequed.	Sick.
3	6	{Edw: Owen Cap: L. Desborough 2 Lt S.H. Baumgarton " }	2	4	1	80	.	.	.	.	.	320	309	10	1	200	189	1	10
.	1	{Jno Christian Cap: Geo Hart 1 Lt Chris: Sharpe Capn: Lt }	2	2	1	50	.	.	2	.	Ed	47	39	1	7	11	11	.	.
6	21	{Edw: Katon 2 Lt John Mace 2 " }	2	4	1	79	29	5	.	.	.	.	.	.	.	.	.	.	.
.	2	{Nath English Cap: James Scott 1 Lt Walk: Tench 2 " }	2	4	1	79	5	1	1	.	Retd	.	.	.	.	.	.	.	.
6	2	{Jno Bowater Cap: Wm Ramsay 2 Lt Jonas Matthews 1 " }	2	4	1	48	24	1	.	2	DD	38	37	.	1	4	4	.	.
2	8	{Thos Gregg Cap: Geo Scott 1 Lieut Fras H. Oak 1 Lt }	2	4	1	79	6	1	1	.	Ed	.	.	.	.	.	.	.	.
2	2	{Jno Barclay Cap: Chas Murray 1 Lt Alex: Campbell 2d }	2	3	1	78	17	1	.	.	.	1	1	.	.	3	3	.	.
1	2	{Hector McNeale Cap: Chas S. Dalles 2 Lt F: Neverson 2 " }	2	4	1	79	2	1	.	.	.	.	.	.	.	.	.	.	.
1	.	{Rd Timpson Cap:Lt C.E. Conyers 2 Lt Theop: Lewis 2 Lt }	2	2	1	60	25	.	.	.	.	13	13	.	.	.	.	.	.
4	.	{James Knox 2 " }	1	2	1	33	22	6	.	1	DD	23	23	.	.	.	.	.	.
.	1	{Alex: Thompson 2d Lt Jas Allen 1 Lt Geo Yeule 2 Lt }	1	1	1	35	.	.	.	.	.	21	21	.	.	8	8	.	.
.	1		1	1	.	10	.	11	.	.	.	38	29	8	1	3	3	.	.
.	1		1	1	1	25	.	6	3	.	Ed	3	3	.	.	.	.	.	.
.	.		.	.	.	15	22	15	.	.	.	19	19	.	.	.	.	.	.
.	.		.	.	.	11	.	3	.	.	Ed	30	30	.	.	2	2	.	.
.	.		1	.	.	6	35	6	.	2	R.	9	8	1	.	.	.	.	.
.	.		.	.	.	4	.	.	2	.	Ed	.	.	.	.	.	.	.	.
.	.		1	1	.	13	18	.	1	.	R.	24	24	.	.	2	2	.	4
4	1	H: Rankin 1 Lt	1	1	1	30	26	.	.	.	.	31	11	20	.	2	2	.	10
.	1	Jno Creswell 2 Lt	1	1	1	27	1	.	.	.	.	5	2	3	.	3	3	.	.
.	3	L. Campbell 2 Lt	1	1	1	23	.	7	.	.	.	5	5	.	.	5	5	.	.
2	.	Geo: Butler 1 Lt	1	1	1	30	13	1	.	.	.	10	10	.	.	.	.	.	.
.	.	Chas Mody 2 Lt	1	1	1	24	2	.	.	.	.	.	.	.	.	3	3	.	.

"AN ACCOUNT OF THE STATE AND CONDITION OF HIS MAJESTY'S SHIPS AND VESSELS UNDER

DATE.	Ship or Vessels Name.	Whole Number Victualled.	Total No.		Of the Seamen.			Provisions on Board for the Comple- ment at whole Allowance.										
								Days.					Weeks.					
			Of Seamen.	Of Marines.	Officers and Servants.	Petty and Able.	Ordinary.	Landmen.	Bread.	Beer.	Brandy.	Rum.	Wine.	Beef without Flour.	Pork.	Pease.	Oatmeal.	Flour & Suet without Beef.
7 July 1777	<i>Eagle</i>	995	952	90	69	363	.	.	98	.	.	98	.	6	14	14	14	8
	<i>Preston</i>	406	310	57	51	218	25	16	70	.	.	91	.	5	10	10	10	5
	<i>St Albans</i>	382	377	89	45	147	78	107	112	2	.	103	.	8	15	15	15	7
	<i>Nonsuch</i>	470	405	89	46	258	45	56	84	3	14	63	.	7	12	12	12	5
	<i>Centurion</i>	336	269	56	39	199	12	19	77	.	.	8	.	6	14	14	14	6
	<i>Raisnable</i>	448	404	89	43	247	52	62	112	.	.	112	.	16	16	16	16	8
	<i>Augusta</i>	410	347	87	48	206	62	78	77	6	28	59	.	11	11	11	11	11
	<i>Somerset</i>	500	428	89	46	322	31	29	90	2	.	84	.	10½	13	12	12	2½
	<i>Isis</i>	325	258	67	37	161	26	34	105	1	13	99	.	7	12	15	15	7
	<i>Richmond</i>	211	169	39	28	66	24	35	63	.	.	63	.	6	9	9	9	3
	<i>Liverpool</i>	223	161	39	28	133	.	.	55	.	.	85	.	11	13	9	14	6
30 June	<i>Otter</i>	143	112	13	25	87	.	.	56	.	.	56	.	4	8	1	1	4
6 July	<i>Dispatch</i>	121	97	28	25	48	19	5	56	.	.	70	.	10	10	10	4	5
4	<i>Raven</i>	95	78	17	23	56	.	.	84	.	.	90	.	7	11	12	12	5
7	<i>Thunder</i>	57	65	.	24	41	.	.	33	3	.	34	.	2	4	4	4	2
	<i>Carcass</i>	81	61	.	15	44	.	.	64	5	.	84	.	4	12	12	12	6
	<i>Jersey</i>	94	92	7	25	39	21	7	3	2	.	40	.	1	.	1	1	1
	<i>Strombolo</i>	41	41	.	7	33	1	.	84	4	.	86	.	10	12	12	12	2
	<i>York</i>	75	32	20	3	29	.	.	60	.	.	58	.	4½	9	9	9	4½
11	<i>Rose</i>	144	100	44	26	74	.	.	36	.	.	42	.	5	4	2	5	3
7	<i>Vigilant</i>	152	127	31	28	49	37	5	112	.	.	112	.	8	16	16	16	8
10	<i>Daphne</i>	151	127	27	23	86	10	8	28	.	.	21	.	1½	3	3	3	1½
12 June	<i>Mercury</i>	156	113	33	24	62	.	27	35	.	.	10	.	8	10	10	10	4
8	<i>Swift</i>	118	95	28	18	44	18	15	69	.	.	69	.	11	11	11	11	11
A Duplicate																		

1. PRO, Admiralty 1/487, 476.

THE COMMAND OF THE VICE ADMIRAL THE VISCOUNT HOWE OFF NEW-YORK." [continued]

				Water in Tons.	Stores wanting.			Officers.		Condition of Ship.	When last Cleaned.
Butter	Cheese.	Oil.	Vinegar.		Boatswains.	Gunners.	Carpenters.	Absent.	Occasion.		
4		10	14	145	(—	Part	—)			Fit for Sea	6 Mar: 1776.
5		5	10	120	(—	Part	—)	1 Lt Mars	Hospital	Fit for Sea	25 Mar: 1776.
8		8	15	145	(—	Part	—)	Boats:	Hospital	Fit for Sea	10 Sep: 1776.
		12	12	140	(—	Part	—)	Chapl:	Sick at Plymo	Fit for Sea	17 Aug: 1776.
7		6	15	120	(—	Part	—)	2d Lt Mars	Leave	Fit for Sea	15 Aug: 1775.
8		8	16	157	(—	Part	—)	1 Lieut:	None Appointed	Fit for Sea	12 Feb: 1777.
3		2	11	140	(—	None	—)			Fit for Sea	30 Aug: 1776.
		11	11	170	(—	Part	—)	Chaplain	None Appeared	Fit for Sea	10 Feb: 1777.
		15	15	144	(—	Part	—)			Fit for Sea	28 Dec: 1776.
9			9	49	(—	Part	—)	{ 1 Lieut: }	{ Discharged }	Fit for Sea	17 Ap: 1776.
1		8	14	17	(—	Part	—)	{ Gunner }	{ Hospt Ship }	Fit for Sea	26 Mar: 1777.
7			3	10	(—	Part	—)	1 Lieut:	Sick at Plymo	Fit for Sea	22 May 1777.
		12	19	14	(—	Part	—)	Purser	Leave	Fit for Sea	17 Feb: 1777.
7		4	12	50	(—	Part	—)	Surgeon	Sick Qtrs	Fit for Sea	24 May 1777.
4			4	26	(—	Part	—)			Leaky	10 Nov: 1775.
10		2	12	20	(—	Part	—)			Fit for Sea	7 Mar: 1776.
1/2				65	(—	Part	—)			{ Decks & Upper }	8 Dec: 1775.
6				40	(—	Part	—)	Boats:	None Appointed	Works want	
8			6	6	(—	Part	—)			Caulking	17 Feb: 1776.
4				45	(—	Part	—)			Fit for Sea	11 May 1777.
4		12	16	70	"	"	"			{ Single Bottom & }	9 Mar: 1774.
1		2	3	18	(—	Part	—)			wants Repairs	
3	2	4	10	15	(—	Part	—)	Cook	Haslar Hosp	Fit for Sea	1 June 1777.
					(—	Part	—)			Fit for Sea	23 Mar: 1776.
		11	11	8	(—	Part	—)			Fit for Sea	6 Mar: 1777.
										Launched	27 Jany 1777

HOWE

HOWE

CONTINENTAL MARINE COMMITTEE TO THE CONTINENTAL NAVY BOARD
OF THE EASTERN DEPARTMENT¹

Gentlen In Marine Committee. Philadelphia July 11th 1777

As there are now lying within your Department several Continental Vessils of War, which if at Sea might do essential service, we are exceedingly anxious to have them out for these desirable purposes; and have strong hopes from your exertions, that they will not remain long inactive. We know of no better way they can be employed, then in Cruizing, and now direct and Authorize you to send them out as fast as they can be got ready, directing the Commanders to such Lattitudes as you shall think, there will be the greatest chance of success in intercepting the Enemies Transports and Merchant Ships; and they are to Take burn, Sink or destroy as many of their Vessils of every kind as may be in their Power; The Prizes they may take are to be sent into the most convenient and safe Ports in these States, adressed to the Continental Agents.

We shall leave you to judge of the Time for which each Vessil is to Cruize, and when they return into Port, you must again dispatch them with all Possible expedition on fresh Cruizes, always advising us of their Arrival, and the Time you think they will be ready for Sea, but they are not to be detained for any further Orders from us.

You are to instruct the Commanders that they are to be careful of the Ships their Stores and Materials, that they Support strict discipline on board their Vessils, but treat their People well. Prisoners are to be treated with humanity; and that they are to be accountable to you for the expenditure of everything on board their Ships, recommending to them a strict observance of frugality and Economy. We remain Gentlemen [&c.]

John Hancock Presidt

By Order Marine Board

1. William Vernon Papers, Box 1, 40, NHS.

VIRGINIA NAVY BOARD TO CAPTAIN FRANCIS BRIGHT,
VIRGINIA NAVY BRIG *Northampton*¹

Sir/ Navy Board [Williamsburg] 11 July 1777

The Ballast you are in want of is on Board Capt Taylors Vessel² and cannot be spared, you must therefore endeavour to supply the Place with Shingle Ballast or any thing that will answer the purpose. – There is no White line to be had or you should be furnished with it. – We expect and doubt not but you will make all the dispatch in your Power in getting your Vessel cleaned and coming down as soon as Possible. –

N.B. You are desired to have your Vessel smok'd & thoroughly cleaned in Order to prevent Sickness amongst your Men & be particularly careful in keeping her Clean. –

Thomas Whiting 1st Comsr

1. Navy Board Letter Book, 92, VSL.

2. Ship *Tartar*.

VIRGINIA NAVY BOARD TO CAPTAIN WILLIAM SAUNDERS,
VIRGINIA NAVY ROW GALLEY *Manley*¹

Sir/ Navy Board [Williamsburg] 11 July 1777
You are desired on the receipt hereof to repair with all dispatch in your power with your Galley from your present Station to the Mouth of Queens Creek and when you arrive there wait on the Board for further Orders. —

Thomas Whiting 1st Comsr

1. Navy Board Letter Book, 92, VSL.

JOURNAL OF H.M.S. *Emerald*, CAPTAIN BENJAMIN CALDWELL¹

July 1777 Cape Henry NWBN 3 Leagues
Thursday 10th at 4 AM saw 5 Strange Sail in the offing, the *Senegal* and *Raleigh* in Chace, we weigh'd and gave Chace, at 8 AM light airs inclinable to a Calm, hoisted the Barge, Cutter and Longboat & sent them to 3 of the Sail, at 11 AM saw our Boats Board them, which were the Sloop *Friendship*, from Virginia, bound to havannah with Flour, Sloop *Resolution*, from Baltimore, bound to Curracoa, with Tobacco and Flour, Sloop *Betsey*, from Virginia, bound to Cape Franco, with Tobacco,² Guns expence, fired 10 Six pounders, at the Vessels.
Ditto Wear at 4 PM sent hands onboard the Prizes, at 5 PM the *Senegal*, and *Raleigh* Joined us, who had taken 2 prizes, with Flour and Tobacco, anchored with the small Bower in 7 fathom Water & Made the Signal to anchor,
Friday 11th At 8 AM Made the *Senegals* Signal for the Captn at 11 AM weigh'd & came to Sail with one Prize towards Cape Henry, the *Senegal*, *Raleigh* and 4 prizes weighed and stood to the Eastward.
Moderate & fair Wear at 2 PM lost sight of the *Senegal* &ca at 3 PM Anchored with the Small Bower in 7½ fathom Water, at 4 PM got the Prize along side, took her Cargo out and scuttled her.

1. PRO, Admiralty 51/311.

2. See Purdie's *Virginia Gazette*, July 18.

LORD MACARTNEY, GOVERNOR OF GRENADA, TO LORD GEORGE GERMAIN¹

[Extract]

Grenada

My Lord

No 26.

St George's July 11th 1777

Since I had the Honor of writing to you last, I have received a Letter from Monsieur de Bouillé, the new Governor of Martinique, a Copy of which I now send to your Lordship.

Monsieur de Kersaint, who brought me this letter seemed to be particularly commissioned to assure me that The Marquis de Bouillé disap-

proved very much the Conduct of his Predecessor, The Comte D'Argout, The line now adopted, he said, was to permit no public armaments by the Rebels in any of the Ports of his Government, and still less to permit any prizes made by them to be brought in and sold there, That however, I must not be surprised, if such things sometimes happened in the remote Bays, it being impossible to watch every part of the Coast in such a manner, as to prevent them, particularly as these abuses commonly pass in the night time, and are managed by Smugglers and Buccaneers, equally interested in eluding his Vigilance, and ours. Monsieur de Kersaint concluded by saying that the Marquis de Bouillé was a man of honor and above conniving at any thing he disavow'd. I have mentioned these particulars to your Lordship that by Comparing this Language with Other informations you may form a better idea of the real intentions of the French in this Quarter of the World – For my own part, I imagine they will still continue to play the same game, but that it will be play'd with more decency and address than when Monsieur D'Argout dealt the cards – I am the more disposed to think so, because I have received accounts that even since the new Governor's arrival, one or two Vessels of ours, have been taken by the Rebels and carried into Martinique or St Lucie in such a manner as was almost impossible for him to be a Stranger to, but from the negligence of some persons and the desertion of Others, who might prove the facts, I have not been able to authenticate them properly, and I am determined never to commit the dignity of this Government by making an ill grounded or a defective complaint.

On Wednesday the second Instant, Vice Admiral Young arrived here and set sail again for Antigua the Monday following. I had a good deal of conversation with him on the subject of the many captures and losses Sustained by the Islands under my Government, and earnestly repeted to him my request for his protection. He assured me of every assistance in his power, but lamented that the ships under his Command were inadequate to the service. Of this indeed we had very sufficient Evidence, for even whilst the Admiral was lying here and his flag flying on board a 50 Gun Ship, Both Tobago and the windward parts of this Island, were hourly insulted by a number of small Privateers which either took our small Craft when they ventured to sea, block'd them up in the Bays, or cut them out as they lay at Anchor. Thus all the Navigation of the Coast was interrupted. No produce could be brought round to the Ports for shipping home, and many Vessels have been disappointed of their loading for this Convoy – The Government Sloop which might have afforded us some assistance was unluckily absent, having been dispatched to Antigua with some prisoners a few days before, And it was with infinite concern we beheld the Admiral unable to protect us – He was under a necessity of returning immediately to English harbor, but if that had not been the case, a large ship like his, could not have acted with efficacy against these Picaroons, and as for his other Vessels, none of them were in the Neighborhood, or likely to appear. They sometimes call in here but are scarcely ever seen cruising for any time near this Island or Tobago; As we lye so far to the Southward and are quite out of the track of the American Trading Ships, there are no prizes to be met with in these

parts to reward the Services of ships of War, and that circumstance has been hinted at by some discontented people here, as a reason for our being neglected, but I should be extremely sorry to entertain even for a Moment so injurious an Idea – Your Lordship will however permit me to offer it as my humble opinion & I offer it with the utmost submission and deference that it will be almost impossible to afford the Southern Caribbee Islands, the necessary protection by sea, untill they are made a distinct command from the flag at Antigua. On the mere inspection of a Map, This may not Perhaps appear evident at first sight, but no true judgement can be found of a point of this kind, from any Chart or Draft whatsoever – The nature of the Wind and the setting of the Currents in this part of the West Indies are such, that all Science and Speculation are baffled, all foreign experience is contradicted, and none but a practical Navigator or Geographer on the spot can form any just Idea of them – The *Druid* Sloop of War, was Six Weeks, without being able to get to Barbados from Antigua and the *Beaver* not long since made several attempts to reach Tobago but could not accomplish it.

. . . I must not omit observing that the Men of War, which convoy the West India fleets from England, seldom proceed farther than Barbados with the Ships bound for Grenada and Tobago, but leave them to Shift for themselves in the remainder of their Voyage; Now the most dangerous part of the Voyage is precisely between Barbados and these Islands, that some of the most Considerable Captures have been made.

The Difficulty of procuring Seamen here was never known to be so great as of late – Fifteen Guineas P Man are now given for the trip home. I have the Honor to be with the highest Respect, My Lord [&c.]

Macartney

1. PRO, Colonial Office 101/20, 231–34.

12 July

CAPTAIN SIR GEORGE COLLIER, R.N., TO PHILIP STEPHENS¹

Sir

Rainbow at Halifax 12th July 1777.

I request You will do me the Favor of acquainting their Lordships that having Permission from the Viscount Howe Commander in Chief of His Majesty's Ships in America to go on a Cruize with the Ship I command, I in consequence of it, sailed from this Port at 3 o'Clock in the Morning of Sunday the 6th instant; & that same Afternoon at ½ past 4, (Cape Sambre then bearing NE about 12 Leagues distant,) the Man at the Mast head discovered 3 Sail, to which we immediately gave Chace, but from the Distance I could form no Judgement of their Force, or what they were, the *Victor* Brig was at this Time in Company 3 or 4 Miles astern, & as her Rate of Sailing was inferior to that of the *Rainbow*, I made the Signal for her making more Sail, to avoid separating from her: at Sun set we had gained so much on the Chace, as to discover they were large Ships, standing as we were on the Starboard Tack, with the Wind at WNW; I judg'd from thence, that they were bound to some of the Ports of New England.

I followed them with all the Sail I could croud, & at dawn of Day next



Blod p

Sir George Collier Kn.
Vice Admiral of the Blue.



Revised Oct 31st 1886 by Jona Gold Naval Chrons (No 273) Glas Lane London

Morning saw them again about 3 Points on the Weather Bow, with a Sloop in Company, the prest Sail I carried all Night, had encreas'd the Distance from the *Victor* Brig so much, that She was no longer discernable from the Mast head: – the Ships we were in Chace of, were about 5 or 6 Miles distant, & from many Circumstances I had no doubt were part of the Rebel Fleet, who had sailed some Time before from Boston under the Command of Manley; continuing the Chace & gaining upon them, they quitted the Sloop, & set her on Fire, going off in a regular Line of Battle ahead, & setting Top Gallant Royals, & every Sail that could be useful to them.

A little after Six we discovered another Sail standing towards the Rebel Ships; she cross'd us on the contrary Tack at about 4 Miles distance, & put about when they could fetch their Wakes; from her not making the private Signal to me, I concluded that she was another of the Rebel Frigates, & therefore paid no Regard to an English Red Ensign She hoisted, & two Guns she fired to Leeward.

About Ten in the Morning the Enemys Ships went away lasking, & three Quarters of an Hour afterwards I was surprized to see several Shot exchanged between the Sternmost of them, & the Stranger who had last join'd, & whom I had hitherto look'd upon as another of their Fleet, I then hoisted my Colours, shortly after which the two Sternmost of the Rebel Frigates hawl'd their Wind, whilst the headmost kept away about 2 Points from it; this brought the English Ship (which I afterwards found was the *Flora*.) more abreast of them who pass'd to Windward exchanging a Broadside with each, & pursuing the Fugitive who from the Alteration 2 or 3 Times of her Course seemed uncertain which to steer; the *Flora* gain'd fast upon Her, which She perceiving hawl'd her Wind again and soon afterwards Tack'd & stood after her Comrades exchanging a Broadside with the *Flora* as they pass'd each other.

I was just putting about after the two Ships when I observed this unexpected Manoeuvre of the Rebel Frigate, which made me stand on something longer before I tack'd hoping to get her within reach of my Guns as She pass'd me. – I accordingly did so, but had not the good Fortune to bring down either a Mast or Sail by my Fire.

I tack'd immediately after her, & soon afterwards saw the headmost Rebel Frigate put about; She passed me just out of Gun Shot to Windward, & appeared a very fine Ship of 34 Guns with Rebel Colours flying; one of the Gentlemen of my Quarter Deck had been a Prisoner lately at Boston, & knew her to be the *Hancock* on board of whom Manley commanded, the Sea Officer in whom the Congress place all their Confidence & Reliance & who is the Second in Rank in their Navy.

The Ship I had fired upon, I found outsail'd me & soon after my Tacking went away lasking, whilst the other Frigate kept her Wind, I then saw with Concern, that one of the three must unavoidably escape if they steered (thus) different Courses, I therefore judg'd it best to put about and follow the *Hancock* which appeared the largest Ship. – whilst I was in Stays the *Flora* pass'd me very near in pursuit of the Ship I had fired upon.

It was about 2 o'Clock in the Afternoon of Monday the 7th of July that I tack'd after Mr Manley who seemed at first rather to outsail the *Rainbow*, but I understood afterwards that to endeavor making his Ship Sail better, He started all his Water forward & by that Means put her out of Trim. – an Hour before the close of Day He altered his Course & kept away large, we however got so near to Him before Dark as enabled us by means of a Night Glass to keep sight of Him all Night: at dawn of Day He was not much more than a Mile ahead of me, soon after which we saw a small Sail to Leeward, which we found to be the *Victor* Brig who as we pass'd fired at the Rebel Frigate & kill'd one of the Men at the Wheel, but was not able from bad Sailing to keep up, or come near her, any more: – about 4 in the Morning I began firing the Bow Chace upon her, with occasional Broad-sides loaded with Round & Grape, as I could bring them to bear, some of which struck her Masts & Sails: at $\frac{1}{2}$ past 8 I was so near as to hail her & let them know, that “if they expected Quarters they must strike, immediately”; Manley took a few Minutes to consider, & a fresher Breeze just then springing up, he availed himself of it, by attempting to set some of the Steering Sails on the other Side, I therefore poured a Number of Shot into Him, which brought Him to the desired Determination, & He struck the Rebel Colours to His Majesty's Ship, a little before 9 o'Clock in the Morning, after a Chace of upwards of 39 Hours.

I sent my first Lieutenant (Mr [Thomas] Haynes) to take Possession & to send the Prisoners on board, She proved to be a Rebel Frigate fitted out by the Congress called the *Hancock*, of 32 Guns mostly 12 Pounders, & had about 229 Men on board; Her Compl is 290 Men; the remr were in the *Fox*; She is a very Capital & large Frigate, is quite new off the Stocks, & I am inform'd that tho' from her Foulness & their mismanagement we came up with Her, yet that She is one of the fastest Sailing Ships ever built.

Mr Manley inform'd me, that the Ship the *Flora* was in Chace of was His Majesty's Ship the *Fox* of 28 Guns which He had lately taken on the Banks of Newfoundland, after a very warm Action of 2 Hours, & that the other Frigate was the *Boston* of 30 Guns, commanded by McNeal – I found Capt Fotheringham late Commander of the *Fox* & 40 of his People on board the *Hancock*, but his Officers & some other of his Men were put on board the *Boston* Frigate, & the remainder sent in a Fishing Vessel they met to Newfoundland.

After taking out the Prisoners I found it necessary from their Numbers being very near as many as my own Ships Company to return to Halifax, where I arrived with my Prize on the 11th Instant.

Manley seem'd much Chagrin'd at his not having engaged the *Rainbow*, when He found she was but a 40 Gun Ship, as He had all along mistaken Her for the *Raisable* whom He knew, was very lately at Louisbourg: – His Capture will be extremely despiriting to the Rebels, as they plac'd the entire Direction of their Navy, in Him.

It is but Justice, to mention the very great Diligence & Alacrity shewn by all my Officers & Men during this very long Chace, & I beg leave to

recommend them to their L's Notice; Mr Haynes (the first Lieutenant) is deserving of every Commendation I can give Him; Mr Saml Osborne & Mr Edwd Dalton, (the acting 2d, & 3d,) are very worthy of Preferment, tho' they have not yet been so happy to obtain Commissions as Lieutenants.

The 16th of June Governor Arbuthnot & myself receiv'd Advices, that a Party of Rebels (suppos'd about 200) had landed in the River St John's, & were imagined to be an advanced party of a greater Number. — Major Genl [Eyre] Massey consenting to send some Troops to dispossess them, I ordered Capt Hawker of the *Mermaid* to proceed with all Expedition for St John's River, on board whom some of the Highland Regiment embark'd, the *Mermaid* was likewise accompanied by the *Gage* arm'd Sloop, & the *Nova Scotia* arm'd Schooner, in the latter of which I sent one of the Mates of the *Rainbow*, & a small Detachment of Seamen.

By Expresses to the Bason of Minas, & Annapolis [Royal], I directed the Captains of the *Vulture* & *Hope* to proceed with all possible Expedition to St John's, & follow the Orders of Capt Hawker; Col. Frankland the Superintendent of Indian Affairs, embarked in the *Hope*, together with as many Troops from Windsor as She could stow: — a Detachment from Fort Cumberland was likewise ordered, under Brigade Major Stedholm, who was to command all the Troops sent on this Occasion: For the Result of this Expedition, I beg leave to refer their L's to (the Copy of) Capt Hawker's Letter to me, which is enclosed herewith.²

I had the very great Satisfaction on my Arrival, to find the *Flora*, & the *Fox*, both here; She had retaken the latter, shortly after I pass'd her, without any great Resistance on the Part of the Rebels, of which I judge Capt Brisbane will give their Lordships an Account. I am Sir [&c.]

Geo Collier

Manley is an Englishman born at Torbay; ³ his Captain (whose Name is [Daniel] Watters) is an American, & one of the best Officers they have. — I have sent them both in the *Syren*, to Lord Howe, as there is no place here, of sufficient Security to confine them in.

[Endorsed] Rd 20 Augt at 1½ past 11 P. M. 26 Sepr Ansd

1. PRO, Admiralty 1/1611, 61–63.

2. PRO, Admiralty 1/1611, 26.

3. Manley was born in the village of St. Marychurch on the outskirts of Torquay near Torbay. Philip Chadwick Foster Smith, *Fired by Manley Zeal; A Naval Fiasco of the American Revolution* (Salem, Mass., 1977), 5.

"EXTRACT OF A LETTER FROM SIR GEORGE COLLIER TO
THE VISCOUNT HOWE, DATED THE 12TH OF JULY 1777." ¹

[Halifax]

I must beg leave to mention that the *Hancock* is exceedingly fit in every Respect for His Majesty's Service; and, in the Name of myself and the other Captors, desire to offer her to your Lordship for that purpose, if it is your Pleasure she should be purchased, at whatever Valuation the Officers of the King's Yard here may put upon her. — Her Dimensions are in the Paper No 3; ² and Captain Fotheringham informs me, that whilst he was onboard her,

she went (tho' foul) Thirteen Knots, and could have carried much more Sail than she had out.³

[Endorsed] 7 In Lord Howe's Lre of the 28 Aug 1777

1. PRO, Admiralty 1/487, 496.

2. See next entry.

3. *Hancock* was taken into the Royal Navy and renamed *Iris*.

DIMENSIONS OF CONTINENTAL NAVY FRIGATE *Hancock*¹

Copy.

[Halifax, July 12, 1777]²

"Principal Dimensions of the Rebel Frigate *Hancock*"

	ft	Ins
Length on the upper Deck	140	8
Breadth on Do	30	2
Length of Keel for Tonnage	116	2¾
Extreme Breadth	35	2
Depth in the Hold	10	7
Burthen in Tons	764	
Height between Decks	5	6
Do in the Waste	5	0
Size of the Gun Ports { fore & aft	2	7
{ up & down	2	2
Length on the Quarter Deck	57	8
Length on the Forecastle	31	3
Draught of Water { Afore	14	0
{ Abaft	15	10
Height of the Ports from the { Forward	9	0
Surface of the Water { Midships	8	2
{ Abaft	9	2

[Endorsed] 8 In Lord Howe's Lre of the 28 Aug 1777

1. PRO, Admiralty 1/487, 499.

2. Date approximated from a letter of July 12 from Captain Sir George Collier to Vice Admiral Lord Howe.

CAPTAIN JOHN BRISBANE, R.N., TO VICE ADMIRAL RICHARD LORD HOWE¹

(Copy)

My Lord,

I have the Satisfaction to acquaint your Lordship, that His Majesty's Ship the *Rainbow* is just now come in, and brought the *Hancock* with her, an account of which matter I have the honor to transmit to your Lordship from Sir George Collier – And as I think it is of importance that your Lordship should have the earliest Intelligence of this matter, I have given Captain Furneaux of the *Syren*, Orders to proceed immediately to your Lordship with the Accounts of it.

I beg leave to acquaint your Lordship that on the 23d of last month in my passage from Rhode Island to Boston Bay, I took a Sloop called the *Friendship* under French Colours, come from Newberry bound to Martinico,

inclosed I have the honor to transmit to your Lordship the Intelligence I received from Monsieur Devenporte owner of the Sloop *Friendship*.

We shall be ready to go to Sea the beginning of the Week My Lord, and put the remaining part of Sir Peter Parker's Orders into execution.

I have the honor to be [&c.]

Flora, Halifax, the 12th July 1777.

J: Brisbane

[Endorsed] 3 In Lord Howes Lre of the 28 Aug 1777

1. PRO, Admiralty 1/487, 487.

"COPY OF A LETTER FROM CAPTAIN BRISBANE OF HIS MAJ'S SHIP
Flora, DATED AT HALIFAX THE 12TH JULY 1777 TO
THE RT HONBLE LORD VISCT HOWE"¹

Intelligence received from Monsieur Frederick Davenport Owner of the Sloop *Friendship*, sail'd from Newberry the 18th Inst [*sic* June] and bound to Martinico.

The *Amphitrite* a French Ship from Havre de Grace mounting 20 or 24 Guns loaded with Military Stores arriv'd at Piscatua the beginning of April last, and likewise a few days after, another French Ship (Name forgot)² mounting 24 Guns, having on board Chevalier De Bore to act as Brigadier General in America, and if he remained 2 Years, was to retain that Rank in France, had a Commission for superceding the Governor of St Domingo, if stopped by a British Man of War, had on board 60 Artillery and Engineer Officers, the Chief of the Latter's Name, Du Plessis, the military Stores were sent from Piscatua by land to Boston, Monsieur De Coudre arriv'd with 4 more Officers in a small Schooner from St Domingo, the latter end of May and landed at Piscatua, both the above French Ships were afterwards to proceed to Virginia or Carolina to take in a loading there for Bourdeaux, and that Monsieur F Davenport heard from a Member of the Council at Boston that the Congress had given orders to raise a Regiment under the Command of Brigadier Little to march to Fort Frederick in the River St John in Nova Scotia, to take Possession of or destroy that Fort if rebuilt.

1. PRO, State Papers 42/51, 261-64. Enclosed in Lord Howe's letter to Philip Stephens, August 28, 1777, PRO, State Papers 42/51, 259.

2. *Mercury*.

CAPTAIN JOHN PAUL JONES TO CAPTAIN JOHN ROCHE¹

Sir -

Portsmouth July 12th 1777.

I am come here on a disagreeable errand - to Supercede you, against whom I have no cause of complaint. Delicacy would not permit my more early Appearance. I wished to give you time to consider Seriously whether your Suspension can be in any respect Owing to me: You must be convinced that it was not when you recollect that I was Appointed to command a far better Ship than the *Ranger*: Besides, I believe you think me incapable of Baseness.

You will have an Opportunity of disproving whatever may have been

said to your disadvantage, and the charges against you, whatever they are, must be supported by incontestable Facts, otherwise they will gain no credit with men of Candor and Ingenuity. Your Present calamity may yet terminate in your future happiness: When it Appears that you have been wrongfully charged, You will be entitled to a greater share of Public goodwill and Approbation than you could otherwise have claimed. I wish you well – and am Sir, [&c.]

Jno P Jones

1. U.S. History Mss., Lilly Library, IU.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR ¹

Board of War [Boston] 12 July 1777

Order'd The Comy deliver John Bradford Esq 300 weight Sheet & 300 wt Bar Lead for the Continental Ship commanded by Capt [Samuel] Chew,² he paying for it

1. Mass. Arch., vol. 148, 406.

2. Continental Navy brig *Resistance*.

LEONARD JARVIS TO JOHN BRADFORD ¹

Dear Sir

Dartmouth July 12th 1777

I have the pleasure at last of being able to inform you that We have got a Mast into the Sloop *Providence* – & am in hopes that we shall get her to Sea the Next Week without troubling you further than in procuring for her the Drugs &c agreeable to the Memorandum that I have delivered Mr Vesey² which was made out at my request by the Physicians of this place who examin'd the Sloops Medicin Chest.

I wrote you by the Post – but as I have not been favor'd by him with an Answer apprehend my Letter miscarried – I then requested a Sett of Instruments – if they should be procur'd please to erase them from Mr Vesey's Memorandum – I also beg'd the favour of you to inform me if I was to pay an Account that has been exhibited to me against a Man who was captur'd in the *Active* & who met with the Misfortune of having both his Legs broke – I recollect nothing further for your detention at present – when any thing turns up worthy your Notice shall do myself the pleasure of writing – in the interim beg leave to subscribe myself – [&c.]

Leo: Jarvis

Mr Vesey has handed me this instant a Bill of his Board from April 1st to June 26th he says the Officers are always allow'd Board from the time they leave one Ship 'till they enter into another – & the Vessel on board of which they enter pay it – I beg to be inform'd if this is right – I am in Advance, I believe, for Congress – how am I to obtain my Money³

1. Dr. John K. Lattimer Private Collection, New York, N.Y.

2. Lieutenant Joseph Vesey of the Continental Navy brig *Cabot*.

3. See Bradford's reply to this letter on July 14.

ADVERTISEMENTS FOR DESERTERS FROM THE RHODE ISLAND NAVY
ROW GALLEY *Spitfire*¹

[Providence, July 12, 1777]

Deserted from the Galley *Spitfire*, commanded by Capt. Joseph Crandall, William Smith, about 5 feet 8 inches high, short black hair, and of a dark complexion: Had on when he went away a light coloured surtout and jacket, and a pair of long checked trowsers. Whoever will take up said deserter, and secure him in any of the gaols of this State, or deliver him to the subscriber, shall receive Five Dollars reward, and all necessary charges, paid by me.

Joseph Crandall.

Deserted from the Galley *Spitfire*, commanded by Capt. Joseph Crandall, Thomas Barker, 30 Years of Age, about 5 Feet 10 Inches high, short curled black Hair: Had on when he went away, a blue Coatee, new Ravens Duck Trowsers, and white Yarn Stockings. Whoever will take up said Deserter, and secure him in any Gaol in this State, or deliver him to the Subscriber, shall have Five Dollars Reward, and all necessary Charges, paid by me.

Joseph Crandall.

1. *Providence Gazette*, July 12, 1777.

CAPTAIN JOHN HODGE TO CAPTAIN ABRAHAM LEWIS¹

Sir Ship *Montgomery* [off Poughkeepsie] July 12. 1777

You'll immedy put your Vessel in as Compleat Order for a State of Defence as you possibly can, the Men that I shall send on Board your Gally are to be immedy under your Command & follow your Directions Any Assistance that you want, or I can furnish you with, you may Rely on I am [&c.]

John Hodge

To Captn Abraham Lewis of *Lady Washington* Galley

The Signals to be given on the Appearance of the Enemy are the Firing of two Cannon by General [James] Varnum at Peeks Kill one minute from each other, two by General [Jedediah] Huntington, and two by General [Samuel H.] Parsons to be Answerd by two at Fort Independant, two at Fort Montgomery, two at Fort Constitution, and the B[e]acon there fired as usual to be Answered by two from the Brass Twenty four Pounder near New Windsor

John Hodge

1. Emmet Autograph Collection, 7073, NYPL.

ADVERTISEMENTS FOR DESERTERS FROM THE CONTINENTAL NAVY SHIP
Champion AND THE PENNSYLVANIA NAVY ROW GALLEY *Ranger*¹

Deserted from the Continental ship *Champion*, under my command, a certain Peter Bommont, a Frenchman born, and calls himself a Doctor, about five feet three inches high. He had on a blue coat turned up with

white, a small gold laced hat, the remainder of his apparel unknown, speaks but indifferent English, chunky, fat and pockmarked. Whoever secures and delivers him at the Bird in Hand wharf, shall have Ten Dollars reward and reasonable charges.

Philad. July 12.

James Josiah

Deserted from the *Ranger* armed vessel, under my command, a certain Thomas Hogg alias Todd, who entered the 26th of June last, and received the state bounty, a down looking thin pale fellow, and not talkative, twenty-four years of age, about five feet nine or ten inches high, a crooked nose; had on when he went away a new blue knap short jacket lined with white flannel, a new brown Holland shirt, an old ozenbrugs trousers, and an old castor hat. He beats the drum tolerably well, and informed me he was formerly a drummer in Col. M'Veagh's battalion in the militia of this State. It is apprehended that he is now in the neighbourhood of Frankfort. If the said deserter returns to his duty within four days from the date hereof, I will fully pardon him for this his first offence; but should he refuse or neglect to return to his duty at the time appointed, whoever secures him in any jail, or delivers him on board, shall be entitled to Twelve Dollars reward, and reasonable charges. It is most earnestly requested and will be esteemed a particular favor of any officer in the marine or land service, should he offer to enter, to secure him.

Philad. July 12, 1777.

John Mitchell

1. *Pennsylvania Evening Post*, July 12, 1777.

JOSEPH BLEWER TO THOMAS WHARTON, JR., PRESIDENT OF THE
PENNSYLVANIA SUPREME EXECUTIVE COUNCIL ¹

Sir/ State Navy Board [Philadelphia] July 12. 1777

We received your Letter of the 9th Inst. and have now to inform you, that the two State Galleys, Captains Price [John Rice] and [Richard] Eyres are preparing and will be ready by Wednesday next to proceed and act in conjunction with the Continental Galleys.²

Have taken an opportunity of A conference with the Commodore on the subject, and we are of opinion that we shall run a very great risque of the Fleet down the Cape May Channel, unless we can procure an equal force with the Enemy for it often happens that A Vessel taking the first of A Southerly breeze, from Sea will push up so fast as to overhawle any Vessels that may be miles up higher, before they feel the Wind, by which means the Enimees Ships may cut off our retreat, and in the interim, while our fleet is blockd up in that Channel the Enemy may send to New York to procure such Vessels as may suit their purpose and the consequence be a total loss of the Fleet.

And we wou'd further inform you that we have taken the enormous expence attending the Navy Service by means of employing a great number of Chevaux de Frise Pilots immediately, the annual expence whereof is £2160. – and their rations equal to their wages who are not in our opinion of any use at this time that we recommend to your consideration wether

they ought to be continued. We apprehend there is no necessity of a greater number, than for One to be appointed for each of the Fire Ships, the State Brig and Schooner and they can do all the duty that is necessary. — By order of the Board.

Jos Blewer Chairman

1. Simon Gratz Autograph Collection, Board of War and Navy Board, Case 1, Box 18, HSP.
2. Rice and Eyres commanded, respectively, the Pennsylvania Navy brig *Convention* and schooner *Delaware*. Both vessels had originally been planned as large galleys but were converted.

PENNSYLVANIA NAVY BOARD TO THE CONTINENTAL NAVY BOARD OF
THE MIDDLE DEPARTMENT ¹

State Navy Board

Gentlemen/ [Philadelphia] July 12th 1777

This Board labours under the necessity of some rigging and cannot do without, and have no other method of being supply'd, but by Messrs Tittermarys', who cannot serve us without some men whom you have got, therefore you'll be pleased to furnish them with the following Men —

Arthur Kennedy	}	Two Men belonging to the Fleet [Pennsylvania Navy] & now at Work with James Wharton ²
James Crowley		

1. Navy Board Minute Books, vol 2, Pa. Arch.
2. Wharton was Commissary of Naval Stores for the Continental Navy.

VIRGINIA NAVY BOARD TO COMMODORE WALTER BROOKE ¹

Sir/ Navy Board [Williamsburg] 12th July 1777

The Commissioners of the Navy desire you will on Receipt hereof immediately Order the *Hero* Galley to Back River there to be stationed and Cruize in the Bay in the day Time and return to her station of Nights. —

Thomas Whiting 1st Comr

1. Navy Board Letter Book, 93, VSL.

13 July (Sunday)

CAPTAIN SIR GEORGE COLLIER, R.N., TO CAPTAIN JOHN BRISBANE,
H.M.S. *Flora* ¹

(Copy)

Rainbow, Halifax Harbour
13th July 1777 —

Sir,
After passing the Ship under your Command last Monday, I continued the Chace of the Rebel Frigate the rest of the day, with all the Sail I could croud; but I gained so little upon her by Wind, that I was extremely apprehensive I should lose Sight of her when Night came on, an Hour before Sun-set however she kept away large, and about Midnight, I got within Musquet Shot of her, but it was nine o'Clock in the Morning before I could prevail upon them to Surrender, I found her to be a very large Frigate of 32 Guns and 227 Men called the *Hancock*, and fitted out by the Congress to cruise upon His Majesty's Subjects, commanded by Manly the Second Officer of Rank in the Rebel Navy.

After taking out the Prisoners I judged it necessary from their Numbers to return to this Port immediately. I am Sir [&c.]

Geo: Collier

[Endorsed] 3 In Lord Howes Lre of the 28 Augt 1777

1. PRO, Admiralty 1/487, 488.

"SOME PARTICULARS RELATIVE TO THE MEETING THE REBEL SQUADRON UNDER MR MANLEY, BY HIS MAJESTY'S SHIP *Rainbow*"¹

[Extract]

. . . I had the very high Satisfaction on my Arrival, to find the *Flora*, & the *Fox*, both here; She had retaken the latter, shortly, after I pass'd her, without any great Resistance on the part of the Rebels. – Nothing could be more singularly fortunate than my going to Sea at the Time I did, since besides my taking Mr Manley, & his Ship, I certainly was the means of recovering one Frigate of His Majesty's, & preventing another from being taken, which in all probability the *Flora* must have been, likewise. – I send by this Opportunity, Mr Manley's Flag to the Earl of Sandwich, in the Hope that He will be pleas'd to lay it in my Name, & with the most dutiful Submission, at His Majesty's Feet.

Rainbow at Halifax

Geo Collier

13th July 1777

1. PRO, Colonial Office 217/53, 161–63.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN PHILIP MARRETT¹

Sir,

War-Office Boston July 13th 1777

You are hereby desir'd & authoris'd to proceed to Dartmouth & there if possible procure two swift sailing spy Boats with the utmost Expedition, if convenient to take some small Arms & Eight or Ten Men & Provisions proper, & sufficient Defence to keep off[f] Boats, and proceed out the Sound & if possible gain Intelligence of the Fleet & Army ready to sail from New York – let their Cruises be short, not exceeding 48 Hours, the Commander to send Expresses from any Port he can first make a Harbour of, & to proceed again to Sea in such short Cruises as is here prescrib'd & furnish us by repeated Expresses with all possible Intelligence of the destination of the Fleet. – If you cannot procure one or both these Vessels proceed to Falmouth or other Sea Port along the South Shore, & follow these directions applying at Dartmouth to Messrs Leonard Jarvis & Lemuel Williams & at Falmouth to Colo Joseph Dimick & Capt Shiverick of the House who in conjunction with you, or in your or their several Capacities are hereby empower'd to contract for, fit out, & if need be impress any Vessels, Horses or other Articles necessary for this important purpose upon an Emergency – Don't let the Arming cause any Delay, nor need you confine yourself to the number of Ten Men if less will go; – the Board hereby bind themselves to make good all Contracts, Engagements & Expences you may Incur, & as the important Station you fill in your own Regiment makes Your Presence

necessary you will not tarry longer than to bring Intelligence upon the first Return of a Boat. By order of the Board.

Sam^l A Otis Prest P.T.²

1. Mass. Arch., vol. 151, 423.

2. Leonard Jarvis wrote to the Massachusetts Board of War from Dartmouth on July 16 that two vessels had been procured, "One of which saild yesterday morning, the other this morning." Mass. Arch., vol. 152, 282.

CAPTAIN JOHN HODGE TO THE NEW YORK COUNCIL OF SAFETY ¹

Gentn

Ship *Montgomery*, July 13, 1777.

Enclosed you have a copy of a letter just received from the honourable marine committee, at Philadelphia.² Agreeably thereto, I should have done myself the pleasure of waiting on you at Esopus, to join in filling up the commissions and warrants for the officers of this ship, but thought it imprudent to leave the vessel at this juncture, for fear of a sudden invasion.

I have the pleasure to acquaint you that the privateer *Camden* and both galleys are manned and in a proper state of defence, and my ship is also in great forwardness, and make no doubt but we shall be able to give the enemy (when they approach) a warm reception. Capt. [Thomas] Grennell, I am informed, is at present absent; of course, the command of the naval force here devolves on me, and you may depend I shall exert myself in the execution of the trust reposed in me.

My three best cables have been spliced together and stretched across the river, which I hope (and doubt not) will answer the purpose intended.

At the foot hereof you have a list of the gentlemen I beg leave to recommend as my officers, and would be extremely glad to receive their commissions, together with the pay list and rules and regulations of the navy, as soon as possible.

The warrant officers I have not as yet engaged; the blank warrants I should (if agreeable to you, gentlemen) be likewise glad to have, in order to fill up, when men qualified for the different stations offers or falls in my way. Your [&c.]

John Hodge

Robert Castle, first lieutenant, at present captain of the *Camden* privateer. Abraham Lewis, second do. at present captain of the *Lady Washington* galley. Wm. Matthewman, captain marines, entered on board May 20, 1777. Henry Bicker, first lieutenant marines, entered on board May 20, 1777. Thomas Elting, second lieutenant marines, entered on board July 6, 1777.

1. *New York Provincial Congress*, II, 511-12.

2. See Continental Marine Committee to Captains Grennell and Hodge, June 26.

MUSTER ROLL OF THE CONTINENTAL ARMY ROW GALLEY *Lady Washington* ¹

Return of the Ship's Company on board the *lady Washington* Galley
Fort montgomery, July 13th 1777.

Abraham Lewis
Anthony Glean

Capt
Master

John Charnunder
Ichabod Ward
Nathaniel Crane

Boatswain
Sergt
Corporal

privates—

John Moore
John Wheeler
Abel Mallet
Henry Linsey
Samuel Burden
Stephen Danwell
Miles Wolman
Oliver Darrel
Ralph Smith
Chilleil Parmer
Daniel Rogers
Ruben Wright
Thomas Spencer

William Russel
John Mason
Levi Tuttle
Azeriah Glading
George Allen
Rufus Fancher
Nathan White
Enoch Sparrey
John Mathews
John Brown
Francis Foster
Cornelius Hamlen

1. Record Group 45, Subject File "NA", Box 6, NA.

JOURNAL OF H.M.S. *Ariadne*, CAPTAIN THOMAS PRINGLE¹

July 1777

Barbados WSW 6 leags

Saturday 12.

First part moderate, middle and latter squally with rain. at 4 PM saw a sail in the NE quarter, out 2d reefs & gave chase, at 7 brot her too and sent the Boat on board, proved to be the Snow *Nancy* Nthl Jenkins Mastr from Bristol bound to Barbados, who was taken by the *Retaliation* an American Privateer.

Sunday 13.

at 5 AM sent a Midshipman & Men on board her & took her in tow. at 7 am Saw a Sail in the NW quarter. Cast off the Prize and gave chase. —

First part moderate, middle & latter Squally with Rain. Barbados SE $\frac{1}{2}$ S 4 or 5 miles at 2 PM shortened sail and brot too the Chace, proved to be the Schooner *Fisher* Saml Masury Master from Salem bound to Surinam, took her in Tow and at 3 PM made sail. Mr Mackay & Wm. Bartholemew fell out of the Fore top & were drowd tho' all means were used to Save them.

1. PRO, Admiralty 51/60.

14 July

NEWS FROM CASCO BAY, MAINE¹

Falmouth (Casco Bay) July 14, 1777.

This Day a Man arrived here from Witch Casset, and informs, That last Sunday he was on board the *Boston* frigate, Hector M'Neal Esq: Commander, who was then at Anchor in that Harbour. Capt. M'Neal informs, that four Weeks ago, Commodore Manly fell in with the *Fox* Frigate of 28

Guns, and after an Engagement of 4 Hours, the *Fox* was obliged to strike to Commodore Manly; who lost eight of his Men in the Engagement. Capt. M'Neal has on board the *Boston* all the Officers and part of the Men, the Officers are landed at the Eastward, and the Men (except four or five) are enter'd on board the *Boston*. Capt. M'Neal parted with Commodore Manly and the Prize, off of Cape Sables, last Saturday was a Week. – Commodore Manly had taken seven Fishermen, four of which he burnt, sent two into Port, and gave one to the Prisoners.

1. *The Freeman's Journal*, Portsmouth, N.H., July 19, 1777.

JOHN BRADFORD TO THE CONTINENTAL MARINE COMMITTEE ¹

Honble sirs

Boston 14th July 1777

I have the honour to congratulate you on the Success of the *Hancock* & *Boston* Frigates, which have fallen in with, & taken the *Fox* a twenty Eight Gun ship – they fell in with a forty Gun ship a few days before they took the 28, and would certainly have carried her, had she not been reliev'd by a 60 Gun Ship; Capt Manley engaged the 40, three Glasses before the *Boston* could get to his Assistance, but they've given the Brittons Ample proof that Americans are not more Bashfull at Sea than they are by Land – We are inform'd that 50 Americans which were on board the *Fox* emediatey Entered & about the same number of Brittons, together with one hundred men they put out of the two Frigates have manned the *Fox* and she was left Cruising with the *Hancock*, Whilst the *Boston* Went into Sheeps-cut to repair – I know not wether she goes out to joyn them again or designs to return to return [*sic*] here, we lost eleven men in the two Ships & kill'd fourteen of theirs – Thus the Account stand, exactly as I received it last evening from a man well known in town; who came from Booth Bay, where he saw Mr Murray a Divine, who gave him the foregoing account, which he had from Capt McNeill who he din'd with the day before, on board his Ship in Compy with some of the Officers of the *Fox*, the Capt being on board the *Hancock* – I hope this is a happy prelude to our future Naval Exploits – I have the honour to be [&c.]

J B –

The Man who brings this Account can't ascertain the time when the engagement happen'd – no doubt the honourable board will give directions in what manner the Continent may avail themselves of this Valuable Acquisition, I take the liberty of mentioning it thus early, as she belongs to the Captors –

I Wrote to Mr Langdon under the 14th desiring him to send me from 80 to 100 Bbls pork –

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

JOHN BRADFORD TO LEONARD JARVIS ¹

[Extract]

Dear sir

Boston 14th July 1777

previous to writing on Business suffer me to give you & my Country

Joy, of our late Acquisition by sea, in a Capture of an 28 Gun frigate by the *Hancock & Boston*. she is called the *Fox* and has not been off the stocks Sixteen months, they engaged a forty Gun Ship a few days before, & would have carried her, had she not been resqued by a 64 wch came to her assistance, Manly lost seven men, McNeil four, & the *fox* fourteen, the latter is arriv'd at Sheeps cut to Careen and Clean out to proceed to Sea again to join manly & the *fox* which is mann'd by fifty Americans entering out of her after being taken, and fifty Brittons following their Example, each frigate put fifty men on board, & she was left Cruising with manly command'd by Capt Waters² may they still be succeeded [*sic* successful] till our infant Navy grows up to manhood, your favour of the 7 I Recd but last Evg and this day, that of the 12 was handed me by Capt Veasy it gives me pleasure that after your several disappointments you have at leangth furnished the *providence* with a mast am glad to hear Capt Rathborn [John Peck Rathbun] has so near Completed his Hands, We are lucky in its being in your power to replace them, The Sergeons Instruments Ive Collected, allso the Medicine, I did not hear of the post being Robb'd, till I saw your Ltr last evening, my Letter accompanied his money, a copy of which I now inclose you, in answer to what you write respecting the payment, of the sergeons Bill, for the Care of the man whose Legs were broke and nursing him, Nothing similar has happen'd in my department, but the laws of humanity loudly proclaims that the prisoner should be whole at the Expençe of the publick, in answer to which you write Relative to Mr Veasy if he has a Warrant or Commission for any ship in the navy, he is intitled to Board wages, but not otherwise, But I am Confident he is not intitled to Board for this plain Reason Olney contrary to all rules inlisted his men only for the Cruise, therefore when the brig was hove away the Cruise ended.³

The disastrous affair of Loosing Ticonderoga give me the most pungent feelings for our poor Brethern in the frontiers. An express Arrived yesterday from General Washington to acquaint this state that the enemys fleet had fallen down to the narrows and that the Generals [Howe] Baggage Was all pack'd up at York, but w[h]ere bound he could not tell desired us to be on our Gaurd. . .

I Inclose you a List of Jones's At this late hour you've heard he has Superceded Roach in the ship at portsmo The master of Anthony & prince (two Blackmen) Appears and claims them one remains on board the *Alfred*, & the other is taken up and now under gaurd, What money remains in your hands belonging to them, please to stop in order to repay the bounty, they have recd from the continent. . .

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

2. Lieutenant Stephen Hill of the *Hancock* was given command of the *Fox* rather than Daniel Waters.

3. Captain Joseph Olney, Continental Navy brig *Cabot*.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY¹

At a meeting of the Govr & Council of Safety

Lebanon July 14th 1777

Voted, That his Excellency the Govr be and he is hereby Desired to Indorse to Major Joshua Huntington an Order Drawn by the Honble John Hancock Esqr President of the Continental Congress in Favr of Govr Trumbull on John Lawrence Esqr Commissioner of the Continental Loan Office in the State of Connecticut for Twenty Thousand Dollars in Part Payment for the Frigate Building at Norwich for the United States of America said Huntington to Account for the Same in the Settlement for Building said Frigate.²

The Said Order was Indorsed by the Govr and Dd to Majr Huntington July 14th 1777 and his Receipt taken.

1. Council of Safety Journal, vol. 1, ConnSL.

2. When launched she would be named the *Confederacy*.

VICE ADMIRAL RICHARD LORD HOWE'S LINE OF BATTLE ORDER¹

Line of Battle

The *Augusta* to lead, and the other Ships to form in Succession in this Order, alike upon either Tack –

Ships					
Frigates	Rates	Names	Guns	men	Commanders
<i>Liverpool</i>	3	<i>Augusta</i>	64	500	Captain Frans Reynolds
<i>Vigilant</i>	"	<i>Somerset</i>	64	520	— George Ourrey
<i>Strombolo</i>	"	<i>Eagle</i>	64	522	{ Vice Adml Lord Howe
<i>Otter</i>	"	<i>Raisonable</i>	64	500	{ Captain Roger Curtis
<i>Swift</i>	"	<i>Nonsuch</i>	64	500	Captain Thomas Fitzherbert
<i>Dispatch</i>	4	<i>Isis</i>	50	350	— Walter Griffith
					— Hble Wm Cornwallis

Given on board his Majs Ship *Eagle* off
New York the 14 day July 1777

Howe

To the Honble Wm Cornwallis

Commander of his Majs Ship

Isis

By Command of the Vice Admiral

Joseph Davies

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

NEWS FROM NEW YORK CITY¹

New-York, July 14.

The 4th instant the *Stanley*, commanded by Mr. Whitworth, with the *Delaware*, by Mr. Rogers (two of the *Roebuck's* tenders) went to Chincoteague Bay, on the coast of Maryland, for the purpose of taking any of the rebel vessels lying within, which they effectually executed. By the deception

of French colours which they hoisted in the offing, they brought off pilots, who carried them into the inlet, where they found eight vessels, four of which they destroyed,² and the other four, laden with tobacco and flour, Mr. Whitworth brought safe into this port, with 40 prisoners.³

Monday last eleven transports with provisions for the army, arrived here from Corke, and about 500 recruits for the different regiments now in America. They sailed from Corke the 6th of May, and parted with a brig to the southward of Bermuda bound for St. Augustine.

1. *Pennsylvania Gazette*, July 23, 1777.

2. Sloops *Polly*, Richard Wells, master, *Mary*, William Le Frame, master, and *Sally*, master unknown and owned by the Committee of Safety, all bound to Martinique in ballast, and a sloop (name unknown), William Earles, master, owned by Willing, Morris & Co., for St. Eustatius in ballast, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 66.

3. Brig *Hero*, William Paul, master, for Martinique, brig *Sally*, Anthony Hill, master, for St. Martin, and sloop *Jenny*, Robert Tuille, master, for Curaçao, all with flour and tobacco, and schooner *Polly*, John Ellis, master, for Dunkerque in ballast, Howe's Prize List, October 24, 1777, Admiralty 1/488, 66.

CAPTAIN THOMAS GRENNELL TO THE NEW YORK COUNCIL OF SAFETY ¹

Gentlemen

Fort Constitution, July 14th, 1777.

I am informed by the gentlemen of the marine committee that they have sent you the pay list and regulations of the Navy,² which you will be pleased to forward by my first lieutenant Daniel Shaw,³ who has been appointed since the tenth of March, and as I am informed by a letter from the marine committee that the commissions are to be pro tempore, he wishes to have that matter explained; and I doubt if I can recommend men of merit on those conditions. I would be glad to know if there is any instructions for enlisting seamen or marines. From your [&c.]

Thos. Grennell

1. *New York Provincial Congress*, II, 517.

2. See Continental Marine Committee to Captains Grennell and Hodge, June 26.

3. On board Continental Navy frigate *Congress*.

PROCLAMATION OF PRESIDENT JOHN RUTLEDGE OF SOUTH CAROLINA ¹

South Carolina By His Excellency John Rutledge Esqr President & Commander in Chief of So Carolina.

Whereas it is necessary that the Continental Frigate *Randolph* commanded by Nicholas Biddle Esquire, now in this Harbour, should be fully manned with the utmost expedition: Therefore and in order to avoid such measures for procuring Seamen as injure Trade, or infringe the Liberties of the People, and not doubting that some encouragement from the State will soon obtain a sufficient number of Men for the said Vessel: I have thought fit with the advice and consent of the Privy Council, to issue this Proclamation, Offering, and I do hereby Offer, Twenty Dollars as a Bounty to any able-bodied Seaman, who shall Voluntarily enter into the Continental Service, on board the said Frigate, within fifteen days next ensuing the date hereof.

Given under my hand and the great Seal at Charlestown this fourteenth

day of July, in the year of our Lord One thousand Seven hundred & Seventy Seven.

God save the United States.

by his Excellency's command, Jno Huger Sec:

1. Miscellaneous Records of the Secretary of State (A), 1776-1801, 55, SCDAH.

Gazette of the State of South-Carolina, MONDAY, JULY 14, 1777

Charles-Town, July 14.

Last Wednesday arrived in a safe port, the sloop *Chester*, James Woodhouse, late master, laden with hides, logwood, mahogany and fustic, taken on the 10th ult. on her passage from the Bay of Honduras for Jamaica, by the privateer sloop *Washington* of this port, commanded by Capt. Hezekiah Anthony.

The same day was chased into another safe port, by a ship of war supposed to be the *Galatea*, the said privateer sloop, together with another prize sloop, taken by her in concert with the *Vixen*, on the 30th ult. from Jamaica bound to New-Providence, laden with rum, and called the *Sally*.

Capt. Anthony informs us, That Capt. Newton and himself fell in with the Jamaica fleet bound for Britain, on the 1st inst. consisting of upwards of 100 sail, under convoy of four vessels of war: That on the 5th they took out of the said fleet a ship called the *Nancy*, bound for London, having on board 250 hogsheads of sugar, 50 of rum and eighty pipes of wine: And that they continued dogging the fleet till the 8th; when, having passed the Bahama Bank, the *Solebay* with 3 ships, a brigantine, and 5 schooners, bound for New-York, separated from the other vessels, and stood to the northward, which the rest steered to the eastward, under convoy of the *Kent* armed ship and *Lively*, accompanied by the *Porcupine*, which was to proceed with them as far as Bermuda, to the southward of which island 'tis probable, the whole fleet will pass to avoid the American cruizers. — Capt. Anthony was chased at one time by the *Solebay*, and at another by the *Porcupine*, but had the good fortune to outsail both, as well as to escape the *Galatea*. — It was expected that another fleet, nearly as large as the above, would sail from Jamaica about the 25th of July.

Fourteen sail of large ships, supposed to be French men of war, passed the south side of the Isle of St. Croix, steering to the westward, on the 6th Instant. On the 14th of same Month, a privateer sloop of 8 guns and 25 men, belonging to Philadelphia, put in there, having 4 days before, taken two brigs from Liverpool, one of 12 guns and 30 men, the other of 14 guns and 35 men, by boarding, one of which she had sent into Guadaloupe, the other she had with her, but the Danish Governor ordered their immediate departure.

Yesterday at 3 o'clock in the afternoon, four ships were discovered in the offing, standing in from the S.E. They continued that course till 6 o'clock, then hauled their wind, and steered off to the S.W. Three of them clearly appeared to be men of war, supposed to be the *Brune*, *Perseus* and *Galatea*, and one of them (supposed the *Perseus*) kept up a white flag at

the main-top gallant mast head from 4 to 6. The 4th ship is supposed to be a prize, or retaken vessel. None of them have come in sight since.

WILLIAM BINGHAM TO JOHN LANGDON ¹

(Duplicate)

Sir,

St Pierre, Martinique July 14th 1777.

Your much esteemed Favor of 26th May I have duly received & have noted the Contents

I have disposed of the Ship *Betsy Frigate* and the greatest part of her Cargo, and as soon as the Sales are compleated shall transmit them to the Secret Committee of Congress & give their Accot Credit accordingly

I have heard of a fortunate Capture which one of your Privateers had made & conducted into your Port loaded with Sail Cloth Rigging &c. – the very Articles that you stood so much in need of, so that I hope you will meet with more facility in exporting your Produce than you have hitherto done

I sincerely congratulate You on the Arrival of the French Ships with Articles of so great Service to the Country.²

I have the greatest hopes that with all the Advantages we shall derive from a plentiful supply of Military Stores with Union & Unanimity on our Side we shall be able to strike a decisive Stroke this Campaign & almost annihilate the Power of the Royalists. I am with great Respect Sir [&c.]

W^m Bingham

P.S. – If any of your Privateers should be successfull in their Cruizes in these Seas, & should send their Prizes to this Island I will use my best Endeavors to dispose of them & their Cargoes to the greatest Advantage.

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

2. *Amphitrite* and *Mercury*.

15 July

CAPTAIN JOHN PAUL JONES TO MARINE LIEUTENANT SAMUEL WALLINGSFORD ¹

Sir

Portsmouth 15th July 1777.

You being nominated as Lieutenant of Marines in the Service of these States, are hereby Authorized and directed forthwith to Enlist as many Able Bodied Men as possible to Serve in the Navy under my Command ² – You are to enter All the good Seamen who present themselves – as Sundry petty Warrant Officers will be Appointed from Among them.

I will shortly send you with hand Bills for your Government – and in the Meantime the men will be intitled to wages from the date of Entry – their reasonable Travelling expences will be Allowed – and a bounty of Forty Dollars for every Able Seaman will be Paid on their Appearance at the Ship. I am, Sir [&c.]

Jno. P. Jones

1. Miriam Lutchter Stark Library, UTL. A rough draft is in the Papers of John Paul Jones, 6603, LC.

2. Wallingsford's commission, dated 15 July 1777, is in Papers CC (Petitions Addressed to Congress, 1775–89), 42, VIII, 385, NA.

WILLIAM BROAD TO CAPTAIN HOYTEED HACKER¹

Honourd Sr

Windham the 15th July 1777 –

I hope Youl Excuse My freedom the Cause of My Long Abstinence is Because of My Being Unwell or Should I have Returned to the time Appointed I Was unwell When I Came from the Ship & By traviling I Got Verely Poorly and I hope Your Honour Will Not think of Aney Ell of My Abstinence I hope I Shall be at Providence in three or fouer Days I have Sent this Black Man as I know to Be a Verely honest fello & I hope I Shall Bring Sum More With Me – Hond Sr I am [&c.]

Will^m Broad

To The Honourable Hoysteed Hacker Esq Commander of the Ship *Columbus* Att Providence

1. USNAM. Broad was master's mate on board *Columbus*.

JOURNAL OF H.M.S. *Apollo*, CAPTAIN PHILEMON POWNOLL¹

July 1777

Tuesday 15

Town of East Hampton NE 5 or 6 Lgs

at 1 TKd keeping the above sail in sight, at 2 AM TKd, at 5 spoke the above Ship the *Duke of Leinster* from Cork for New York with Provisions and troops, at 8 saw a Sail to the Northward out all Reef, set Studdingsails and gave chace at 9 saw the Land of Long Island, the Sloop running in for the Land

Fresh Breezes and hazey, $\frac{1}{2}$ past 1 PM the Sloop Run ashore all her people deserted her lay too 10 fms Water, sent the Cutter and Long boat on board her with a Lieutenant and people to get her off, but finding a great deal of water in her, and a great surge on the Shore, and no possibility of getting her off, set her on fire, her Lading consisted of Indian Corn, the Boat returned: She ran on shore a little to the Eastward of Hampton, at 5 the town of Hampton NE $\frac{1}{2}$ N 5 or 6 Leagues, TKd in 2d Reef Topsails saw 9 sail standing NW at 8 spoke one of the Ships from Anapolis Royal, under convoy of the *Milford*.

1. PRO, Admiralty 51/52.

JOURNAL OF H.M.S. *Milford*, CAPTAIN SIR WILLIAM BURNABY¹

July 1777

Tuesday 15.

Sandy hook Light house N77 $\frac{1}{2}$ Wt 55 $\frac{1}{3}$ Leags

$\frac{1}{2}$ past 5 AM saw a sail to the SW gave Chase Made the Signal for the Agent to Lead the Convoy at 11 heard the report of a Gun to the Wtward $\frac{1}{2}$ past heard the report of Another at Noon saw a Ship to Windward fire a Gun made the private Signal to her which She did not Answer: Cleared Ship for Action.

Light Breezes & Clear Wr Middle fresh Breezes & Cloudy

Latter Modt & Clear the Ship to Windward fired a Gun
& hoisted an Ensign at the Mizon peak 1/2 past 3 fired
8 Shot at the Chase & Brot her too at 4 spoke H.M. Ship
Tartar & Unicorn the Chase proved to be the Sloop
*Speedwell*² from Swansey

1. PRO, Admiralty 51/607.

2. Possibly Massachusetts privateer sloop *Speedwell*, Captain Joshua Stone, commissioned April 16, 1777, Mass.Arch., vol. 20, 408.

JOHN MCKINLY TO CAESAR RODNEY¹

[Extract]

Wilmington – the 15th of July. 1777.

As I have rec'd information that there is a criminal intercourse kept up by some base, sorded, disaffected persons who reside within the district of your brigade with the Crews of the enemy's vessels of war, whom they supply with intelligence & provisions – as likewise that there is great reason to apprehend parties of men may attempt to land from the said vessels with intention to commit depredations upon the inhabitants who may be well affected to this state residing within the said district. You are therefore hereby, required to fix guards of the Militia under your command at such places & in such numbers as you may think needful to prevent such intercourse & depredations. . .

1. George H. Ryden, ed., *Letters To and From Caesar Rodney 1756-1784* (Philadelphia, 1933), 197. Hereafter cited as Ryden, ed., *Letters To and From Caesar Rodney*.

16 July

PATRICK CONNER'S JOURNAL, CONTINENTAL NAVY FRIGATE *Boston*¹

Wednesday This day plesent Weather at 4 am Creand [careened]
July 16 Ship and cland [cleaned] hir Bottom and Scrub hir
[1777] Nothing more Remarkbil

1. Conner's Journal, MM.

PROVISIONS FOR CONTINENTAL NAVY FRIGATE *Raleigh*, CAPTAIN THOMAS THOMPSON¹

Memo of Provisions Receiv'd on Board the Continental Ship
of War *Raleigh* for the Sea – vizt
[Portsmouth] 16th July 1777.

149 Barrells	Irish Beef
14 Teirces	NE Ditto
27 Barrells	NE Ditto
60 Barrells	Pork
10 Boxes	Candles
12 Firkins	Butter
13 12.0 . 1	Bread
15 Barrells	Flour
8 Teirces	Rice

3 Barrels	Oatmeal
3 Barrels	Pease
7 Barrels	Vinegar
8 Hhds	Rum

Thos Thompson

1. John Langdon Papers, HSP.

THOMAS SHAW TO JOSHUA HUNTINGTON¹

Sir, New London July 16 1777

I am Informed that you have a number of Sparrs for the Ship, and we are in great want of a few small Sparrs for a Continental Brig *Resistance* which we are now fitting out and will be ready soon if you will Lend us the following

1 Main Boom 55 feet 11 inches
 1 fore yard 44 feet 10 Inches
 1 Cross Jack Yard 44 feet 10 Inches
 6 small Sparrs of 7 Inches

and we will replace them if that be most agreeable. Please send us one barrel Oyle and Charge to N Shaw jr. on his behalf I am Sir [&c.]

Thos Shaw

1. *Collections of the Connecticut Historical Society* (Hartford, 1923), XX, 65.JOURNAL OF THE CONTINENTAL CONGRESS¹

[Philadelphia] Wednesday, July 16, 1777

The Marine Committee brought in a report, which was taken into consideration; Whereupon,

Resolved, That the pay and subsistence of surgeons in the navy, be equal to the pay and subsistence of the lieutenants of the vessels to which they shall respectively belong.

1. Ford, ed., *JCC*, VIII, 554.VIRGINIA NAVY BOARD TO CAPTAIN CELEY SAUNDERS, VIRGINIA
NAVY ROW GALLEY *Lewis*¹

Sir/ Navy Board [Williamsburg] 16th July 1777

Capt William Saunders of the *Manley* Galley is sent over to relieve you and it is requested that you will immediately proceed with your Galley from your present Station to Queens Creek and when you arrive there wait on the Board for further Orders. —

Thomas Whiting 1st Comsr

1. Navy Board Letter Book, 94, VSL.

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

July 1777

Charlestown Lighthouse · WNW 6 Leagues.

Wednesday 16th at 4 AM Saw the Land bearing NWbN 3 or 4 Leagues, at 6 the *Brune* made the Signal to prepare to Anchor, Sailmrs

repairing the Maintopsail and Foretopmaststaysail: at 9 the *Brune* made the Signal to Anchor, at 1½ past came too with the Stream Anchor in 7 fms the Lighthouse WNW 6 or 7 miles; The Fort on Sullivan's Island NWbN 3 or 4 miles: Saw at Anchor in Rebellion Road, a large Ship, Brig, Schr and Sloop, imagine them to be the *Randolph*, *Notre Dame* &ca²

1. PRO, Admiralty 51/688.

2. Continental Navy frigate *Randolph* and South Carolina Navy brigantine *Notre Dame*, schooner *Rattle Snake* and brigantine *Comet*.

17 July

TRIAL AND CONDEMNATION IN VICE ADMIRALTY COURT AT HALIFAX OF THE PRIZE SHIP *Bill and Mary*¹

Nova Scotia

Cause

Court of Vice

Admiralty

June 28th 1777.

Hyde Parker Esqr Commander of his Majesty's Ship of War the *Phenix*, vs. The Ship *Bill and Mary* & Cargo. Libel filed and Entered. Order made thereon as on file.

Registers Office July 2d 1777.

George Scott Mariner on Board the Ship *Bill & Mary* being duly Sworne Deposeth, that the said Ship was Owned in Philadelphia by one Mitchell and was Bound to France loaded with Tobacco, that on or about the 28 Day of April last being then off of the Capes of Virginia they fell in with his Majesty's Ship of War the *Phenix* Hyde Parker Esqr Commander, who took Possession of said Ship *Bill and Mary* & Sent her into New York, that one John Burrows was Master of said Ship.

his

George X Scott
Mark

John Saunders Acting Purser on Board his Majesty's Ship of War the *Phenix* being Sworne Confirms the above Deposition, & further Deposeth that the Letter now produced by him Sign'd by Robert Morris was Delivered to the Deponant by the Master of the Ship *Bill and Mary* two Days after the *Phenix* was in Possession of said Ship together with Packet Directed to Docter Francklin at Paris in France.

John Saunders

July 17th 1777.

Sworne to before me Charles Morris Junr Regr
Court opened by making Proclamation as usual, The Libel Order and return thereon read, the Evidence taken before the Register also read, A Letter from Thomas [*sic* Robert] Morris Dated at Philadelphia 1 April 1777 also read, Proclamation then made for all Persons Claiming Property in the said Ship *Bill [and Mary]* & her Cargo to Appear &

Assert their Claims & Defend their rights to the said Ship and her Cargo, none Appeared. The Advocate General then moved for a Decree which was Pronounc'd as on file, whereby the Ship *Bill and Mary* & her Cargo were Condemned as lawfull Prise to the Captors Thereof.

1. N.S. Arch., vol. 496, Vice Admiralty Register, vol. 6, 1777-1782, 10.

JOURNAL OF H.M.S. *Ambuscade*, CAPTAIN JOHN MACARTNEY ¹

July 1777	Swan Island N $\frac{1}{2}$ E 3 or 4 Miles
Wednesday 16	Fresh gales and hazey wr weighed and came to sail at 3 [P.M.] soermost seal Islands North 2 or 3 Leagues at 8 altered the Course at 12 saw a sail fired a six Pounder brot her too up Courses hoisted out the Cutter and sent on Board of her and found her to be the <i>Magretta</i> Schooner Prize of the <i>Washington</i> Privateer taken by her between Canso and Louisburgh sent a Masters Mate and 4 hands on Board of her brought her People out hoisted the Cutter in which was stove
Thursday 17	at 3 [A.M.] made sail at 4 modt & Cloudy took the Schooner in Tow

1. PRO, Admiralty 51/36.

JOURNAL OF H.M.S. *Orpheus*, CAPTAIN CHARLES HUDSON ¹

July 1777	[Cape Ann] No. 85° 37" Wt Dist 83 Leagues
Thursday 17th	at 2 AM carried away the Starboard Fore Top Sail Yard Arm, Down Studding Sails and handed Top Gallant Sails, at 4 <i>Amazon</i> and Chace out of sight, saw a sail in the NE, made sail and Gave Chace, at 7 fired 8 six Pounders, at the Chace, at 8 she brot too the <i>Marblehead</i> Schooner from Bilboa, for Boston, with Canvas, Salt, and Cordage. ² the <i>Juno</i> in Company, at 10 sent a Midshipman, and 1 Man on board her, and Received from thence 3, Double Reefd Fore & Mizen Top Sails and Single Reefed the Main, Fired a 6 pounder & 2 Swivels at the Prize, to make her bear Down.

1. PRO, Admiralty 51/650.

2. John Dugard, master, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 67.

Independent Chronicle, THURSDAY, JULY 17, 1777

Boston, July 17.

Captain Prince [Job Prince, Jr.] in a Cartel Schooner, returned here last Tuesday, from Newport, with about 50 Prisoners, taken directly from on board a Prison Ship, in that Harbour, where they have been confined ever since they were first captured and carried in there. While the Prisoners of the Continent, have Liberty to patrol the Streets of America, like Ambassadors from some foreign negotiating Court.

Capt. [Benjamin] Peirce, in an armed Sloop,¹ belonging to Warren, in the State of Rhode-Island, has taken and sent into a safe Port to the Southward, a large Jamaicaman, with about 500 Hogsheads of Sugar, &c.

A Brig, laden with Rum, &c. taken by Capt. [Edward] Rolland, in a Privateer belonging to Salem,² is sent into a safe Port at the Eastward.

1. Rhode Island privateer sloop *United States*.

2. Massachusetts privateer schooner *Sturdy Beggar*.

JOURNAL OF THE NEW YORK COUNCIL OF SAFETY¹

[Fishkill] Die Jovis, 4 ho. P.M. July 17, 1777.

Mr. Platt, one of the committee appointed to inquire for proper persons as officers for the Continental frigates, informed that Mr. Daniel Shaw (who is recommended by Captain Grenell as a person properly qualified for a first lieutenant) from the best information they have been able to obtain, is qualified for first lieutenant of the Continental frigate *Congress*, and do request the sense of Council on the subject.

Resolved, That Mr. Daniel Shaw be and he is hereby appointed first lieutenant of the Continental frigate *Congress*, under the command of Captain Thomas Grenell, and that one of the commissions lately transmitted to this Council by the board of war [*sic* Continental Marine Committee] be filled up with the name of Daniel Shaw, appointing him first lieutenant, until the further pleasure of the said board be known agreeable to their directions.

1. *New York Provincial Congress*, I, 1001.

PENNSYLVANIA SUPREME EXECUTIVE COUNCIL TO THE PENNSYLVANIA NAVY BOARD¹

Gentlemen

In Council, Philada July 17th 1777

In answer to your's just rec'd we have to say that the Fire Ships were built to embarras the Enemy's Fleet in the narrow parts of the River Delaware – if they should attempt to approach so near to this City. The Council however have no objection to lend two to the Continental Navy Board,² provided Congress will give orders to you to prepare immediately others to replace them, upon considering the propriety of ordering down our two gallies to act in conjunction with the Continental Vessels, upon the present occasion should you acquiesce to the measure, the Council will be perfectly satisfied.

1. Record Group 27, Records of Pennsylvania's Revolutionary Governments, 1775–90, Executive Correspondence File, Pa. Arch.

2. Continental Navy Board of the Middle Department.

GOVERNOR EDWARD HAY TO LORD GEORGE GERMAIN¹

[Extract]

No. 19. Duplicate

Barbados 17 July 1777

. . . An Irish House here under the name of Thompsons & Seed, who sell Stores and provisions, have armed a Sloop, and sent her to St Vincente,

where the Captain One Roberts has obtained a Commission from Governor Morris. This Sloop of Thompsons has begun by seizing a Dutch Vessel bound from St Eustatia to Demerara; both Dutch Settlements; the Vessel was released by the Vice Admiralty of One of Our Islands, and the Owners will most probably be called upon for Damages.

I am afraid it will be found, that many inconveniencies will attend the trusting the lower Class of people of these Islands with Such powers. And Although thus late, If I may be permitted to offer my Opinion, It would be, that For the protection of the Islands, The Legislature of each Island be permitted to arm and send to Sea, as far as two Vessels, fitted out and maintained at the publick Expence of the Island for the purpose of protecting the Coast; and under Such Commissions as the Lords Commissioners of the Admiralty may be impowered to grant; Such Commissions in blank to be lodged in the hands of the Governor of each Island, to be filled up by the Governor, with Instructions to issue them out to no other Vessel than such as shall have been fitted out by the Appointment of the Legislature, and at the public Expence of the Island, and by no means to be delivered for the Use of Individuals. I humbly submit these my own particular thoughts to Your Lordship's Superior Judgement, to make such use of them as You may think they deserve. They have arisen from the complaints of the Islands of their being much exposed to the depredations of the Americans and of their want of protection; and which I am sensible Admiral Young cannot afford them to the extent they require, out of the small number of Ships of his Squadron, and the constant duty they are called upon in serving as Convoys &ca

1. PRO, Colonial Office 28/56, 137-38.

18 July

CAPTAIN WILLIAM CORNWALLIS, R.N., TO VICE ADMIRAL
RICHARD LORD HOWE ¹

My Lord

[New York] July 18th 1777

The Purser of his Majesty's Ship *Isis* under my Command having represented to me by Letter of this Days date, that there is a Quantity of Pork on board the said Ship rotten, Stinking & not fit for men to eat, & desireing a Survey on the same, I am to request that you will be pleased to Order a Survey accordingly – I have The Honour to be [&c.]

W Cornwallis

1. William Cornwallis Papers, Letter Book (December 23, 1776–July 2, 1778), NYHS.

PURDIE's *Virginia Gazette*, FRIDAY, JULY 18, 1777

Williamsburg, July 18.

A vessel from St. Eustatia belonging to this state, laden with canvas, is arrived at Edenton.

The enemy's ships of war found means, the week before last, to cut out

from Chingoteague about nine vessels. Some they carried off, and burnt others. They were chiefly French vessels.

Last Friday morning the *Emerald* frigate, lying off our Capes, took the following vessels, outward bound, viz. Capt. Cluverius, in a small schooner; and the captains March, Philipson, Moodie, and M'Fee, in small sloops.¹ The brig *Liberty*, capt. [Thomas] Herbert, belonging to this state, and a large sloop, capt. Johns, both got clear, besides a number of other vessels.

1. Schooner *Fanny*, Benjamin Cluverius, master, and sloop *Lee*, Richard March, master, both taken by H.M. sloop *Senegal* and sent to New York, and the following sloops taken by H.M.S. *Emerald*, *Betsey*, John Philipson, master, scuttled, *Friendship*, James Moodie, master, sent to New York, and *Resolution*, Mn. McAure, master, sent to New York, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 66, 68.

19 July

JOURNAL OF H.M. BRIG *Victor*, LIEUTENANT MICHAEL HYNDMAN ¹

July 1777

Saturday 19th

Sambro Light House NEBN Dist 5 Leags
at 8 AM Saw a Sail to the Windward gave Chace at 9
TKd at Noon still in chace in sight 3 Sail to Leeward
Modte & fair Still in Chace at 4 PM had run the Chace
close in Shore She bore Away to the Eastward followd
her & fird 2 Broadships at her &c some bow chaces in the
whole Amounting to 20 Six Pounders Shotted when She
brot too Provd to be the *Dolly* a Schooner from New-
bury Bound to St Peters Put a Midshipman & 2 men in
her & Sent her into Halifax Loaded with turpentine pitch
Tar & Tobacco &c ² at 8 PM TKd and Stood to the
Wnward TKd as convenient

1. PRO, Admiralty 51/23.

2. *Dolly* was condemned as a legal prize in the Halifax Vice Admiralty Court, August 11, 1777, N.S.Arch., vol. 496, Vice Admiralty Register, vol. 6, 1777-1782, 15.

JOURNAL OF H.M.S. *Amazon*, CAPTAIN MAXIMILIAN JACOBS ¹

July 1777

Saturday 19th

Cape Sable N 11 W 18 Leags
at 4 AM *Orpheus* made Signal for a Sail in NE Quarter
gave Chace at Noon Do weathr in Chace
Modt breezes & fair Wr Cape Sable West 7 Leags brot
too retook a brigg from Quebeck to Liverpool taken by
the Rebels ² at 6 took the prize in tow made Sail bore
away for Halifax parted Company with *Juno* & *Orpheus*
at 8 Cape La Have North 6 Leags Close reef T Mizn T Sl
& 1st & 2d reef F T Sl

1. PRO, Admiralty 51/4112.

2. *Active*, ——— Clark, master, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 67.

CAPTAIN THOMAS THOMPSON TO CAPTAIN HECTOR MCNEILL ¹

Dear Sir

Portsm Satud July 19th 1777

I Congratulate you on your safe Arival in sh[ee]pscot River] Could

wish it had been nearer to Portsmouth. am sorry to hear your prize is retaken, and Manly like to share the same fate that is the present account hope not True

My present purpose of sending to you is to acquaint you with the Situation of the *Raleigh* and to know yours also, perhaps something for the good of the Service might be don when those things are Explained – we are down below in the Harbour 150 men Guns and stores of all kinds will be Compleat in 4 or 5 days Nothing but men will hinder us sailing Sunday week – the *Alfred*, I expect from Boston this day. She is to Joyn me on a Cruize being all mand and fit for Sea – Should any ships attempt to Block you in we being well acquainted with the Circumstances might prevent it or perhaps you might wish to Joyne us at Portsmo when you know our Situation. If I don't get People belive Could get Volenteers for any short Expedition. Shall expect you give me your oppinion Explicitly and what you Intend – if we meet the Continintal Signals will be Oservd between Both – Jones is here Commands the ship *Ranger*, built in this place, late Roch [John Roche] – not in Condition for sea yet – If you can engage mor men then you want should be glad of them I am dear Sir [&c.]

Tho^s Thompson

P S Mrs McNeal & Famely is well – A Flag From Halifax now in Ports see the *Fox* brought in

1. Emmet Autograph Collection, 7078, NYPL.

The Freeman's Journal, SATURDAY, JULY 19, 1777

Portsmouth, July 19.

The *Fox*, said to have been taken by Capt. Manly, was, we learn by the Cartel arrived here from Halifax, retaken by a 64 Gun Ship, and carried into that Place.

Captain Thomas Dalling, in the Schooner *McClary*, spoke with the Privateers *Active*, Capt. [Andrew] Gardner, and ——— [Speedwell] Capt. Grieley [Jonathan Greely], in the Lattitude of 43 04 N. 9. Longitude from London 45 30 West, which had parted from Commodore Manley's Squadron, had met with no Success, but were all well on board.

When the *Raleigh* Frigate went down the [Piscataqua] River, every well Wisher to the Cause seemed to vie with each other in paying Respect to the Continental Colours as she passed along – particularly at Fort Washington, where the lines was man'd, and the Soldiers all drawn up in great Order, the commanding officer "Prick'd" them on to shew their Joy, in a most extraordinary polite Manner, Lt. W———E saluted with his Pike, in a method quite new; the Soldiers took every Motion from the Lieutenant, and went thro' the whole Maneveers in a most surprising Manner – the Day was so very windy, made it impossible to hoyst the Colours at either of the Forts; – but to shew their Humiliation to the Thirteen United States, they laid their Flags low in the Dust.

MASSACHUSETTS COUNCIL'S PERMISSION TO CAPTAIN THOMAS THOMPSON
TO WORK ON THE SABBATH ¹

State of Massachusetts Bay

Council Chamber July 19^t 1777

It appearing to this Board to be a Work of Necessity that the Armed Continental Vessel at Portsmouth ² should be immediately fitted for Sea thereupon Ordered that Mr Thompson with such as he shall think necessary, be and they hereby are permitted to Labour on the 20th Inst for the Purpose of working upon a large Copper which said Vessel is only waiting for – Said Thompson & assistants Giving as little Disturbance to the Good People of this State in the Performance of the religious Duties of the Day as may be By Order of Council

1. Mass. Arch., vol. 167, 95.

2. Continental Navy frigate *Raleigh*.

DIARY OF FREDERICK MACKENZIE ¹

[Rhode Island] 19th July At 6 in the Evening a Rebel Galley came down from Providence towards Papasquash point, and fired three Cannon shot at The *Lark*. The ship got under way immediately and chased her, but she run up towards Warren. When the *Lark* was returning near the Point, the Rebels began to fire at her from thence, which was briskly returned. She soon after anchored in her former Station. This Manoeuvre appears to have been entirely with a view to draw the ship near the point, that they might have a few shots at her. The Rebels have not had any Cannon on the point for some time past, so that the fire from thence was quite unexpected. One shot, an 18 pr struck the ship near the Larboard Main Chains, but did no damage.

1. *Mackenzie's Diary*, I, 155.

20 July (Sunday)

JOURNAL OF H.M.S. *Rainbow*, CAPTAIN SIR GEORGE COLLIER ¹

July 1777

Moored in Halifax Harbor

Sunday 20

at 10 AM fir'd a Gun & made the Signal for all Boats to attend landing the Rebel Prisoners at 12 repeated the Signl

at 2 PM landed the Rebel Prisoners from the *Rainbow*, the *Hancock*, & Prison Ship.

1. PRO, Admiralty 51/762.

WILLIAM WHIPPLE TO JOHN BRADFORD ¹

[Extract]

My Dear Sir

Portsmo 20th July 1777

My day of rejoicing for the success of the *Hancock* and *Boston* was over before I had the Pleasure of receiving Your congratulations on the event. the pleasing news was hardly confirmed before I had the mortification to hear of the recapture of the *Fox*, with this additional disagreeable circum-

stance that the *Hancock* was also in danger of falling into the Hands of the Enemy – I could wish the two Captains had not been too much Elated with their good fortune, to this I impute their continuing to Cruise after they had weakened their Ships by putting a considerable part of their Crews on board the *Fox*, for, 'tho they must have weakened themselves by this means, they could not possibly spare so many men as woud put the *Fox* in a proper State of defence much less in a suitable condition to Cruise w[h]ere she was &c it therefore wd in my opinion have been more prudent in them to return immediately to port with their prize they might then with the assistance of such part of the *Fox*'s crew as woud enter have put their ships in a much better condition then when they first sailed & probably might soon have made a further addition to the American Navy, sending the Prisoners to Hallifax I think was another great mistake had they taken them all home, it appears very probable to me that many more of them woud have enter'd after they got into Port and were seperated from their Officers, and those that would not enter might remain as a security for those of our People who are sentenced by the British Tyrant & his Infernal Minions to a long imprisonment, however, these are errors that I hope experience will teach us to mend, but if we shod be so unfortunate as to loose the *Hancock* we shall pay dear for our learning . . .

1. John Langdon Papers, Captain J.G.M. Stone Private Collection, Annapolis. Identity of writer is established by Bradford's acknowledgment to Whipple dated July 24, John Bradford Letter Books, vol. 1, LC.

CAPTAIN THOMAS GRENNELL TO THE NEW YORK COUNCIL OF SAFETY ¹

Ship Congress, off Fort Montgomery, July 20, 1777.

Gentlemen

I have received an order of your Board dated the 16th inst. with blank warrants enclosed for boatswain and cook, for the frigate under my command, which warrants I take the liberty to enclose and return you.

When I engaged to take the command of this ship, it was on these express conditions, that I should have the liberty of naming all officers on board, as by the enclosed extracts of letters from Fras. Lewis, Esq. will to you appear.

Until this matter be settled to my satisfaction, I shall decline to have any thing to do with the appointment of any officers for the ship. As also (when the present appearance of danger shall subside) resign the commission I at present have the honour to hold.

Am with respect, gentlemen [&c.]
Thos. Grennell

1. *New York Provincial Congress*, II, 504.

VICE ADMIRAL RICHARD LORD HOWE'S DISTINGUISHING SIGNALS ¹

Distinguishing Signals, respecting the Officers of the Navy –

When the Captain of any Particular Ship is wanted on board the Admiral to receive Orders, a Signal Pendant will be put abroad as against the Name of that Ship underwritten & an Union Flag at the Mizen topmast

Red	White	Blue	Yellow	Place
<i>Eagle</i> <i>Augusta</i> <i>Phoenix</i> <i>Richmond</i> <i>Liverpool</i> <i>Thames</i> <i>Pearl</i>	<i>Nonsuch</i> <i>Somerset</i> <i>Emerald</i> <i>Roebuck</i> <i>Galatea</i> <i>Perseus</i> <i>Sphynx</i>	<i>Raisnable</i> <i>Brune</i> <i>Isis</i> <i>Appollo</i> <i>Daphne</i> <i>Camilla</i>	<i>Vigilant</i> <i>Dispatch</i> <i>Senegal</i> <i>Strombolo</i> <i>Merlin</i> <i>Swift</i> <i>Otter</i> <i>Haerleam</i> <i>York</i>	Main } topmast head Fore } Mizen do Starboard } Main topsl Larboard } Yard Arm Starboard } Fore topsl Larboard } Yard Arm Starboard } Mizzen topsl Larboard } Yard Arm Larboard } Main Yard Arm Starboard } Larboard } Fore Yard Arm Starboard } Cross Jack Larboard } Yard Arm
Lt Barker Lt Parrey Lt Sutherland	Lt Toulmen <i>Viper</i> (A: Schooner)	<i>Cornwallis</i> (Galy) <i>Adventure</i> (S:S) Lt Chads Lt Dickenson <i>Pembrook</i> (A: Sloop)	Lt Laird Lt Harris	

head – If a Lieutenant of that Ship is wanted for the same Purpose, the distinguishing Pendant will be shown as before & the Union Flag hoisted in the Mizen topmast shrouds – But if a Petty Officer is thought sufficient for the Occasion, the distinguishing Pendant will be shown as before, and the Union Flag hoisted at the Ensign Staff –

When the Admiral means that any General Signal should regard a Particular Ship of the Fleet only, the distinguishing Pendant denoting such Ship, as above mentioned will be shown therewith –

Given on board His Majestys Ship
Eagle off Staten Island the
20th July 1777

To The Honble
Captain Wm Cornwallis
Commander of his Majs Ship *Isis*
By Command of the Vice Admiral
Joseph Davies

Howe

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

JOURNAL OF AMBROSE SERLE ¹

Sunday 20th [July]

Sailed this Morning from Staten Island, with all the Transports, to Sandy Hook, where we came to Anchor; the large men of War not being able to come down, the Wind & Tide not properly serving together. So many Ships at one Time under Sail, with the Wind for the most part ahead, which obliged them to traverse, rendered the Scene very grand & picturesque. News arrived at N. York of Genl Burgoyne's Arrival at Fort Edward on the 9th or 11th inst.

1. Ambrose Serle Journal, HUL.

"LIST OF MASTERS OF VESSELS ON BOARD THE *Prince of Wales* PRISON SHIP IN NEW YORK, JULY 20, 1777." ¹

Benjamin Rogers, Newbury-Port, Abraham Tappan, ditto, Thomas Jackson and William Langsford, Providence, Daniel Jackson, Piscataway, Benjamin Weeks, Philadelphia, ——— Cabarous, Martinco, William Read, Norwich, Uriah Atkins, Cape-Cod, Simon Elliot, Beverly, Benjamin Cox, Salem, Joseph Hatch, Cape-Cod, Isaac Taylor, Eastern Shore, Zebulon Babson, Cape-Ann, Benjamin Harris, Tounton [Taunton], Freeborn Graves, Beverly, Noah Miller, Lyme, William Proby, North Carolina, John Buckman, Salem, Elias Hackey, Derby, Nathan Coffin, Nantucket, Joseph Walden, Norwich.

1. *Connecticut Courant*, July 28, 1777.

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

July 1777

In Chesapeake Bay

Saturday 19th at 5 AM saw the *Thames* to the SE, Standing towards Cape Charles, at 9 AM clean'd between Decks.

Moderate and fine Wear Cape Henry WbS 2 miles at 2 PM paid the Bow sprit with Varnish of Pine, at 9 PM saw a Sail standing towards Cape Henry, manned and armed the Barge, at 11 PM brought the Prize to anchor by us, the Schooner *Sally*² from Virginia bound to Cape Franco, with Tobacco, got her along side took her cargo out, and Scuttled her.

Sunday 20th

at 8 AM a Flag of Truce coming down the Bay, & 2 Sail coming close in Shore, at 10 weighed & gave Chace, Manned & Armed the Barge fired 12 Six pounders at the Chace, at 11 AM brought her too, the Sloop *Alexander*³ from Virginia bound to Martinico, with Tobacco & Flour.

Ditto Wear Cape Henry WBS 2 Miles. the Barge Return'd, at 1 PM Anchored with the small Bower, in 10 fathom Water, the Flag of Truce came alongside, with a Midshipman belonging to the *Senegal*, at 5 PM the Flag went away with 25 Prisoners, at 6 PM weigh'd & Came to Sail, at 9 PM Anchor'd with the Small Bower in 7 fathom Water.

1. PRO, Admiralty 51/311.

2. John Viceant, master, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 66.

3. Peter Ridge, master, sent to New York, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 66.

“EXTRACT OF A LETTER FROM A GENTLEMAN IN CHARLESTOWN,
TO HIS FRIEND AT NEWBERN, DATED, JULY 20, 1777”¹

A Brig from Londonderry, mounting 12 Guns, bound for St. Augustine, with a valuable Cargo (by the Description of the Men I believe Lofthouse Master) is taken by our State Brig of War *Notra Dame*, Capt. Seamore, and carried into George Town. She arrived off there last Monday, and I believe got in Today. A French Sloop from Cape Francois, with 90 Barrels of Gunpowder, 11 Brass Pieces with all their Appurtenances, 152 Bomb Shells, about 1500 Shot, a Quantity of Soldiers Cloathing, 30 Tons of Salt, and 8 Officers of Artillery, came in last Thursday without a Pilot. Two Men of War at Anchor abreast, and close to the Bay, and another cruising in Sight. I saw a Sloop next Day run into Stono. Five or six North Carolina Boats, two Santee Schooners, and one Schooner from Providence, have got in this Week; while three British Ships of War, the *Brune* of 28 Guns, the *Perseus* and *Galatea*, of 20 Guns each, are cruising before our Bar, where they anchored Wednesday and Thursday; every Day in Sight, so that I can distinguish each particular ship. They brought a Prize Ship, which must be the *Nancy* Jamaica Man, retaken. The *Galatea* stood to the Eastward with her last Thursday Evening 5 O'Clock, and returned to her Consort Yesterday Morning; so that I suppose she has conveyed her to the Gulph, where I hope she will be again taken, as she sails very badly.

1. *North-Carolina Gazette*, August 8, 1777.

21 July

CAPTAIN HECTOR MCNEILL TO THE MASSACHUSETTS COUNCIL ¹

Gentlemen

On my Arrival at this place I did apply to the Committee for a guard to conduct Sixteen Prisoners (late of the *Fox* Frigate) to Boston they set out from hence last Thursday but I am perswaded this will be with you before them – As I have three Lieutenants and fifty three Men on board The *Fox* who I fear is taken to Halifax I beg as a particular favour that The Officers of the *Fox* may not be disposed of otherwise then to redeem mine,

I think we have the first right & shall expect that they be kept safe untill my Arrival – notwithstanding the expence of sending them so far by Land,

I am perswaded my reasons for setting them on shore will be Satisfactory. Your [&c.]

Hector McNeill

Ship *Boston* at Wichcassett July 21st 1777

[Enclosure]

Mr John Perry 1st Lieutenant	William Cheeseman
Mr Willm Budworth 2d do	James Lamb
Mr Peter Burn — Master	William Sackveill
Mr James Malcolm	Barthw George
Mr John Fitzgerald	William Tubbs
Mr George Paris Monk	James Royall
Mr James Harrison Captains Clerke	Thomas Paine
William Jennings	Joseph Lyons

The above is a List of the Prisoners dispatch'd from Wichcassett
July 17th 1777

1. Mass. Arch., vol. 197, 313–14.

CAPTAIN HECTOR MCNEILL TO CAPTAIN THOMAS THOMPSON ¹

Capt: Thompson –

I have this moment receiv'd your welcome Letter of the 19th Inst.; On my arrival here I would have wrote you a Narative of our proceedings this last Cruise, but for want of an opportunity which could be trusted I refrain'd writing –

On Friday last I had some thoughts of Stoping one who call'd himself Harris, he was in a Whale Boat which he said he had hired of a Butcher at Portsmo by this Harris I wrote a Letter to you thereby intending to deceive him in case he had been what I suspected, a Spy, – Should you receive that Letter burn it, for I had no other Motive in writing it then those already mention'd –

To return now to Business I will tell you that I have spent a most painfull two Months on this Cruise, the General opinion which had prevail'd, that I was disatisfied with being under Manley's Command – made me sett up a resolution to obey implicitly every one of his Commands, (as for Signals, I never could get any from him) to the utmost of my power,

I did however endeavour to advise him now & then when in a good mood, and he often appear'd to attend to what I said; but the unstableness of his Temper led him rather to do as he pleas'd – Nevertheless, I follow'd him as the Jackall does the Lyon, without Grumbling except in my Gizard –

On Thursday 29th May we took a small Brigg from London bound for New York² – by this Brigg we found she was part of a Convoy which came out with the *Somerset* & *Mercury*, the next day, at dawn we made four large Ships, the Leading Ship I was well assured was the *Somerset*, I made the Signal to Speak with Manley that I might persuade him not to run directly into their Tract a head of them they being to windward in which position 'twould be very hard to discover their Force before they were very near us – no notice however was taken of my Signal, I then made Sail to overtake him which I did and told him that I was persuaded the headmost Ship was the *Somerset*, our Prize was still in Company and Sail'd dull – so that we fear'd we should loose her, Capt Manley then told me to Stand to the Southward the Wind being ENE the Prize and myself stood to the Southward and Manley Lay with his Courses up and small Sails handed untill the *Somerset* came within the reach of Grape Shott being then convinced of his Mistake he made all the Sail he could but so Slowly did he get out of her way, That her Shott flew over him for an hour, by which Time I Tack'd to the Northwd upon the Three Ships a Stern of her, and when I came within long Shott of them, the *Somerset* left chasing Manley and return'd to her Convoy, having Spoke with them, she wore and Chac'd me Six or Seven hours, at first she seem'd to Gain but having alter'd the Trim of our Ship we then gain'd on her, a little before Night, she return'd to her Convoy –

Manley had run so far to the Southwd that we were not able to See him till Sunsett and did not fall in with him untill the next day – we then Stood to the Northwd and Eastward in hopes to fall in with some of the Scatter'd Ships of the aforesaid convoy, but the weather was so bad for ten or twelve days that we see nothing untill we got on the Bank – On Friday June the 6th we took a Brigg belonging to Dartmouth, her Capt: Manley order'd to be burnt for Country Sake, the next morning we fell in with The *Fox* about 7 o Clock forenoon, Captain Manley being a head exchanged two broadsides She then made Sail and endeavour'd to gett off, She Sail'd so fast that, twas half after noon before Manley got along Side of her when a Spitefull Short Action Ensued for 45 Minutes before we came up, we did not Fire untill within Pistol Shott and they struck the first broadside, but by some Mistake of their Marines or Topmen, they again Fired into our Ship after I had spoke to one of the Officers and desired him to throw a burning wadd overboard which had Lodged in the Mizn Chains, there was no withholding our People and they return'd a few Shott before I could Stop them – As the *Hancock* & *Fox* had Engag'd with all their small kites out, they were both in the most helpless condition at the end of the Action, the *Fox* had Pegg'd Mr Manley's ribbs so well that he had his pumps going, and both Ships were by the Lee, – with every Sail abroad –

I sent my first and 2d Lieutenant on board The *Fox*, order'd the first

to Stay and the 2d to take the Captain of the *Fox* on board Capt: Manley as a Compliment to my Senior Officer, This was immediately done, and the rest of the Officers with about 96 of the Men were brought on board me, a dozen of Fishermen came down to see the Sport as I had hoisted British Colours immediately after the Action ceas'd – Towards evening Capt: Manley came along side and order'd me to put all the common Men on Board one of those fishing Vessells and Let them go about their Business, I endeavour'd to perswade him to come on board that I might tell him my thoughts on that Step, he said he could not enter on Accot of Lameness but order'd me once more to sett about embarking them before Night, – I accordingly put 85 of the *Fox's* men on board one of the Fishing Vessells by Sunsett the Sea and Wind rising after Night prevented putting any more on board and it coming bad Weather before Morning they left us & made the best of their way for St Johns, I immediately foresee the Consequence and the next day wrote to Capt: Manley praying him to make the best of our way to the Southwd and proceed with all possible dispatch for South Carolina, – there 'twas probable we might not be watch'd by a Superior Force, but so sure as we offer'd to return home we were sure to be way laid by Ships from York and Rhode Island, who would be sent out as soon as the *Somersett* arrived, – and were sure to be pursued by the Newfoundland and Halifax Ships – Capt: Manley at first acquiesc'd, but in a few days alter'd his Mind and his Course, upon the whole we Spent three weeks before we Sett our faces to the Westward, in all which time we saw Nothing but Spaniards and French Men, who run us to the Eastward a great way from the place we had first met with the *Fox* –

We at last sett out for home, and keeping well to the Northward we made the High Land of Portmuttoon [Port Mouton], on Sunday Morning the 6th Instant about 8 o Clock A M Capt: Manley brought too an old Sloop, Coal loaded from Cape Britain, we lost several hours dallying with the Sloop untill the Morning breeze which was at N was Spent, he then took her in Tow & stood to the Southwd and Westward, about 4 o Clock that afternoon we Saw three Sail astern of us who appear'd to be in chace of us, far from taking notice of the Signal made by the *Fox* who was then astern, Capt: Manley Tow'd the Sloop all Night and we to keep astern had our Mizn Topsail to the Mast half the Night, when day come on we See the headmost Ship forward of our Lee Catthead, the Second Ship (a two decker) on our Lee Quarter and the third Ship right a stern³ –

The headmost Ship, Tack'd upon us & pass'd under our Lee within Gun Shott, at 8 o Clock as soon as she had our weak She Tack'd after us, we being the Sternmost Ship Exchanged some Shott with her; about noon I got within hail of Capt: Manley, and he proposed Tackg to Engage this Ship before the others came up – we did so immediately & both Exchanged a few broad Sides with her as she pass'd, the *Fox* did not Tack with us which Exposed her to this Ships Fire, She then attempted to Tack but Missing Stays was Obliged to wear which brought her under the Lee of the first Ship and just to Windward of the two decker. We then had all our heads to the Northwd, the Wind at W B S – Manley being the

Weathermost Ship he Tack'd & stood to the Southward, The Large Ship Tack'd after him The *Fox* bore away and Run to the Eastward and I kept the Wind to the Northwd At 4 P M we discover'd two Square lofty Vessells to the Northwd of us Standing our way We then put about & Stood to the Southward for one or two hours, when we made another right to Windward coming down with all the Sail She could make, from this one we also Tack'd & stood on to the Northwd untill the Moon was down we then hove about to the Southwd and in less than an hour saw her lights crossing our Weak right astern about $\frac{3}{4}$ of a Mile – Next Morning we had five Sail & the Land of Cape Sable in Sight; the Wind coming to the Southwd, we hauled across the Bay of Funday and thick weather coming on that Night & next day, we see no more of them Except one at 2 A M Wednesday Morning we were within hail of her before we discover'd her but She being on one Tack and we on the other we Saw her Top light time enough to avoid her – We heard a Signal Gun of hers about two hours before –

Now to come to our own Affairs, the State of my Ship is nearly as follows, Sixty Men Short of what I brought out, the Scurvy taking every day, my Vessells Bottom very fowl –

I intend to take the first good opportunity of running along shore as far as Casco Bay or if the weather be favourable as far as Portsmouth where I will certainly put in if I can – We have seen none of the Enemys Ships from the Mouth of this river this five days but as long as the wind Continues Southerly I cannot pretend to get out, If Capt: Hinman⁴ and you are able to joine Company at Portsmouth and there be a Continuation of Southy Winds [and] should you stretch down as far as Casco you may find me there, Should I be chased by a Superior Force any where near Portsmouth I will come as near you as I can, in which case should the Wind be fowl for me to fetch in perhaps you may be able to come out to my Assistance –

As to your Cruising Singly, or even with two of our Ships, there is a great risque – the Enemys Cruisers are so numerous, & most of them Stout Ships so that light Ships stand little or no chance, may God bless and prosper you is the Prayer of your Friend and Obedient Servant –

H. M^c: N –

PS. I shall attend to the Continental Signals sent to Capt: Hinman from Philadelphia in case of our Meeting –

Wichcassett 21st July 1777 –

my Compliments to Mrs Thompson

1. Captain Hector McNeill Letter Book, MassHS.

2. *Littleton*, William Johnson, master.

3. The British ships were *Flora*, *Rainbow* and *Victor* in that order.

4. Commanding Continental Navy ship *Alfred*.

CAPTAIN JOHN PAUL JONES TO THE CONTINENTAL MARINE COMMITTEE¹

Gentlemen

Portsmouth July 21st 1777.

Inclosed I send a Copy of my last of the 17th Current ~~from hence~~ – several officers have been Appointed since that time and I have reason to

think that the Compliment will soon be completed both with respect to Officers and Men –

When I took Command of the *Ranger* she was scarcely half Rigged – and the workmen are now, and will be for some time necessarily Employed – Colo Whipple writes you pr this Post his sentiments respecting the *Ranger* – but, as I think the Express from hence must return as soon as I can be in Readiness I will hope for the honor of your further Orders tho' I will not wait on that account – It gives me pain to lay before you the inclosed Copy of a Complaint which was sent to me at Boston – it is too Delicate a Point for me to intermeddle with & would with More propriety come before the Marine Board at Boston were the Members impowered to Act. – there is a matter here which appears to be altogether Singular and Unprecedented in the Division of Prize Money when two Vessels of Unequal Force are Concerned in a Capture as was the Case with the *Alfred* and Sloop *Providence*: – the *Providence* claims an equal share with the *Alfred* – Whereas in all like Cases the division is made in proportion to the number of Men and weight of Metal – I am extremely Sorry to trouble you with what concerns myself as an Individual – but whatever your determination may be I shall rest entirely Satisfied. I find that twenty six Guns are provided for the *Ranger* – however I purpose to Carry no More than 18 Six Pounders as I think the Ship incapable of bearing a greater Number yet so as to be Servicable – the Guns are all three diameters of the Bore too Short which is a great loss indeed – I have the honor to be with great respect and esteem [&c.]

J.P.J.

NB. I have read a letter from Colo Tillinghast of Providence that an Appeal hath been brought Carried before Congress on account of the Brigantine *Kingston Packet*² taken last Septr at the island of Madame by the Sloop *Providence* Under my Command. –

I can only Say that the Prize in Question clearly Appeared by all her Papers to be entirely British Property – and to Assert the Contrary must be to acknowledge that some of the parties concerned have been guilty of Perjury.

[Endorsed] No 26 Portsmo 21st July 1777 The Honble The Marine Committee.

1. Papers CC (Letters of John Hancock, and Miscellaneous Papers, 1774–85), 58, 115–16, NA.
2. See Volumes 6 and 7.

WILLIAM WHIPPLE TO ROBERT MORRIS¹

[Extract]

Portsmouth, July 21, 1777

I have the pleasure to inform you that the *Raleigh* has at last dropped down the River with about 150 men, and I think in a fair way of having her Number completed in a short time, tho' I fear she will not be so well manned as I could wish, owing to the Spirit of Privatiering which still prevails & has carried off most of the Seamen. She has not more than 20 seamen besides the officers, who, fortunately, are all seamen. The *Ranger* is getting

ready with all possible dispatch. Capt Jones has a strong inclination to cruize across the Atlantick & I must confess I think very favourable of his plan, especially if a Frigate is, or may be procured for him in France, in that case an enterprize may be formed that will draw the attention of the Enemy in some measure, from the American Coast, to Protect their own. Another Reason that may be offered in favor of the *Ranger* going to Europe, is that she will be very sparingly fitted out. The Extravagant Prices of every Kind of Store, wo'd be a sufficient reason for fitting her out as Sparingly as possible, but I am apprehensive many necessary Articles are not to be had at any Rate. But least a Frigate cannot be procured for Capt Jones in France would it not be a good Scheme to send a Frigate or two from hence. They might be ordered to cruize on the Coast of Europe, till the latter end of Novr, then return home with as many Stores as they can conveniently bring for the Ships that are now building, or convoy any Ships that are ordered, with stores, from thence. If this plan or something like it is not adopted, I know not how the Navy will be supplied next year. Should it be thot proper to send a Frigate in company with the *Ranger*, I think no Ship wou'd be more proper than the *Raleigh*, as the two Captains are very well agreed and both of them well acquainted with the British Coast. These two ships will be an even match for any single Frigate, and should they be so fortunate as to take one of the Enemy Ships of war, I am satisfied they will have prudence enough to take care of her.

Before this reaches you, You will have heard of the Capture & recapture of the *Fox*. I hear several of her officers are just arrived here, in their way to Boston, they were landed at some Eastern Port from the *Boston*. Its Probable the *Hancock* is taken as the *Rainbow* of 44 Guns was in chase of her when the *Boston* parted from her and its said come up with her fast. I think Manly and McNeil are not altogether blameless for continuing to cruize a month with their Prize after weakening their Ships so much as they must have done by Maning her. What Capt McNeil has to say as an excuse for leaving the *Hancock* when a ship of superior force was in chase of her I know not, but I suppose these matters will be inquired into.

1. Stan V. Henkel's Catalogue No. 1183, *The Confidential Correspondence of Robert Morris*, letter no. 98 (Philadelphia, 1917).

DIARY OF FREDERICK MACKENZIE ¹

[Rhode Island] 21st July The *Niger* Frigate came down the Sound yesterday with a fleet of 22 sail of Victuallers bound for England & Ireland; & parted with the *Swan* off the E. end of Long Island.

1. *Mackenzie's Diary*, I, 156.

LIBEL FILED AGAINST PRIZE SLOOP IN MARYLAND ADMIRALTY COURT ¹

Port of Baltimore.

To all whom it may concern,
Notice is hereby given, that a court of admiralty will be held at the court house in Baltimore-Town, on the 11th day of August next, at 10 o'clock in the morning, then and there to try the truth of the facts alledged in the

bill of William Gosland, commander of the privateer the *Revenge*, who, as well in [behalf of] himself, as the officers, marines, seamen, and all others concerned in said privateer, against the sloop *Maccaroni*, her tackle, apparel, furniture, cargo, &c. – lately commanded by a certain Robert Shaw. – To the end that the owner or owners of the said sloop, 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, [&c.] ²

July 21, 1777.

WG, Register, in Admiralty.

1. *Maryland Journal*, July 29, 1777.

2. *Maccaroni* was condemned and ordered to be sold. Her cargo consisted of "Twenty four puncheons of Rum containing two thousand one hundred & sixty gallons." Admiralty Court Papers, Box 1, 1776-81, and Minutes of Court of Admiralty, 1776-78, Md. Arch.

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

July 1777

Cape Henry SSW

Monday 21st

at 9 AM our prize sailed for New York, at 10 AM clean'd between Decks.

Fresh breezes, Clear Wear, at 2 PM saw a large Ship turning out of York River, which we took to be an American Frigate,² at 3 PM she stood up the Bay, at 4 PM saw five Sail along with Her, at 7 PM heard the report of 4 Guns up the Bay, at 9 PM Weigh'd and Came to Sail

1. PRO, Admiralty 51/311.

2. Continental Navy frigate *Virginia*.

Gazette of the State of South-Carolina, MONDAY, JULY 21, 1777

Charles-Town, July 21.

The sloop *Susannah*, Robert Bell, last master, lately taken on her passage from Jamaica to New-Providence by the *Washington* privateer of this port, and also the said privateer, are safely arrived here through the improved inland navigation from one of our southern inlets.

The four ships that appeared off this bar yesterday se'nnight, and in the evening stood off S.W. made their second appearance early on Wednesday morning, S. of the light house, standing in for the bar. They were the *Brune* frigate, of 28 Guns, the *Perseus* and *Galatea*, of 20 guns each, and a ship, which exactly answers to the description of the *Nancy*, Capt. Lowrey, from Old Harbour in Jamaica, taken on the 5th instant by the *Washington* and *Vixen*, privateers of this port, and must have been retaken by one of these men of war.¹ The *Brune* hoisted a white flag at fore-top gallant mast head, and the *Perseus* a French ensign: After making these, and other signals the *Brune* anchored a breast of, and close to, the bar at half past 9; the *Perseus* a head of her at 10; the *Galatea* a-stern at half past 10, and the prize under her stern at 11, all in full view of the town. At 2 in the afternoon, the *Galatea* weighed and stood off, came in again, and anchored off the Swash in the evening. – Thursday morning the *Galatea* again weighed and stood off and on till 5 in the afternoon, when the Prize either weighed or slipt, and

stood off with her to the eastward, probably to be convoyed to the gulph, on her way to New-York. Half past 2 the same afternoon, the *Perseus* made a signal to the *Galatea*, then standing off, which occasioned her putting about and standing to the S.W. nevertheless a French sloop, from Cape Francois, laden with gunpowder, soldiers cloathing, brass field pieces, bombs, cannon shot, salt, &c. and having eight officers of artillery on board, very providentially got safe in, without a pilot, and without receiving the least damage. Friday morning 5 o'clock, the *Brune* began to heave up her anchor, and was a full half hour getting under weigh; at half past 8, the *Perseus* also was under weigh, and both stood to the southward; yet a sloop escaped them that afternoon, and ran into one of the southern inlets. – Early on Saturday, the *Galatea* was seen in the offing standing to the south-eastward, having returned from convoying the prize; and at noon, she appeared again, off Stono, with the *Brune* and *Perseus*, coming up to the bar. At one o'clock, being all off the light house, the *Galatea* hoisted a signal, left the *Brune* and *Perseus* lying too, and ran past the bar, looked into the harbour, then returned to the *Brune* and *Perseus*, by 3 o'clock, after which the three vessels stood off S.S.E. Two coasters, and three North-Carolina boats got in safe that day. – Yesterday they were in sight all day, sometimes standing off and on, at others lying too, a good way to the southward. In the evening they stood off again to the S.E. Two North-Carolina boats got safe in, one in the morning, the other in the evening. – This morning they all appeared to the southward, the wind at S.W. standing in for Stono. At half past 6 they all put about, the *Galatea* stood to the southward, being a good way without the others, the *Perseus* and *Brune* went to windward. The *Perseus* and *Brune* came so near the shore, that the guns in both could be distinctly seen from hence, and even the men on board the *Perseus*; as she put about very suddenly, 'tis a doubt that she did not strike. At 11 o'clock only one ship was in sight. At 4 this afternoon, they all appeared again, one coming before the wind from off Stono, and another from the S.S.E. to the *Brune*, then lying too off the light house: They all lay too a little while, then steered one course close to shore towards Stono. And at 6 o'clock, they all put about off Stono, and stood off to the S.E.

The *Notre Dame* brigantine of war, belonging to this state, has taken and (within this week) carried into one of our safe ports, a brig from London, mounting 22 guns, with a cargo of dry goods, bound for St. Augustine, Alvara Lofthouse (according to the description given of the man) master.² We are not yet possessed of other particulars.

1. *Nancy*, John Lowrie, master, had been retaken by H.M.S. *Brune* on July 9, PRO, Admiralty 51/117.

2. *Judith*.

HENRY TUCKER TO ST. GEORGE TUCKER¹

[Extract]

Berda 21st July 1777.

. . . It is said the King has order'd the Cruizing Vessels² that were fitted out in the West Indies to be recall'd by Proclamation & the Men of War

Entry continues on page 314.

DISPOSITION OF VICE ADMIRAL JAMES YOUNG'S LEEWARD ISLAND SQUADRON ¹

Disposition of His Majesty's Ships and Vessels under the Command of Vice Admiral Young at Barbadoes and the Leeward Islands, English Harbour 21 July 1777

Ships	Commanders	Where Stationed &ca
<i>Portland</i>	Vice Adml Young Thoms Dumaresq	In English Harbour Preparing to heave down
<i>Ariadne</i>	Thomas Pringle	<p>Sailed on a Cruize 23d June between the Latitude 13° to 15° North & Longitude 57 to 60 West and in case of meeting a Convoy from England or Ireland to give them all necessary assistance, after which to return on his Cruizing Station, and remain on this Service till the 18th July then call in at Carlisle Bay Barbados & take under his protection the Trade for Europe, likewise to call at Roseau Dominico for the Trade there and see them safe into Basseterre St Christophers, and remain there for their protection till the 1st of August, and then return to English Harbour</p> <p>At St Johns Road Antigua Collecting the Trade for Europe, thence to proceed to Basseterre Road St Christophers (the place of General Rendezvous) for the Trade there & from thence to Sail with all the Trade for Europe the First of August and proceed with them to Spithead.</p> <p>Sailed 17th July from English Harbour to Kingston Bay St Vincents to take under his protection the Trade there and be at Basseterre St Kitts the 27th July and there put himself under the Command of Captain Carteret of the <i>Druid</i>; and continue 'till he makes the Signl for parting Company, after which he is to Cruize Fourteen days between the Latitude 26° & 28° North & Longitude 61° and 63° West, then make the best of his way to Barbados to enquire if any Rebel Privateers were about that Island, then continue to Cruize about there 'till he wants Provisions, after which to Compleat his provisions at Granada to three Months & keep Cruizing between Tobago and St Vincents 'till the full Moon in October then Compleat his Wood and Water and return to English Harbour</p>
<i>Druid</i>	Peter Carteret	
<i>Grasshopper</i>	Wm Truscott	

<i>Beaver</i>	James Jones	{	Order'd the 23d June to Cruize to the Northward of the Virgin Islands, ranging between the latitude 20° to 23° North and Longitude 60° & 65° West and should he meet any Convoy from England or Ireland to give them all necessary assistance, and to remain On this Service to the 25th July, then call at the Island Tortola & take the Trade there under his Convoy to St Kitts, from thence to accompany them to the Latitude 22° North and to be very particular in Observing the Senior Officers Signals, after this Service to proceed to Prince Ruparts Bay Dominico and use the utmost dispatch to Compleat his Wood and Water, and return to English Harbour
<i>Cygnat</i>	Honble Rt Stratford		Sailed 29th June from Prince Ruparts Bay to Antigua and thence to Tobago; & Collect the Trade there, to proceed from thence to Granada to Join the Trade that may be ready by the 20th July taking care to be (with the Merchant Men from these Islands) at St Kitts by the 28th July, and if he should meet with the <i>Favorite</i> She is to assist in strengthening the Convoy for their better protection.
<i>Favorite</i>	Wm Fooks	{	In English Harbour just arrived from A Cruize and prepairing again for Sea
<i>Fly</i>	Edwd Garner		Sailed on a Cruize from English Harbour the 3d July P Order of Captain Carteret (Senior Officer)
<i>Weazle</i>	Charles Hope	{	At St Johns Road Antigua to be under Captain Carterets Orders to Convoy the Trade for Europe
<i>Snake</i>	William Young		In English Harbour fitting for Sea
<i>Comet</i>	Wm Swiney		In English Harbour fitting for Sea
<i>Pelican</i>	Jno P Ardesoif		Sailed from English Harbour 16th July On a Cruize
<i>Endeavour</i>	Frans Tinsley		At English Harbour fitting for Sea.
<i>Antigua</i>	Billy Douglas		In English Harbour prepairing for Sea

Jam^s Young.

1. PRO, Admiralty 1/310. Enclosed in Admiral Young's letter to Philip Stephens, July 21, 1777, and endorsed as received October 5, 1777, by H.M.S. *Camel*.

orders to take them as Pyrates. the prizes they have taken the report is, is taken from them by his Majesty and given to the Widows & Children of those Seamen & Soldiers that have lost their lives in the American War. . . .

1. Tucker-Coleman Papers, CWM.
2. Illegal privateers.

JOURNAL OF H.M.S. *Glasgow*, CAPTAIN THOMAS PASLEY¹

July 1777
Monday 21

The So End of the Wt Corcos NBE $\frac{1}{2}$ E
At 5 AM Set Fore & Mizn Topsls, at 7 Saw a Sail to the NW. Gave Chace, Out all reefs & set Steering Sails. At 9 Carried away the Larboard fore Steering Sail Halliards and Boom, and not being able to recover it, lost the Steering Sail. At 10 Fired 3 Guns, & brot too the Chace. Shortened Sail, Close reefd the Topsails & brot too. Sent an Officer on board to Examine her, Proved a French Sloop from N. Carolina to Cape Francois,² sent an Officer & People to carry her to Jamaica. Made Sail.

1. PRO, Admiralty 51/399.
2. *Antonio*, with lumber and pitch, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

22 July

ORDER OF THE MASSACHUSETTS COUNCIL¹

In Council [Boston] July 22d 1777

Ordered that the Board of War be and they are hereby directed, immediately to send one or more Spy Vessells to Cruise in the Bay, to make what Observations they can of the Motions of the Enemys Ships and to give the Earliest Intelligence to this Board –

Read & passed

Jn^o Avery Dpy Secy²

1. Mass. Arch., vol. 173, 296.
2. In compliance the Board of War requested that Colonel Jonathan Glover arrange to dispatch an intelligence gathering vessel. Mass. Arch., vol. 148, 246.

WILLIAM WHIPPLE TO JAMES LOVELL¹

[Extract]

[Portsmouth] 22 July 1777

. . . Long before this reaches you, you will have heard of the recapture of the *Fox*, McNeal in at Falmouth. The accounts of Manly are various – one day he is taken by the *Rainbow* and carried to Halifax – the next he is arrived at some Eastern port in a shattered condition, but we have no accounts of him that can be depended on; it would grieve me much to have the account of his being taken confirmed though not on his account for I think he deserves to suffer for his imprudence in keeping his prize cruising with him a month where he was sure to meet some of the enemy's ships of superior force when he might have carried her to port, fitted his ship, and

before this time added another to the American fleet. The recapture of the *Fox* and the rumor of the capture of the *Hancock* has exceedingly retarded the manning of the *Raleigh*; she wants about 100 men which number I hope will soon be obtained notwithstanding these discouragements. I think with you that it would be well to send some of the frigates to the coast of Europe. . . .

1. William Whipple Papers, Force Transcripts, LC.

GOVERNOR JONATHAN TRUMBULL TO MAJOR GENERAL JAMES WADSWORTH ¹

[Extract]

Sir

Lebanon July 22d 1777

We have been Alarmed here by the Appearance of a Fleet of about 24 Sail off Fairfield the 19th Instant Standing for that Town but did not Land their Men as was Expected, the next day they made Sail and Stood down Sound and passed New London to the Eastward the 20th about Sun Set, a deserter Informs that they are Victualling Ships bound home – the End of this Manoeuvre to cause An Alarm & distress the Inhabitants was answered . . .

[Endorsed] Copy of Letter Sent General Wadsworth Pr Mr Brown

1. Jonathan Trumbull Papers, VI, 191a-b, Conn SL.

MASTER'S LOG OF H.M.S. *Roebuck* ¹

July 1777

Tuesday 22d

Cape May No Cape Henlopen WbS
at 6 AM made the *Merlins* Signal to weigh at ½ Pt 6
Tack'd Ship Cape May WSW 5 Leags In 2d Reef Top-
sails ½ pt 7 saw a Sail & gave Chace out 2d Reef
T. Sl's Sent the Barge & Cutter to cut off the Chace
from the Land Fired several Guns at the Chace
First pt Modt & Cloudy Latter Strong Gales with Rain
at times The Land to the NE of Cape May Dist
2 Miles P.M. at ½ past 1 the Chace run a Shore The
Boats found the surf on the Beach too High to Board
the Chace, the Tenders Join'd & Kept Firing on the Peo-
ple that was throwing some things over Board out of the
Chace till she filled when the Signl was made to Call
them off at 6 the *Merlin* Join'd and Anchor'd at ½
past 9 made the Signl weigh'd & made sail in 2d Reef
Top Sl's & Handed the fore & Mizen Top Sails.

1. PRO, Admiralty 52/1964. See July 24 entry from *Pennsylvania Packet*.

JOURNAL OF THE VIRGINIA NAVY BOARD ¹

[Williamsburg] Tuesday 22 July 1777. –

Ordered that Mr William Holt deliver to Mr Thomas Mason for the use of the Ship yard on Chicahomany One hundred pounds of Bacon & One hundred and twenty five pounds of Bread with four Gallons of Whiskey. –

1. Navy Board Journal, 252, VSL.

TIMOTHY COFFIN TO THE RHODE ISLAND DELEGATES IN CONGRESS ¹

Gentm

Newbern July th 22 1777

I being Put in master of Sloop *Diamond* by Govr Coock belonging to th State of Rhode island & By him ordered to Boltemore in mariland to th Adress of misstr Sam Purviance & Co marchants thare to be Loaded by them & then to Return back to the Said State of Rode island I was Chased by th Enemy as will more Plainly apare by the Protest I hare with Send I was forst to Bare away for this Port whare I was an intire Stranger & was much a Aloos to No what was best to be Done for the Benefit of th voyge made appliction to Richd Ellis Esqr marchant hare and Con-tenettiall Agent for this Place who Generously Supplied me with A thou-sand & fifty Dollors to Enable me to Lode th vessil who tooock No other Securety th order I had from th Govr to my Self & misstr Proviance & Co in th Last mantioned was orders to them to Draw on you Gentm for th Accounts of th Cargo thay was to Ship I have Now Given Bills to misstr Ellis for th Amounts he has furnished me with & I make No Dout but it will meet with Du honner I Am Gentm [&c.]

Timothy Coffin

Messrs Ellery & marchant Phila

1. Maritime Papers, Revolutionary War, 1776-81, 78, R.I. Arch.

23 July

PATRICK CONNER'S JOURNAL, CONTINENTAL NAVY FRIGATE *Boston* ¹

Wednesday This Day plesent Weather am maid Sail ² with Wind
 July 23d to the North and Stood to the West -
 [1777]

1. Conner's Journal, MM.

2. *Boston* departed the Sheepscot River, Maine, to return to Boston by leap-frog jumps down the coast to avoid British cruisers.CAPTAIN JOHN FISK, MASSACHUSETTS NAVY BRIG *Massachusetts*, TO
 SAMUEL PHILLIPS SAVAGE ¹

Sir

Of[f] Marblehead Harbour July 23d 1777

This may serve to Acquaint you of my safe arrival here after a Passage of forty four Days, by the Papers you will be inform'd what Cargo I have on board. The 12th Instant I spake the Schooner *Marblehead* from Bilboa for Boston who gave me the agreeable account of Capt Harridon's [Jonathan Haraden] safe arrival at Bilboa but with the loss of his Cannon and other stores which he was obliged to heave over to lighten his Vessel. I have brought four Passengers with me, One Count Polaski a Polish Nobleman & General recommended by the Honble Doctor Franklin.² The bearer Mr Lambert will introduce the General to you. I have not seen an English Vessel since I left Nants. I wait your Honors orders how to proceed in the Interim. Am [&c.]

Jn^o Fisk

1. Mass. Arch., vol. 152, 292.

2. Count Casimir Pulaski.

CAPTAIN JOSEPH CUNNINGHAM TO ROBERT MORRIS AND CARTER BRAXTON ¹

Messrs

Marblehead July 23d 1777. –

Notwithstanding my utmost Exertions I am not yet able to put to Sea for Want of Men – Indeed the difficulty in this Respect Surpasses what I ever Imagined – I have been Indefatigable in my Endeavours to fit the *Ph[o]enix* compleatly that she may fully Answer the Intention; at the same Time keeping that Line of Economy in View that nothing is superfluous. I believe there is scarce a Vessell of her Size fitted out of America, better calculated & furnish'd for Warr, than she is; and now have Thirteen Weeks Provision on Board for Eighty Men – But all these Advantages signify nothing so long as she is obliged to lay by for want of Mariners. So many men have sail'd from this part of the Continent of late (a Considerable Proportion has fell into the Hands of the Enemy) That it is extremely difficult by any means to procure Sailors – The Commanders of Continental Vessells of Warr, although they give Wages, pay advance Money &c. yet are obliged to lay in Port, or go out half mann'd – Instances of which are recent in the *Alfred*, now in this Port, and the Frigate at Portsmouth, who have now but about 120 Men each, and, I am inform'd are to put to Sea with the first favourable Wind –

Upon the Whole, I would beg leave just to suggest, whether it would not be best for you, and all Persons concern'd to dispose of this Vessell to the Continent, & send me a Continental Commission for that purpose; or put her on the same Terms as to Wages and Prize Money as those in that Service now are?

I mean not to dictate; but be assured I have your Interest very much at Heart, & should be loth to amuse you with flattering prospects, when the Case is really otherways –

I have some very good Officers under me, one of which is just return'd from a Journey of Sixty Miles which he has been in Order to engage Men for the Service of your Vessell, but could not procure one –

I have been at this Place with the Vessell above a Week & have with great difficulty enter'd 4 or 5 Hands, but fear I shall get no more. The whole Number now belonging to the Vessell, Including Officers, is but about thirty – And many of them are uneasy, as the most probable Season for takeing Prizes is almost past. Another Reason for my proposing to you the Makeing her Continental property, is the probability that an Embargo will take Place directly, on account of the Enemy's late Movements, when certainly no private armed Vessell will be permitted to Sail –

In short, I am in great Perplexity. I shall however continue the most unremitting Diligence for the Service of my Employers – in the mean Time would beg of you to write Immediately, directing me what mode of Conduct to pursue in Case of being obliged to Return to Boston before I can proceed on a Cruize – I am, with Respect Gentn [&c.]

Joseph Cunningham

MASSACHUSETTS COUNCIL TO ROBERT PIERPONT ¹

Councill Chamber Boston July 23 1777

You are hereby ordered & Directed to Receive from Lieut Collonall Sims The prisoners Taken in the *Fox* Frigate by Capts Manly & M'Neil, now in the Custody of Said Sims, & them Confine onboard the Prison Ship in this Harbour, & providing them with Rations, agreeable to Your former Orders

Read & passed
To Robt Pierpont Esqr Commissary of Prisoners Jn^o Avery Dpy Secy

1. Mass. Arch., vol. 167, 110.

Connecticut Journal, WEDNESDAY, JULY 30, 1777

Fairfield, July 23d, 1777.

Capt. Eliphalet Thorp declares and says That he last Sabbath day sailed from Fairfield with a Flag of Truce, in order to transport Mrs. Hannah and Miss Ruth Brown, wife and daughter of Nicholas Brown, over to Hempstead on Long Island, and arrived there on Monday, and was there informed by an officer and a justice of the peace, that they had strict orders not to permit any flag to be received any where on Long Island and advised me to proceed to the *Scorpion* man of war which lay at New-City Island, which I accordingly did, and when I got on board of her, Capt. Brown, the Captain of her, told me that I must immediately turn back and carry the women with me, for that he could not receive them, and he then gave me a copy of Lord Howe's orders respecting flags of truce; and further added, that if any more came, he shou'd seize and treat them as spies; upon which I was immediately obliged to return and bring back the women with me, as witness my hand, this 23d day of July, A. D. 1777.

Eliphalet Thorp

Scorpion, off New-City Island, July 22, 1777

"No flags of truce are in future to pass between the Colony of Connecticut and Long Island without the special licence of the General Commanding his Majesty's forces, nor any correspondence by letter or otherwise permitted, but under the above restriction. Flags of truce are to be confined in future to New York only – matters regarding the naval department excepted.

By order of the Viscount Howe, Vice Admiral and Commander in Chief of his Majesty's ships in North America.

Philip Brown, Capt. of his Majesty's ship *Scorpion*."

JOURNAL OF H.M.S. *Eagle*, CAPTAIN ROGER CURTIS ¹

July 1777

Monday 14th

Moor'd in the North River off[f] New York
at 2 PM made the *Prestons St Albans & Richmonds* Sigls
for Lieutts and the general Sigl for the fleet to prepare
for Sailing.

- Thursday 15th At 9 AM made the *Scarboroughs* Sigl for the Capt at Noon Punish'd Heny Luke for Drunkenness:
The first part fresh breezes & Clear, middle Modte & fair, latter Cloudy $\frac{1}{2}$ past 1 PM unmoor'd Ship & hove in too $\frac{1}{2}$ a Cable on the Small Br
- Wednesday 16th at 9 AM made the Sigl for the Fleet to remain in the same Situation, at 11 weigh'd & made Sail at Noon Anch'd with the small Bower in 7 fathom read the Articles of War to the Ships Compy
The first & Middle parts Modte & Cloudy, with thunder lightning & Rain, latter fresh Breezes. At Single Anchor off New York
- Thursday 17th at 9 AM made the Sigl for the first division to weigh, at 10 weigh'd & made Sail, at 11 made the Sigl & Anchd with Bt Br off[f] Staten Island, in 12 fatm water, & veer'd to $\frac{1}{2}$ a Cable, Robins reef N $\frac{1}{2}$ W 1 & $\frac{1}{2}$ Miles, and the Westernmost point of Staten Island WNW
The first part Modte & Cloudy, Middle light airs & Clear, latter Modte breezes & fair, At Single Anchor off Staten Island at 2 PM steadied the Ship with the stream Anchor, at 5 made the Sigl for all Captns Anchd here the *Senegal* Sloop,
- Friday 18th at 9 AM made the Sigl to prepare for sailing, at 10 made the *Nonsuch*, *Augusta*, *Somerset*, *Isis* & *Raisonables* Sigls to unmoor, at Noon sail'd hence the *Otter* Sloop:
The first & latter parts light breezes & Clear, Middle Modte & Cloudy, $\frac{1}{2}$ past 12 made the *Vigilants* Sigl to join the Fleet, at $\frac{1}{2}$ past 1 PM made the Sigl for all Lieutts Anchd here the *Vigilant* & *Cornwallis* Galley, at 7 made *Liverpooles* Sigl for a Lieutnt, made the *Cornwallis*, *Strombolo* & *Yorks* Sigls for Lieutts
- Saturday 19th $\frac{1}{2}$ past 10 AM made the Sigl for all Lieutts at 11 the Sigl for the Commissary General
The first part Modte breezes & Clear, Middle light airs & fair, latter Modte & Cloudy at 2 PM made the *Nonsuch*, *Somerset*, *Raisorable*, *Augusta* & *Isis's* Sigls for Lieutts at 5 Anchd here H.M. Ships *Apollo*, *Solebay*, *Tartar* & *Milford*, at 6 made the Sigl for all Lieutts
- Sunday 20th at 8 AM hove Short at $\frac{1}{2}$ past Anchd here the *Richmond*
The first part Modte & Cloudy, Middle Do latter fresh breezes & fair, at 1 PM made the Sigl for the Capt of the *Apollo*, at 3 arrived here the *Sphynx*
- Monday 21st At 1 AM Departed this Life John Davis Seaman, at 4 made the Signal Weighd & came to Sail, $\frac{1}{2}$ past 7 Anchd in $\frac{1}{4}$ of 8 fm Gravesend Church NEBE 3 Miles, the Buoy of the

Wr Bank SW $\frac{1}{2}$ W 1 Mile at Noon made the *Somerset* & *Augusta's* Sigls for Lieutts:

The first part Modte Breezes & Cloudy, Middle fresh breezes with Rain, latter light breezes & Cloudy, at 1 PM made the *Liverpooles* Sigl to remain with the Convoy & the *dispatchs* Sigl to join the Fleet,

Tuesday 22nd At 10 AM hove short on the Bt Br Cable

The first part light breezes with Squalls of Rain, Middle fresh gales with Rain, latter light breezes & Cloudy, at 2 PM made the Sigl for the Adjutant General of the Army, at 3 the *Raisonables* Sigl to Examine a Brig passing thro' the Fleet,

Wednesday 23d at 5 AM made the Sigl weigh'd & made Sail to the Hook in Company the Fleet, at 8 the light House SWBW the Narrows NNW, at 9 made the *Vigilant* Sigl to come under our Stern, sent 10 Sick Men on Board a Sloop to be Carried to New York Hospital, at 11 made the *Haerlams* [signal] to Come within hail, the Fleet & Convoy in Company: ² Passing of[f] Sandy Hook the Light house NW $\frac{1}{2}$ W 5 or 6 Miles

1. NMM, Admiralty L/E/11.

2. From the general signal to prepare for sailing on July 14 it took Vice Admiral Howe's fleet until July 23 to clear Sandy Hook and take the sea.

CAPTAIN JOHN HODGE TO THE NEW YORK COUNCIL OF SAFETY ¹

Gentn

Ship *Montgomery*, July 23, 1777.

Your letter of 16th inst. I duly received with blank warrants for only boatswain and cook, which I take the liberty of returning unfilled.

Captn. Grennell ² and myself took for granted, when we accepted the command of the ships, we had an undoubted right to nominate and appoint all our officers. A letter from Francis Lewis, Esqr. (one of the honourable marine committee) dated 21st August last, empowered us to do it; on the strength of which I appointed my sea and marine officers, the latter have acted as such on board, for these two months past, and have had a number of men drafted from different regiments, as marines under their command; and it surprised me much, to find that those gentlemen's commissions have not been forwarded, or even taken notice of, by the honourable marine committee. I find you, gentlemen, doubt the propriety of taking the captains of the *Camden* privateer and *Washington* galley, for my lieutenants; it has always been a rule and custom for lieutenants of a frigate to take the command of armed vessels not exceeding ten guns; and if I mistake not, 'tis agreeable to the resolves of Congress.

I shall use my utmost endeavours to look out for persons qualified for master, surgeon, gunner, &c. and advise you when any offers that I can freely nominate and appoint. I am gentn. [&c.]

John Hodge

1. *New York Provincial Congress*, II, 504.

2. Captain Thomas Grennell, *Continental Navy frigate Congress*.

JOURNAL OF THE CONTINENTAL CONGRESS¹

[Philadelphia] Wednesday, July 23, 1777

Resolved, That the committee appointed to contract for the casting of cannon, be directed to deliver to the Board of War and Ordnance, all the contracts they have made, together with an account of the advances made and cannon received in consequence of such contracts; and that then they be discharged from proceeding farther in that business, and that the Board of War and Ordnance be vested with the powers granted to the aforesaid committee, and that they be directed to attend to the execution of the said contracts, and to take such measures as they shall judge proper and effectual for procuring a sufficient supply of cannon for the land and sea service, and that the Marine Committee apply to the said Board for such cannon as they may want for the continental ships of war, under their direction.

The Marine Committee having laid before Congress a petition from sundry lieutenants of the navy, which had been some time under the consideration of the said committee, and represented, that before any determination was had thereon, a number of the said lieutenants refused to proceed in the execution of their duty, until what they call their grievances should be redressed, as more fully appears by a paper now produced to Congress, dated 21 July, directed to John Barry, Esqr senior commander of the navy in the port of Philadelphia, and signed by twelve of the said lieutenants, viz. Robert French, Robert Martin, Robert Hume, John Fanning, Matthew Tibbs, George Batson, Luke Matthewman, William Gamble, Thomas Vaughn, Joseph Greenway, R. Pomeroy, James Armitage; and whereas such combinations of officers to extort increase of pay and allowances from the public, are of the most dangerous tendency, it is necessary for the public service to make examples of such offenders; therefore,

Resolved, That the said Robert French, Robert Martin, Robert Hume, John Fanning, Matthew Tibbs, George Batson, Luke Matthewman, William Gamble, Thomas Vaughn, Joseph Greenway, R. Pomeroy, and James Armitage, be dismissed the continental service, and they are hereby severally dismissed accordingly, and their commissions rendered void and of none effect.

Resolved, That the said Robert French, Robert Martin, Robert Hume, John Fanning, Matthew Tibbs, George Batson, Luke Matthewman, William Gamble, Thomas Vaughn, Joseph Greenway, R. Pomeroy, and James Armitage, be, and they are hereby, rendered incapable of holding any commission or warrant under the authority of the United States, and that it be recommended to the several States not to employ any of them in any office civil or military.

1. Ford, ed., JCC, VIII, 572-74.

"EXTRACT OF A LETTER FROM MR EDDIS TO GOVR EDEN, NEW YORK
23D JULY 1777."¹

Annapolis has assumed a very different Appearance since Your Excellency left it. They have formed a Battery from Mr Walter Dulany's Lot

company with His Majesty's Sloops *Druid* and *Weazle*; Inclosed also is Copy of Intelligence sent me by Lord Howe of the American Privateers got out of Boston on the 21st of May; at present we have no Intelligence of their being in these Seas and I hope by their Sailing so late and the Wind being so long Southerly that they have not been able to intercept the Homeward bound Convoys of May and June.

I must also beg leave to inclose to their Lordships that part of Lord Howe's Letter concerning His displacing the Officers I had appointed to the vacancies that happened in the American Squadron that fitted here last Year. I look'd upon it that all Ships that came on this Station for that purpose were as much under my Command as any others, for without their being so, they could in no shape be fitted; as all Orders respecting that Service to them must come from me; for which reason on their arrival, I gave them all Orders to put themselves under my Command, therefore must naturally suppose that if they were under me in one Instance they were in all others 'till their Departure to execute Lord Howes Orders; which if I had thought it for the good of his Majesty's Service I might have contradicted, and employed them as I thought proper; it is an over act of Power of my Lord Howes that I hope their Lordships will redress. Mr [Thomas] Windsor who I had appointed to the Command of the *Falcon* his Lordship has sent back in the *Camel*, as also the Boatswain; The Purser of her stays with his Lordship; the Gunner of the *Flora* who was moved out of the *Beaver* into her, is also returned; but the Surgeon of the *Mermaid* stays with his Lordship. They were all fair Vacancies, no made ones nor was it right for the Ships to go from hence without being properly appointed; It was very natural to suppose that on the sudden change of climates Vacancies would happen, and if a Number of them come here this Season in all probability will again, there fore hope what I did will meet their Lordships approbation and that they will confirm Mr Windsor.

The *Oliver Cromwell* I had some thoughts of purchasing before to make a Man of War Sloop of; she will make a very fine one and carry 16 Six Pounders. I shall now do it, and appoint Mr Windsor to the Command of her, and propose sending her with the Convoy after the bad Weather Months are over, if any is required, for Guns we cannot get, and those in Her are by no means fit to remain; in every other Circumstance she will want very little; I propose having her Survey'd very soon and Valued, of which I shall acquaint their Lordships by the next opportunity.

I must further acquaint their Lordships that about three Weeks ago His Majesty's Armed Brig *Endeavour* (Lieutt Tinsley) fell in off this Island with two American Sloops, the one of 12 Guns; and the other of 10, in both about 160 Men, who Engaged her off and on for three Hours, but she beat them off with the loss only of one Man, and five slightly wounded, they appeared to be much damaged and made Sail from her.

The *Endeavour* being very small and not a very good Sailer have ordered her to be sold and turn'd Lieutenant Tinsley with his People and Ordnance Stores into the *Mosketo* a Rebel Privateer of 14 Guns lately

taken by the *Ariadne*, having thrown her Guns overboard in the Chace; She will carry (very well) Ten 4 Pounders, is quite new and Built for the purpose of a Privateer and is quite compleat, I have ordered her to be Survey'd and Valued; and named the *Endeavour*, the Account of which will send by the next opportunity, and shall order the Naval Officer here to draw on the Navy Board for the appraised Value of them both.

I have the Pleasure to acquaint their Lordships that the sloop that was converted into a Brig and called the *Pelican* is now at Sea, and I am informed answers beyond Expectation.²

I hope their Lordships will approve of what I have done herein, and am Sir [&c.]

Jam^s Young.

No 1

Intelligence received from Captain Fielding of the *Diamond*

Received Intelligence from Two English Passengers going out in the Sloop *Betsey*, and Job Prince, Master of the said Sloop, that they Sailed in Company from Boston with the Rebel Fleet Commanded by Manly the 21st of May, which Consisted of the following Vessels, Vizt the *Boston* of 36 Guns, *Hancock* of 32 Guns, One Ship of 20 Guns, with Two Brigs, Two Schooners, and Two Sloops, and were to be Joined Off Cape Ann by the following Vessels from Marblehead and Salem, Vizt, the *Tartar* of 20 Guns, Four Brigs, Two Schooners, Two Sloops, the whole of the Brigs &c. mounting from 10 to 16 Guns, except One Sloop of 8 Guns.

The Brigs, Schooners, and Sloops, are Privateers and are hired to remain with the Continental Ships for Twenty five days and then to Cruize Separately.

No 2

The Nomination you have been pleased to make to Vacant Offices in the Ships of the Squadron under my Command, lately touching at Antigua being inconsistent with the Authority annexed to my Appointment, it became incumbent on me to displace the Officers upon their arrival, and as I am to presume that their presence may be necessary in the Ships to which they properly belong, Lieutenant Windsor and such of the other officers who are prepared to profit by the opportunity have been directed to take their passage in the *Camel*, to receive your Commands for their further proceedings, in consequence I have the Honor to be Sir [&c.]

Howe

[Endorsed] Antigoa 23 July 1777 V. Ad: Young Rd 5 Octr 2 Inclo: 10 Octr Own rect take care before you do ref Lre of the 8 July last respecting those appointments. Approve [purchase of *Oliver Cromwell* & *Mosketo*] N Bd to dispose of it. leave her [*Oliver Cromwell*] out of Admty list as Sixth Rate.

1. PRO, Admiralty 1/310.

2. Formerly the captured sloop *Adriana*, George Codwise, master.

24 July

JOURNAL OF H.M.S. *Juno*, CAPTAIN HUGH DALRYMPLE ¹

July 1777

Cape Ann West 26 Leagues

Thursday 24.

Light Airs and Clear the *Orpheus* in Company at 11 AM saw a Sail and gave Chace
 Modt and Hazy at 3 PM tack'd and fir'd Several Shott at the Chace and sent the Barge in Pursuit of her, at 7 brot to the Chace which proov'd to be the *Betsey* schooner from Newbery Port bound to Martinico,² sent a petty officer and 3 men on board of her.

1. PRO, Admiralty 51/4229.

2. ——— Johnston, master, with fish and lumber, sent to Rhode Island, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 67.

JOHN BRADFORD TO THE CONTINENTAL MARINE COMMITTEE ¹

Honble sirs

Boston 24th July 1777

I had the honour to acquaint you under the 14th Instant of the Capture made by the *Hancock* & *Boston*, and that the latter was Arriv'd at Sheeps-cut, I confirm what I then wrote, tho we have no Letters from Capt M^cNeile, a report has prevail'd for some days past that the *Fox* was retaken and sent into Halifax, But I hope it is without foundation; we have nothing from Capt Manly since Capt M^cNeile parted from him which was About the third of this Inst the Occasion of their seperating was, they fell in with the *Romney* [*sic Rainbow*], a fifty, the *Flora* a thirty Six, and Another Frigate of thirty two Guns, when Capt M^cNeile says the Signal was given to make the Best of their way & take care of themselves. I hope soon to have the pleasure of giving an Account of the arrival of the *Hancock* with her Prize, which they took the 7 Ultimo, And landed their prisoners at Newfoundland, the information of their putting them on board a Sloop was wrong, we are much at a loss to know why Capt M^cNeile has not wrote to any of his friends hear, the Gentlen who gives me this account Dined with a person who was a volunteer with him, who told him when he left the Ship the day before M^cNeile had heard that two Ships where gone into an eastern port and he was gone down in his boats hoaping to find Manley & the *fox*. I hope he was not disappointed, I now inclose sundry Accounts as P List should have included the Schooners Accounts, but the Ordnance being sent to General Washington, could not fill up a number of Blanks for sundrys recd from that Store,² the *Alfreds* shall be forwarded next Week. I have the honour to be [&c.]

J B.

The moment I finishd my Ltr I Recd a Message from the Wife of Capt [Stephen] Hill who commanded the *Fox* when she was retaken he writes his Wife ³ when he Left The *Hancock* the *Rainbow* was in Chace of her I am not able to Collect particulars as we have had no Letters

from Capt McNeile I trust he has wrote the hon Board We are told Capt [Daniel] Waters lost part of his hand in the Engagement.

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

2. Washington's Fleet schooners.

3. Extract of Captain Hill's letter to his wife, dated at Halifax, July 10, 1777, is in the *Pennsylvania Gazette*, August 6, 1777.

JOHN BRADFORD TO WILLIAM WHIPPLE ¹

Dear Sir

Boston 24th July 1777

Your much Esteemd favr I Recd by post, I find you did not enjoy the pleasing sensations that the Capturing the *Fox* occasiond so long as I did, for till last evg we in general thought she was not recaptured, I fully Join in Sentiment with you it had been prudent & Right in them to have come in with their Prize your reasons are the most Cogent for it, however its too late to mend, And as you justly observe if we dont pay two dear for our Experience it will be well, We have been kept strangely in the dark respecting this matter as McNeil has not wrote a line to any person in this town since he arrivd at the Eastward, You inquire after News from France, I was favrd with a letter from Dr Franklin, he writes, for political Reasons France has declind entering into War, tho it cant be long avoided, England has not been able to procure a single Russian, and but two Germans, that the utmost they will be able to send over this year wont Reach 6000 that he believes the Howes will put forth the utmost exertions as if the[y] fail of Success this Campaign the ministry Can not be supported in their measures another year. I am [&c.]

J. B.

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

DIARY OF FREDERICK MACKENZIE ¹

[Rhode Island] 24th July A Deserter who came in two days ago from Providence, reports that the Rebel Frigate *Warren*, Captain Whipple, having her full Complement of Men, Guns, & Stores, on board, intends to come down the first fair wind, in order to proceed to Sea. She is to be accompanied by a Brig of 14 Guns, two Gallies, and a Fire ship. Three or four vessels appear at anchor near her at present.

1. *Mackenzie's Diary*, I, 157.

NATHANIEL SHAW, JR., TO THE CONTINENTAL MARINE COMMITTEE ¹

[Extract]

Gentlemen,

New London July 24th 1777

Yours of the 17th Ulto P. Capt [Samuel] Chew came to hand (and as I Expected) you Consider that I was not Authoriz'd by your former orders to buy a Brigtn Eight Months after without first Consulting you on that head -

The Case was Just this, I was Determin'd that so Good a Man as Capt Chew should not Remain Un Employ'd, and if you would not let him have a Vessell, I would let him have one on my own Accott if you had Refus'd to take the Brigg, it would have been no Determt to me on the Briggtn Sailing shall furnish you with the Accotts &c I shall have her Ready to Sail in a few days With advise to His Excellency Governr Trumbull, I have fitted out the Continentl Sloop *Scuyler*, Under the Command of David Hawley who has his Station att or Near Norwalk, and have the Satisfaction to observe to you that I think he has Exerted himself to the Utmost in distressing the Enemys Coasting Vessells from Long Island to N York & has taken and brot into Port Five Sloops and One Schooner Laden with Wood Provisions &c No Great Value to the Contint but a Determent to the Enemy . . .

1. Nathaniel Shaw Letter Book, YUL.

JOURNAL OF AMBROSE SERLE ¹

Thursday 24th [July]

Proceeded on our Voyage, the Wind fair, but light. In the Evening opposite to Little Egg Harbor. From this Time to Wednesday 29th, when we arrived off the Mouth of the Delaware, we had every Variety of good & bad Weather. The Transports, with the poor Soldiers, were tossed about exceedingly, & exposed at times to much Danger in running foul of each other. – When we arrived here, Capt. Hammond in the *Roebuck* (stationed here) waited upon the Admiral. – The Ships lay on & off all the Day; and at length it was determined by the General not to land here. – The Hearts of all Men were struck with this Business, every one apprehending the worst. *O quantâ de spe!* is the universal Cry; and without the Loss or Risque of a Battel. – What will my dear Country think & say too, when this News is carried Home? *Horreo.* – News arrived, through the Rebels themselves, of their being routed, above Albany, by Burgoyne, with the Loss of their Baggage & every thing. – In the Evening, stood away to the NE, though it was given out, that we are bound to the Chesapeak; in which Situation, may God defend us from the Fatality of the worst Climate in America at this worst Season of the Year to experience it! – I can write no more: my Heart is full.

1. Ambrose Serle Journal, HUL.

“EXTRACT OF A LETTER FROM GREAT EGG HARBOUR, DATED JULY 24, 1777.” ¹

We should have sailed this day had it not been for an alarm we had yesterday, which diverted the peoples attention from work: – About one o'clock we heard a smart firing of cannon, and soon after were informed that several vessels were off the beach, about four miles to the Southward of this place; we immediately mustered all hands, 15 in number, and marched with as much expedition as possible; we soon discovered the enemy had been in chase of a small schooner, and drove her on shore. A

frigate of 32 guns came up and anchored about three quarters of a mile from the shore, two tenders² and three barges came much nearer, and all kept up a steady fire for four or five hours on the shore without doing any damage, nor did it prevent the people from landing chief part of the goods that were on board; at high water the schooner bilged, the remainder of the cargo was drove on shore and secured, it consists of rum, molasses, sugar, limes and dry goods. About seven o'clock another frigate came up and anchored up the beach; from the preparations we discovered them making, expected they would land in the night, we made a tolerable good breast work of the rum cask and sand, and were determined to prevent their destroying the goods; however they were disappointed in their design by the wind blowing hard from the North West, which obliged them to stand to sea, since which we have not discovered any more of those plundering pirates. The Schooner is from Martinico, had 22 days passage; the Captain says some late papers were taken in a Bristol ship and carried into Martinico, and that they contained some interesting intelligence relating to American affairs, but could not learn particulars, as they were transmitted to Congress.

1. *Pennsylvania Packet*, July 29, 1777.

2. H.M.S. *Roebuck's* tenders, brig *Stanley*, Richard Whitworth, and schooner *Delaware*, ——— Rogers.

JOURNAL OF THE VIRGINIA NAVY BOARD¹

[Williamsburg] Thursday 24th July 1777. —

Ordered that Capt Wright Westcott deliver from on Board the Sloop *Scorpion* to Capt Francis Bright for the use of the Brig *Northampton* the following Articles, to wit, twenty four half pikes, five round Grape shot ready made up, two Iron Crows, Copper Measures, eight Powder Horns, 20 Blocks, Boarding Graplines, four Lanthorns, Ladles & Tormentors, One Coil of Ratling, one pair of Steelyards, one Funnell, and a Creaming Fall.²

1. Navy Board Journal, 253-54, VSL.

2. Captain Bright was ordered on July 30 to ready *Northampton* for a four months cruise, Navy Board Journal, 257, VSL.

JOURNAL OF H.M.S. *Emerald*, CAPTAIN BENJAMIN CALDWELL¹

July 1777 Cape Henry SbE Willobys Point WbS
Thursday 24th at 7 AM saw a Sail to the SSE, Weigh'd & gave Chace, at 8 AM the *Thames* in Chace, at 9 clean'd between Decks & left off Chace, not being able to work out of the Bay, against the Flood Tide, sent the Barge out after the Chace. Ditto Wear, at 2 PM saw a Strange Sail to the ESE, she made a Signal, and we answered it, at 6 PM came in and anchor'd by us His Majs Sloop *Otter*, at 9 PM the Barge with the Prize anch'd by us, a French Snow,² from Guadalupe, bound to Virginia, with Salt and Sundries.

1. PRO, Admiralty 51/311.

2. Success, Pr. Aw. Magnero, master, sent to New York, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 66.

VICE ADMIRAL CLARK GAYTON TO PHILIP STEPHENS¹

[Extract]
Sir,

Antelope Port Royal Harbor
Jamaica the 24th July 1777

I beg leave to acquaint their Lordships that this comes by His Majesty's Ship *Boreas*, Captn Thompson, who with the *Ostrich* Captain [Peter] Rainier is to proceed to England with the Trade from this Island, & to sail from Bluefields the 1st day of August together with the *Hornet* who is to go such a distance to strengthen the Convoy.

I have receiv'd your Letter of the 7th May by His Majesty's Packet Boat the *Grantham*, informing me that their Lordships had been pleased to appoint Sir Peter Parker to relieve me on this Station. also their Lordships order of the 10th May to take the *Lowestoffe* Captain [William] Locker under my Command who arrived here the 19th Instant, and brought in all his Convoy safe; and I shall employ him in the best manner for His Majesty's Service: Nothing particular has occur'd worthy their Lordships information since my Letter of the 15th June, by the *Lively*, Captn Bishop, a duplicate of which I inclose:

. . . By the Pensacola Packet I am informed the *Hound* sailed from thence with the trade for England the 19th April; I inclose for their Lordships information, a Letter I receiv'd from Lieutenant [George] Burdon, Commander of His Majesty's armed Sloop *West Florida*, wherein he gives an Account of the state of the Town of New Orleans, in the best manner he can:

In consequence of my appointing Captain [Thomas] Davey, to Act as Captain of His Majesty's Ship *Antelope*, in the room of Captain Judd; I appointed Mr James Cotes my first Lieutenant to Act as Master and Commander of the *Diligence* till my further Order. . . .

The Squadron under my Command is employed as follows. The *Winchelsea*, *Southampton*, *Glasgow*, *Race-horse* and *Porcupine* Sloops are on a Cruize. The *Atalanta* is still stationed at Pensacola, The *West Florida* and *Florida* Surveying Sloops are on their stations agreeable to their Lordships orders; The *Lord Amherst* armed Ship I expect will soon arrive here from Pensacola; The *Diligence* is gone to the Moskito shore, & Bay of Honduras: The *Aeolus* is almost ready to proceed again on a Cruize, His Majesty's Sloop *Stork*, I have sent round the North side of the Island to collect the Trade & Convoy them to Bluefields to join the rest; There will then only remain in the Harbor the *Antelope*, and *Lowestoffe*. The latter I shall send to Sea, so soon as She can be got ready; Inclosed is the state and Condition of His Majesty's Ships under my Command that are now in Port; and a List of Officers that I have appointed since the 15th June last: In the *Ostrich* I send the Captain of a Rebel Sloop fitted out as a Privateer, taken by the *Glasgow*, & ten American Prisoners, in the *Boreas*; the Capts of the respective Ships have my directions, to deliver them to the Commanding Officer at Spithead; by a Merchant Ship who arrived the 20th Instant I am informed that she spoke a Dutch Snow, who had been brought too, by two Rebel Privateers from whom he learnt that Philadelphia was in possession

of His Majesty's Troops; The Number of Vessels, taken by the Squadron at present amounts to One hundred & fifty. I am, with great Respect, Sir [&c.]

Clark Gayton

[Endorsed] R 7 Octr – by the *Boreas*

1. PRO, Admiralty 1/240.

25 July

JOURNAL OF H.M. SLOOP *Albany*; CAPTAIN HENRY MOWAT ¹

July 1777
Friday 25

At Single Anchor in Louisburgh Harbour at Noon upon seeing a Sail in the Offing made a Signal for the Captain who was on Shore. Fresh Gales with Hard Squalls at times, at 1 P: M: weighed and came to Sail & gave Chace after the Sail in the Offing, Set Studding Sails, discovered the Sail to be a Ship with long Royal Masts, and Royals, which made us imagine her to be a Privateer: in carrying Sail after her a Heavy squall off the Land carried away the Fore topmast Studding with all the Geer, Fired a Gun at the Chace and brot her too, She proved to be the *Maria Theresa* from Cadiz with Salt for Quebec: but finding other Articles on board, we took her in custody, and brot her into Louisbourgh Harbour with us; where we Anchord again with the Best Bower in 8 fms water.

1. PRO, Admiralty 51/23.

CAPTAIN HECTOR McNEILL TO THE FALMOUTH COMMITTEE OF SAFETY ¹

Ship *Boston* 25th July 1777

Gentlemen. I am inform'd that two of the Prisoners Late belonging to the *Fox* which I forwarded here by Land from Wichcassett last week have been Negligently left behind in this place –

I cannot help Expressing my astonishment on this Occasion at the conduct of those Gentlemen who had the care of the Prisoners –

Were our poor Countrymen who unfortunately fall into the hands of the Enemy no better guarded or let run at loose in this manner we might entertain some hopes of their being able to find their way once more to their own home – but alas the contrary is too well known, many of them have been constrain'd to take arms against their Country, all who refuse so to do have been close confin'd and treated with such cruelty as would Shock the heart of a Barbarian untill they can be redeem'd by Exchange, suffer they must, is it not then great cruelty in us to Neglect redeeming our own people knowing full well what hard measure they have while in the hands of the foe, what mistaken pitty that is which only extends to our Enemys when they fall into our hands, and neglects our own people who meet such

cruel Treatment among them, – This is but poor encouragement for Men to enter into the Service of their Country who tho they may take and convey home Prisoners enough to redeem themselves in case of their being taken, yet have only this Melancholy reflection for their Comfort, Namely That their indolent, faithless Countrymen, suffer such to Slip through their fingers, while they poor Souls are sure to perish in a Prison unless they be redeem'd –

I therefore call on you Gentlemen as the Active guardians of your Country and your brethren in Captivity, requesting that you would cause those Prisoners to be apprehended and deliver'd again into my Care, or sent under a proper Guard to Boston – I am Gentlemen [&c.]

H. McN –

1. Captain Hector McNeill Letter Book, MassHS.

GOVERNOR JONATHAN TRUMBULL TO GEORGE WASHINGTON¹

[Extract]

Lebanon 25th July 1777 –

. . . Sunday last, We were alarmed at the Appearance of twenty four Sail of the Enemy's Ships, passing from N York thro' the Sound, & Showing themselves as standing for Fairfield, & in like manner at sundry other Places. – Capt [Robert] Niles in our Armed Schooner *Spy*, who was Ordered out for Discovery, was chased into New London Harbour. several Broad Sides with other random Shott were fired at him. The Enemy pursued him till they came within a short Distance of the Light House in that Harbour. – They pass'd by, only two Ships & three or four Schooners & Sloops went in at Newport. – Mr Shaw says he found they are bound home, with sick & wounded Soldiers. He was at the time in a Flag to carry Letters to thirty one Gentlemen at New York, who had been sent into this State for their inimical Principles, & had been allowed to go in on Parole to return when called for. – Mr Shaw proceeded up the Sound as far as Huntingdon, when meeting with a British Ship, the Commander prevented him from going up any further, Saying he had positive Orders not to let any Flag pass him. Mr Shaw gave him the Letters, and has his Receipt to deliver them to Lord Howe, mentioning the Purport. . . .

1. George Washington Papers, LC.

“EXTRACT OF A LETTER WRIT BY GENERAL PHILLIPS TO CAPTN LUTWIDGE BY LIEUT GENERAL BURGoyNE'S DIRECTIONS RELATIVE TO THE DISPOSITION OF THE NAVAL DEPARTMENT, DATED TICONDERAGO 25TH JULY 1777.”¹

It appears that the *Maria* and *Carleton* are sufficient for the Security of the Lake, and that all the other Ships shou'd be disarmed and employed only as Ships as burthen

That four Tenders should be kept Armed for cruizing in the Lake particularly on the East Shore, to examine the Bays, Creeks & Rivers, and prevent any Canoes or Batteaux from appearing in the Lake without Ex-

In this Number will be included the Boats
Crews of Lieut General Burgoyne, Major
Genl Phillips & every other General Officer.
Recapitulation.

	Men
In the armed Vessels &ca	162
In unarmed Vessels in Lake Champlain	139
In Lake George & Hudson's River	220
Total	<u>521</u>

The number of Seamen by the returns of a late date exclusive of those
from the *Triton* & *Viper*, are

	Seamen
<i>Isis</i>	43
<i>Canceaux</i>	45
<i>Blonde</i>	55
<i>Fell</i>	26
<i>Charlotte</i>	15
Volunteers	40
Treasury Briggs	75
<i>Garland</i>	50
Total	<u>349</u>
There wanting to compleat	172
Total required as above	<u>521</u>

(A Copy) R^d Pearson.

[Endorsed] 2 In the Lords of the Admty's of 26th Sepr 1777.

1. PRO, Colonial Office 5/127, 184-85.

JOURNAL OF THE NEW YORK COUNCIL OF SAFETY ¹

[Fishkill] Die Veneris, 4 ho. P.M. July 25, 1777.

Mr. Platt, from the committee to whom was referred the letters from the Captains Grenell and Hodge on the subject of appointing officers for the Continental frigates *Congress* and *Montgomerie*, reported a draft of a letter to the marine committee, which was read and approved, and is as follows, vizt:

Gentlemen - I am directed by the Council of Safety to inform you that your letter of the twenty-sixth of June, enclosing blank commissions, and requesting this Council to confer with the captains of the Continental ships *Congress* and *Montgomerie* for men of good character to fill the different offices on board, has been taken into consideration.

We have filled up one commission for Daniel Shaw, first lieutenant of the *Congress*; some others have been recommended to us, but we have suspended their appointment until we could be more thoroughly acquainted with their characters.

You make no mention of the marine officers. Several have been shipped and recommended by the captains, as also Mr. Victor

Bicker, who was appointed last winter by Convention agreeable to your directions, a lieutenant of marines, with orders to recruit some men to guard the ships during the winter.

We should be glad of your directions whether commissions should be filled up for any of the marine officers, and how many.

If Congress should choose to retain the appointment of marine officers, and have none particularly in view, the Council take the liberty to recommend William Matthewman (who served as lieutenant in Canada) to the command of the marines on board the *Montgomerie*, and Mr. Victor Bicker (who served as lieutenant in General Scott's brigade last year) to a lieutenancy of marines on board the ship *Congress*.

The Captains Grenell and Hodge claim a right of appointing their own officers, as will appear by the enclosed copies of their letters. I am, gentlemen, [&c.]

To the Honble. the Marine Committee

Ordered, That a copy thereof be engrossed, signed by the President, and transmitted, together with copies of the letters from the said Captains Grenell and Hodge to this board.

The said committee also reported a draft of a letter to the said captains in answer to theirs on the same subject, which was also read and approved, and is as follows, to wit:

Sir – Yours of the twentieth instant has been laid before the Council. I am directed to inform you that the Council are unacquainted with the conditions on which you accepted your commission, and they would have been happy in not having any agency in appointing officers for the ships, and therefore undertook the disagreeable task with reluctance, at solicitation of the marine committee, to whom they have referred your case. I am, sir, [&c.]

To Captain Grenell

Ordered, That a copy thereof be signed and transmitted, and that a similar letter be sent to Captain Hodge.

1. *New York Provincial Congress*, I, 1015.

BRIGADIER GENERAL JOHN GLOVER TO JAMES WARREN, SPEAKER OF THE
MASSACHUSETTS HOUSE OF REPRESENTATIVES ¹

Dear Sirs

Peeks Kill 25th July 1777. –

This will inform you, the Enemys Fleet saild from the Hook this 23d inst in Consequence of which Genl Sullivan's & Lord Stirlings Divisions cross'd the North River by Genl Washington's Order, for Philadelphia this morning – But I must Confess I expect them back again.

The Enemy's Conduct is exceedingly Embarrassing to us. – They have for two weeks past been Collecting all the Seamen that have any knowledge of the Southern Coast, from this we supposed their Design was on that Quarter – but last Evening, we took a Mr Williams at the White Plains from New York who was sent by Genl Howe with a Letter to Genl Burgoyne

at Fort Edward – acknowledging the Rect of his Letter of the 14th May, & advising he (Howe) was all ready for Sailing, & should make an Attack on Boston, (in which Burgoyne is to Co-operate from the Northwd) & flatters himself he shall not meet with much difficulty – as he supposes the Rebel Army was now Collected, & at such a Distance from that place, that an easy Conquest may be made.

The Letter referr'd to, was sent off to Genl Washington 12 OClock last night (about 28 Miles distce) an Express came in from him this morning 3OClock with Orders for the two Divisions before mention'd to join him – This Express met the one sent off with Howes Letter, 10 Miles on his way – how far this intelligence will operate with Genl Washington, I am not able to say – but taking all Circumstances together (which are too many to Enumerate) all the Genl Officers on this side the North River are fully of the Opinion Boston is their mark –

Should Genl Washington favour this Opinion, he will be on with his whole Army, except my Brigade, which is now Embark'd & waiting for a wind, for Albany & one Brigade which will be left at this Post. –

It's one of the first Principles in War to deceive, – Howe has taken great pains to do this in many Circumstances – His Expedition he keeps as a profound secret – at the same time Offers great Encouragemts for Pilots to the Southward, gives Prisoners an opportunity to Escape with a Design that this may be known to Genl Washington – then sends a Fleet of Ships abt 30 Sail thro' the sound – at the same time sends 4 Arm'd ships & Row Gallies up the North River as if they design'd to stop the Troops crossing from the West to the East side of the River – then lyes still 10 days – sends out Williams with the Letter before mention'd & the next day sails from the Hook, with his whole Fleet Consisting of 170 Sail – These Manoeuvres are design'd to Baffle & deceive us. – I wish the Effect may not prove it – If his Object was Philadelphia, would he not have procur'd Pilots in a more private Manner, on the other hand if Boston would he have sent Mr Williams, a young Gentleman of York, who is a Staunch friend to America – as appears by his being Confined in the Provost Guard two weeks (& other favourable Circumstances) before he was engag'd on this Errand – taken out, & the next day sent off by Major Sherrieff – & sent in such a way, & by such a Road, that he could not but have fallen into our hands. However he like an honest man made inquiry for our Guards & deliver'd himself up – He recd 6 half Joe's & was recommended to Genl Burgoyne for a further Reward – from his coming out in this open way, we suppose it was design'd he should fall into our hands, & that we should not pay any Attention to it – at the same time sent off one Taylor – of middling Stature, Dark Complexion, short brown hair – Blue Camblet Coat, with white Lappels who we expect will get thro' – as he has been employ'd in that way for several Months past with success, having return'd from that Quarter, but a day or two before Mr Williams Left York. –

I conceiv'd it my Duty to give the earliest intelligence – The wisdom of the Assembly will take such Measures as to them shall seem most Advisable for the safety of the State. –

I would not be understood to dictate, but Sir, give me leave to say I think it advisable the Militia be immediately put on the most respectable footing, with Arms, Ammunition & provision, ready to March at a moments Warning – by all means meet them if possible, at their first Landing – you will be supported by the Continental Army. –

If a Genl Battle comes on, one or the other must be Conquer'd – if it should be our unhappy Lot, (which God forbid,) we must be slaves – which is worse than Death. We can but die in Conquering them, which will be dying Gloriously – This Idea properly held up I think would Stimulate ministers and people to come forth in defence of their Country.

The Man that refuses, be he whome he may, ought to be deem'd an Enemy to his Country, & dealt with accordingly. – I am Sir [&c.]

John Glover

1. Mass. Arch., vol. 197, 340–43.

JOURNAL OF H.M. GALLEY *Dependence*, LIEUTENANT JAMES CLARK ¹

July 1777

Phillips borough ESE $\frac{1}{4}$ a Mile

Thursday 24

at 9 A.M. the Boat Retd by which we receiv'd the following Provisns viz Bread 2 Casks Rum 1 Butter 2 Firkins receiv'd a New Deck Takle Talld at 10 A.M. fired 2 four Pounders with round and Grape at a Party of Rebles at Phillips Burrough

Light Breezes and vble at 6 P.M. Weigh'd and row'd up the River at 10 P.M. Anchd with the Best Bower in 5 Fm Water Tallard's Point NE 1 Mile

Friday 25

at 4 A.M. saw 4 Reble Boats at 5 fired One twenty four Pounder with round shot at them at 8 A.M. Weighd and gave Chase to the Above Mentiond Boats at $\frac{1}{2}$ past fired 2 four Pounders with round shot which Obligd them to run on Shore stood close in after them When a Party of Rebles Appeard on the Adjacent Hills Do Hauld Our Wind Empld Plying to Windd at Noon Anchd With the best Bower in 5 Fm Water Phillipsburrough ESE $\frac{1}{2}$ a Mile found ridg here H. Majesties Galley *Spitfire* Do Weather these 24 Hours with Drizzling Rain at times

1. PRO, Admiralty 51/4159.

GEORGE WASHINGTON TO THE PRESIDENT OF CONGRESS ¹

[Extract]

Ramapough 3 Miles from the Clove July 25th 1777

. . . The amazing advantage the Enemy derive from their Ships and the Command of the Water, keeps us in a State of constant perplexity and the most anxious conjecture. We are not yet informed of their destination, nor can any plausible conclusions be drawn respecting It – at least, not such as appear satisfactory. What renders the matter still more difficult & confused, is their extreme inactivity & delay. For it is certain they began to

embark immediately after the evacuation of Amboy and now remain between the Narrows & the Hook or were there, when I was last advised upon the Subject – I have Two Active Officers with an Escort now out, for the purpose of Intelligence and for reconnoitring their situation from Fort Lee and along the River in that Neighbourhood. Things being thus circumstanced and various Opinions, as to their real Object, prevailing among us, Some supposing it to be Philadelphia – Others the North River and Others an Expedition more Easterly, I would submit it to Congress, Whether the Militia of the Neighbouring Counties should not be immediately called to the first or at Chester – the Lower Counties at Wilmington. This measure appears to me highly expedient and no Objection can lie against it of sufficient validity to prevent it, As a few days must certainly determine their real designs. Should they be against Philadelphia and they have favourable Winds, their voyage will be made in a short time, when it may be too late to obtain their [the militia] aid & to arrange them properly for defence, supposing 'em to come in. I am the more induced to recommend this measure, as the Several objects we have to attend to, necessarily oblige this Army to continue at a considerable distance from that place, till their Intentions are better understood; And as they might by a sudden and rapid push, attempt to effect some material & capital stroke, before we could get there, unless there is a respectable force to oppose 'em. . . .

1. Papers CC (Letters from General George Washington, 1775–84), 152, IV, 397–400, NA.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Friday, July 25, 1777

The Marine Committee having represented that the extravagant prices now demanded for all kinds of materials used in ship-building, and the enormous wages required by tradesmen and labourers, render the building of the ships of war already ordered by Congress not only excessively expensive, but also difficult to be accomplished at this time, and that it appears, by information lately received, that some of the frigates have been set on the stocks in improper places; Whereupon,

Resolved, That the Marine Committee be empowered to put a stop to the building of such of the continental ships of war already ordered by this Congress to be built, as they shall judge proper, and to resume the building of them again when they shall find it consistent with the interest of the United States so to do.

Congress took into consideration a report of the Marine Committee, on an application of sundry commanders in the navy; Whereupon,

Resolved, That the commanders of continental vessels of war of ten guns and upwards, be allowed 5 1/3d dollars per week, for subsistence whilst in domestick or foreign ports:

That commanders of vessels under ten guns be allowed 4 dollars per week for subsistence whilst in domestic or foreign ports:

That commanders of continental vessels of war of ten guns and upwards, be allowed, whilst at sea, 2 2/3ds dollars per week for cabin expences:

That lieutenants, surgeons, captains of marines and chaplains, be al-

lowed 4 dollars per week subsistence in domestic ports, during such time as the ships they respectively belong to are not in condition to receive them on board:

That the Marine Committee be empowered to allow such cabin furniture for continental vessels of war as they shall judge proper:

That when agents for the United States, or any persons in authority under them, put passengers on board any continental vessel of war, they shall lay in the necessary stores for their accommodation, to prevent expense and inconvenience to the commanders.

1. Ford, ed., *JCC*, VIII, 581-82.

"EXTRACT OF A LETTER FROM CAPE-MAY, DATED JULY 25, 1777."¹

On Friday between the hours of one and two o'clock, P.M. came to my house Miles Henry and William Dodge, formerly belonging to the *Roebuck*, and made the following report from due examination, viz. They came into Carson's [Corson] Inlet, situate between the Five Miles Beach and Peck's Beach, about sun-rise, on Friday, and put into a small creek, by the name of Heake Fish, putting in at the west end of Peck's Beach, in a whale boat, under the command of Thomas Slater, and Rowland Edwards, chief pilot, with three hands, besides the two deserters; the names of the three are, William Hatch, James Herner, John Jackson; they all belonging to the brig *Stanley*, Richard Whitworth commander. From their information, I conceived it my indispensable duty with all possible speed, to dispatch a detachment to take the said whale boat, which detachment arrived on the west end of Peck's Beach said afternoon, about five o'clock, under the command of Major Enoch Stilwell, who by certain intrigues took the whole crew with boat, arms, &c. an account of which I here inclose.

I beg leave to inform you, by what means the two deserters made their escape: they were placed as centries, to guard the others, while they took a nap, during which they made their escape. I shall as soon as possible, immediately convey the prisoners to Philadelphia under proper guards.

N.B. Seven men compleated the expedition.

An account of the arms &c. taken from the enemy on Friday, July 25, 1777.

6 muskets, 6 boarding pistols, 5 cutlasses and 1 scabbard, 6 cartridge boxes compleat, 2 swivels, 1 spy glass, 1 case with ball in, a worm, sponge and rammer, 1 case with 5 bottles of powder, 1 bottle of rum and 2 empty ones, 1 priming horn, 12 swivel cartridges, 5 small bundles of musket cartridges, 1 compass, 1 whale boat, 1 sail, 6 oars.

1. *Pennsylvania Journal*, July 30, 1777.

CAPTAIN BENJAMIN CALDWELL, R.N., TO VICE ADMIRAL
RICHARD LORD HOWE¹

[Extract]

My Lord

Emerald in Chesepeak Bay 25th July 77

I was Honoured with Your Lordships Letters by the *Otter* Yesterday,

and sent Her of Smiths Island, and directed Captain Howe to join Me, and by his representation of the State his Ship is in,² I am under the disagreeable necessity of sending Her away. His own Ill state of health, his second Lieut being absent, twenty Men at the Hospital, Forty Nine Sick on board, Seventeen short of Complement, (and having Buried sixteen since he left New York, twelve now in a dying state,) and Eleven Absent in Prizes; fear if she stayed longer, Her situation with regard to Her Men, would be irrecoverable, as I am informd there are many on board, not in the Sick List, with stiff Joints and swelled Limbs, which induces me to take the step I have done with great reluctance.

Her appearance, is far beyond Her Service.

Captain Squires informed me, five Frigates went into New York, as he left it, therefore am in hopes, one May be spared to reinforce this Place. . . . Since my last this Ship has taken three Prizes. . . .

1. Benjamin Caldwell Papers, Letter Book (May, 1776-June, 1779), NMM.

2. H.M.S. *Thames*.

VIRGINIA NAVY BOARD TO CAPTAIN RICHARD TAYLOR, VIRGINIA NAVY SHIP
*Tartar*¹

[Williamsburg]

Sir/ You will receive by Capt [Wright] Westcott [blank] 1b Twine which is all we can send at present. There is a Quantity of Duck lately arrived at So Quay that we expect in Town every day out of which we intend to supply you with Topsails and shall send it up by the first Opportunity. - We have not as yet appointed a Lieutenant to your Ship but shall do it as soon as we have a full Board which we expect will be next Week. The Man which came to you from the *Hero* Galley you are desired to keep till further Orders. As we have determined to Sell the Sloop *Scorpion* we have given Orders to Capt Westcott to Turn over all the Sailors he has to your Ship and also the Officers Provided they are willing to go on Board and can be put in the same station and hold the same Rank they had when on Board the *Scorpion*. Capt Westcott is also directed to deliver you the Pig Iron and all the materials he hath on Board belonging to his Vessel except the Sails and Rigging. -

Navy Board
25th July 1777

}

John Hutchings 1st Comsr Protre

1. Navy Board Letter Book, 95, VSL.

North-Carolina Gazette, FRIDAY, JULY 25, 1777

Newbern, July 25.

Since our last, a large Vessel from this Port has sailed, having on Board a great Number of Tories, with their Wives and Families, chiefly Scotch Gentlemen who have refused to take the Oaths of Government to this State. They are mostly Gentlemen of considerable Property, which they have acquired in America, and have it chiefly on Board, and chuse to risk every Consequence rather than acknowledge the Freedom of a Country

which has been so remarkably propitious to the People of their Nation. Among them is Mr. Martin Howard, late Chief Justice of this Province, with his Wife and Daughter.

JOURNAL OF H.M.S. *Glasgow*, CAPTAIN THOMAS PASLEY ¹

July 1777 The So End of the West Corcos East $\frac{1}{4}$ Mile
Thursday 24 at 2 AM Tack'd Ship.
Moderate & Cloudy, At 3 PM saw 2 Sail to the SW. Made
Sail & gave chace. At 4 Fired a Shott & brot too one of
them, which proved a Sloop from Cape Francois, to Caska
[Casco] Bay. Sent an Officer & 4 Men to take her to
Jamaica, and made Sail after the other. At 7 Fired two
Guns to bring her too, continued the Chace till dark. at
8 lost sight of her, & gave over Chace. But judging she
would push for the West End of Mayaguana, we made Sail
for that Passage in hopes of seeing her in the Morning.
Friday 25 At Daylight Saw a Sloop to Windward in the SEt Qr which
proved the same, and confirmed the justness of our con-
jecture. At 7 PM [AM] Died after a lingering Illness, Jno
Boardman Sail Maker, At 10 AM the French Quay Bore
EbS $\frac{1}{2}$ S 5 Leagues. Tackd Occasionally. At 11 Read the
Burial Service over, and Committed to the Deep the Body
of Jno Boardman.
Moderate and Fair, Mayaguana Quay. SE $\frac{1}{2}$ S 5 Leagues.
In chace after the Sloop At 3 PM Fired 22 Guns Shotted
to bring her too, proved a Sloop from Cape Francois, to
Charles Town. Sent an Officer & 4 Men to take charge of
her.² Made Sail.

1. PRO, Admiralty 51/399.

2. Prizes were sloops *Rover*, with tobacco and rice, and *Tryall*, with molasses, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

26 July

JOURNAL OF H.M. BRIG *Victor*, LIEUTENANT MICHAEL HYNDMAN ¹

July 1777 Cape Negro WNW 7 Miles
Saturday 26th $\frac{1}{2}$ past 5 AM hove up light Airs & foggy run into the
entrance of Port Roseway & Anchd in $7\frac{1}{2}$ fathm at
Noon Still thick A Small Schooner came close Along-
side Haild her & ordered them Alongside they run for
the Shore and seeing a number of men on Bd fired at
them upon which they run the Vessel on Shore Hoisted
out our Boat & sent her mann'd & arm'd and made fast
a rope to her Prov'd to be the *Liberty* Privateer from
Salem ——— Vincent Master² Cut away the masts and

Set her on Fire saw her Totally demolished she had
16 Men on Bd when she run on Shore 2 of which we
hear were Either drownd or Shot

Modte and foggy Wear 1½ past 3 PM Laid out a Small
Anchr belonging to the Prize and 2 Coils of Rope bent
to it to warp us off the Lee Shore hove up the Anchor &
came to Sail

1. PRO, Admiralty 51/23.

2. Probably Massachusetts privateer schooner *Liberty*, 6 guns and 25 men, of Salem, Mass. Arch., Revolutionary Rolls, VI, 210.

ADVERTISEMENT FOR SEAMEN FOR CONTINENTAL NAVY SHIP *Ranger*¹

Encouragement for seamen.

Whereas the seamen of these States have for some time past been discouraged from entering into the navy, by thinking they have hitherto been unfairly dealt with in respect of prize money, and the regular payment of wages: Therefore, to remove all cause of future complaint, I will be answerable to every person who may enter to serve under my command, for the punctual and regular payment of wages. And I will also, with the consent and approbation of officers and men, appoint an agent for the prizes, whose duty it shall be to see the captors part sold to the best advantage, and to make punctual, just and regular payments to every person concern'd.

Every seaman in the navy is entitled to eight dollars per month wages, with an advance of forty dollars at entry on board. Every marine or landsman is entitled to six dollars & two thirds per month wages, with an advance of twenty dollars at entry on board. Every private person, who may loose a limb or be disabled in engagement, will receive two hundred dollars smart money; if kill'd, his wife or family will receive it. Every person, who may be disabled in engagement, will receive half pay during life or an allowance proportion'd to the injury sustained. The pay is extended to persons in captivity, provided they return to the service as soon as possible. The captors share one half of all merchant ships, and of all effects taken by sea or land, without resistance; they share the whole of all ships of war, & of all privateers authorized by his Britannic Majesty to war against these States. They will also receive a bounty of twenty dollars for every carriage gun then mounted, and of eight dollars per head for every man then on board and belonging to such prizes. There are ten shares set apart for the most deserving, with various Advantages, grounded upon resolves of Congress. Persons of abilities will be promoted in proportion to their diligence and merit; — and no equal encouragement can be given in privateers.

The Continental Ship of war *Ranger* at Portsmouth under my command is in readiness for sea. Such persons as think proper to enter, are requested to apply on board, or at the Ship's rendezvous where they will receive further information.

Portsmouth, July 26, 1777.

John Paul Jones.

1. *The Freeman's Journal*, Portsmouth, N.H., July 26, 1777.

DR. ROBERT ROBERTSON'S OBSERVATIONS¹

[H.M.S. *Juno* at sea off Cape Ann and Cape Cod] On the 26th [July] a cask of molasses was taken out of a prize for each of the three ships companies, and eight casks of limes were divided among them; the *Orpheus* had one half of the limes, as her people were the most sickly with fever and scurvy. I got 18 bottles of small French wine for the use of the sick.

On the 28th, I put three gallons of lime juice and six of molasses in 18 gallons of rum (but, by mistake, the steward put in more rum than I directed), to be served, when diluted with water, to the scorbutic people, in the room of grog.

1. Robert Robertson, M.D., *Observations on Jail, Hospital, or Ship Fever, From the 4th April, 1776, until the 30th April, 1789* (London, 1789), 128. Hereafter cited as Robertson, *Observations on Jail . . . Fever*.

MASSACHUSETTS COUNCIL TO ROBERT PIERPONT¹

Sir

Councill Chamber Boston July 26 1777

You are hereby Directed to Equip & Get Ready for sailing the Cartell Schoner under the Command of Capt Josiah Godfrey, for Rhode Island, the Board having Determined He shall Sail from this port Early next Week, & you are further Directed not to Exchange any Prisoners taken in the Land service, nor any of the officers or Seamen taken in the *fox* Frigate, without the Spetiall order of Councill therefore

Read & Accepted

John Avery Dpy Secy

1. Mass. Arch., vol. 173, 313.

JOURNAL OF H.M.S. *Orpheus*, CAPTAIN CHARLES HUDSON¹

July 1777

Cape Cod SWbW 2 or 3 Leagues

Saturday 26th

at 4 AM made the Signal for seeing a Sail to the Eastward, out Reefs Top Sails set Top Gallt sails and Chaced her, Tkd saw a sail to the Soward, at 7 Cape Cod SbW 5 Leagues, at 10 sounded 40 faths fired Six twelve pounders at the Chace and brot her too, a Brig from Guadalupe with Molasses bound and belonging to Newberry²

1. PRO, Admiralty 51/650.

2. *Mermaid*, Abraham Edwards, master, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 67.

CAPTAIN ROBERT CONWAY, MARYLAND NAVY SLOOP *Molley*, TO
JENIFER & HOOE¹

Alexandria July 26th 1777

Capt Robt Conway (for Sloop *Molley*) Bought of Josiah Watson

2 Carriage Guns £150. . . .

Gent

Please to pay to Mr Josiah Watson the Sum of One Hundred & Fifty

Pounds Virginia Currency for 2 Carriage Guns purchased of him for Sloop
Molley –

£150-0-0

Rob^t Conway

To Messrs Jenifer & Hooe }
 Alexandria

[Endorsed] Recd the above infull Josiah Watson

1. Revolutionary Papers, Box 2; Accounts, 1777, Folder 2, 44, Md. Arch.

27 July (Sunday)

CAPTAIN JOHN PAUL JONES TO MARINE CAPTAIN MATTHEW PARKE¹

Sir

Portsmouth 27th July 1777

You are hereby Ordered and directed forthwith to proceed to
~~Newburyport~~ Boston and on your way there endeavour to assist Mr
 Charrier whom you will find enlisting Men to Serve in the Navy Under my
 Command – You are to present the Memorandum of Articles wanted for
 the *Ranger* to Messrs Livingston and Turnbull who will Oblige me by
 rendring you every possible Assistance. – but my principle design in sending
 you to Boston is to enlist as many good Seamen as possible. – Should any
 of the Gentlemen at Providence incline to sail in the *Ranger* – they will be
 Accepted either as Volunteers or Midshipmen – I have no other Vacancies
 at present – but the prospect of promotion is, I think, an Ample induce-
 ment. in this enlistment you are to Govern yourself by former Orders and
 by the hand bills with which you are furnished. I wish you Success and
 am [&c.]

J.P.J.

1. Papers of John Paul Jones, 6605, LC.

JOURNAL OF H.M.S. *Thames*, CAPTAIN TYRINGHAM HOWE¹

July 1777

Cape Henlopen No 57 Wt Dist 18 Leagues

Sunday 27.

at 5 AM saw a Strange Sail in Shore of Us, Sounded
 11 Fathoms at 12 the above Sail in Sight. –

Do Weather Cape Henlopen N 65 Et Dist 11 Leagues
 at 4 PM in Chace of the above Vessel at 6 Came up
 with Her Hail'd her, Answered from Providence out
 Ten days Hoisted out the Cutter and sent a Petty
 Officer and 4 Men on Board Her brought the Captain
 and 4 Men out of her her Name the *Charming Polly*
 a Schooner

1. PRO, Admiralty 51/982.

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

July 1777

Chs Town Light-house N 57° 0'W: 7 Leagues

Sunday 27th

at 6 AM Tacked the Lighthouse WbN 3 Leagues, at 9 brot
 too, Recd from the *Brune* and *Galatea* 3 Hogds and 3
 half Hogds water, and Supplied the *Brune* with 35 Galls



Captain Matthew Parke, Continental Marines, and His Wife

Rum, 308 pieces Pork, 7 B 4 Qt Oatmeal and 691 lbs Flour; And the *Galatea* with 1 Barrel Sour Crout and 50 pounds of Portable Soup; at this time Scarce a Biskit in the Ship fit to eat: at Noon fine weather. Saw a Sail to the Eastward, Gave chace in Co with the *Brune* and *Galatea*. Fresh breezes and clear. at 1 PM in chace, at 2 fired 4 nine pounders Shotted at the chace, came up with and brought her too, she proved the *two Brothers* Schooner from New Providence, to New York, taken by an American privateer,² took charge of her. Fired one as a Signal, and two Nine pounders Shotted at the Prize to bear down; at 10 bore away and parted company with the *Brune* and *Galatea* with the Prize in Co.

1. PRO, Admiralty 51/688.

2. "Taken by the *Valentine* Privateer Belonging to Charlestown", Journal of H.M.S. *Galatea*, PRO, Admiralty 51/4197.

28 July

MINUTES OF THE EXECUTIVE COUNCIL OF NOVA SCOTIA¹

At a Council holden at Halifax on the 28th July 1777.

The Lieutenant Governor inform'd the Council, that he had receiv'd repeated Intelligence of a design being formed by the Rebels, Under the Authority of the General Congress, to invade this Province from the Eastern parts of New-England, by taking Post at St Johns River, and for that purpose, that they were with their Utmost Efforts raising Troops, and had got together Cannon and other Stores, and Ammunition, and were to employ the *Alfred* Armed Ship, and other Ships of the greatest Force to carry on this Expedition.

Which having been taken into Consideration the Council were of Opinion, and advised that Sir George Collier, be requested to proceed without loss of time, with the King's Ship under his Command to the bay of Fundy, together with such other Force as he shall think proper, in order to defeat the Enterprize of the Rebels, and to do whatever he on this occasion shall think most for His Majestys Service.

1. Council Minutes, N.S. Arch.

CAPTAIN JOHN PAUL JONES TO ROBERT MORRIS¹

[Extract]

Portsmouth July 28th 1777

... I have been unhappy in reflecting that I have been no less than five times baffled in the various Services, which have been pointed out for my Honor and benefit since my arrival at Boston in the *Alfred*, yet I mention not this as an excuse for my Silence, - I acknowledge that Silence to have been blameable. I have now the fairest Prospect of getting the *Ranger*

completely manned – hitherto the Seamen enter even to my wish – and if Cordage and other materials can be Procured – the *Ranger* will be at Sea before the *Raleigh* as the latter is an hundred Seamen short of the complement – it is astonishing that so fine a Ship should lay by for want of Hands. – Inclosed I take the Liberty of troubling you with a Copy of my Letter of 17th Curr from hence to the Honorable Marine board – Since the Receipt of your much Esteemed letter of the 5th Feby I have ardently wished for an Opportunity of distinguishing myself in an enterprising Command, similar to my then appointment – for I agree with you that “our Infant Fleet cannot protect our own Coasts” – and therefore ought to be employ’d to draw off the Enemies attention by attacking their defenceless Places. I am persuaded that with, even the trifling Force mentioned in the within Letter, it is Practicable, to lay some of the Enemies Cities under contribution, and to do infinite damage to their shipping, I know them to be Subject to Panic under the least Surprise, and the Business probably may be effected before they have time for recollection.

I very gratefully remember, when last at Philadelphia, your kind offer of interesting yourself in my favor when any private Enterprize Should be Adopted, I could name many which in all human Probability might be effected, could we get a small Squadron together. it would give me pleasure to bear a Second or a third part in any private enterprize under the conduct of Gentlemen of superiour Abilities from whom I could receive Instruction and Improvement, at the same time I must rely on you to guard me from future Connections with illetirate Men of incapacity, but I have already gone too far. I leave my present and future destination to the Gentlemen at whose disposal I am and whoes Orders shall govern my Actions, as Servant of the Public.

I inclose a Copy of the Paper which I drew up at Philadelphia and put into the Hands of the President, if in forming a Navy System any useful hints should arise from this hasty, and incorrect Essay my end will be fully answered.² I cannot but lament that so little delicacy hath been Observed in the Appointment, and Promotion of Officers in the Sea Service – many of whom are not only grossly illetirate, but want even the Capacity of commanding Merchant Vessells. I was lately on a Court Martial where a Captain of Marines made his Mark, and where the President could not read the Oath, which he attempted to administer without Spelling and making blunders! As the Sea Officers are so Subject to be seen by foreigners, what conclusions must they draw of Americans in general from Characters so Rude & contracted.

In my Judgement the Abilities of Sea Officers ought to be as far Superiour to the abilities of Officers in the Army as the nature of a Sea Service is more complicated, and admits of a greater number of Cases than can possibly happen on the Land – therefore the discipline by Sea ought to be the more perfect and regular were it compatible with short Enlistments. . . .

1. Papers of John Paul Jones, 6607–09, LC.

2. See Volume 8, 288–90.

GEORGE WASHINGTON TO MAJOR GENERAL ISRAEL PUTNAM ¹

[Extract]

Dr Sir

4 Miles East of Flemington July 28th 1777

We have certain advises that part of the Enemy's Fleet, Viz Seventy Sail were beating off Little Egg Harbour with a Southerly wind on Saturday morning. From this Event, there seems to be but little room to doubt but that the destination is into Delaware Bay and against the City of Philadelphia. . . .

1. George Washington Papers, LC.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Monday, July 28, 1777

Resolved, That the Marine Committee be empowered and directed to provide and get ready, with all possible expedition, ten fire ships, to be under the command of the commodore commanding in the river Delaware.

The Marine Committee, to whom was referred the petition of the lieutenants of the ships of war now in the port of Philadelphia,² reported, "That they have called in, before them, the signers of the said petition; that they acknowledged, in the most explicit manner, that the offence for which they were dismissed is highly reprehensible, and could not be justified under any circumstances or on any pretence whatever, and that they were exceedingly sorry for the rashness which betrayed them into such behaviour;" Whereupon,

Resolved, That the said lieutenants be restored to their former rank and command.

1. Ford, ed., JCC, VIII, 584.

2. See *Journal of the Continental Congress*, July 23.

29 July

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

Sir

Rainbow at Halifax 29th July 1777.

In Addition to my Letter of the 28th July, I beg You will please to acquaint their Lordships, that I received the enclosed Intelligence Yesterday from Annapolis [Royal], brought there by His Majesty's arm'd Brig *Hope*, which Capt Feattus had sent Express from St John's with it: – the Requisition made me by the Governor & Council (a Copy of which is likewise enclosed) I propose to comply with, & to Sail for Machias to morrow, in Company with His Majesty's Ship *Blonde* (which is now here) I hope their Lordships will approve of my doing so; the *Ambuscade* is now careening here, & the *Pembroke* & *Boulogne* Hulks have both all their Guns on board, with Men sufficient to Mann them, So that the Lieutenant Governor is in no Concern about the Safety of the Harbor. I am Sir [&c.]

Geo Collier

[Enclosure]

[A Copy]

Intelligence

Mr Currie Justice of the Peace in Passamaquoddy informs that the General Congress of North America had been frequently petition'd by the disaffected part of the Inhabitants of the Province of Nova Scotia for Forces to invade the said Province & that they would find them ready to join & assist them to the utmost of their Power, In consequence of which the Congress had taken the same into Consideration & had given Orders to the General Court of the Massachusetts State, to take every Step in their Power as soon as possible, to raise Forces to invade the said Province of Nova Scotia, & that whatever Steps they took relative thereto, would be approved of by them; that they had already Ordered a Regiment to be rais'd between Falmouth in Casco Bay in New England, & St John's in this Province, to get as many Volunteers as possible who are to be in the pay of the General Congress. – Two recruiting Officers were at Passamaquoddy 8 or 9 Days ago for that Purpose, but are return'd again into New England, they had with them the Resolves of the General Court of the Massachusetts State, which was that they were to pursue the most vigorous Measures. – That the arm'd Ship *Alfred* was expected every day at Machias, with Cannon, Arms, Ammunition & Stores of all Kinds, calculated to put into Execution the intended invasion of this Province, & in particular that she was to bring in her Hold Fourteen Pieces of Cannon, Vizt Ten 6 Pdrs, Two 9 Pdrs, & two 12 Pdrs to be landed at St John's to fortify the entrance of the River in Order to establish a Post & to prevent any of His Majestys Ships from going in; That Machias was to be fortified & the Grand Magazine establish'd there, & to be as a Place of Rendezvous for their Ships.

As many arm'd Ships & Vessels of private Property as can possibly be procured are to accompany the *Alfred*, which are to be in the pay of the General Congress, during the time they are employed, on that Service, or against the Province of Nova Scotia; – That when the Cannon &c landed at Machias & St John's they are to proceed & invest Fort Cumberland, in their way Collecting all the disaffected of the Province in Order to make further incursions into the Country, to be assisted by the Indians of which they have a great Number in their favor, having for some time had Agents and French Houses fix'd in different Parts in order to tamper with, & inveigle them over to their Interest.

On my leaving Passamaquoddy was inform'd by one Chaffey (an Old England Man who left Machias Tuesday the 15th Inst) that the Inhabitants there were looking out & expecting the Arrival of the arm'd Ships & Vessels before mention'd every Moment; that they had got intelligence by Letter that the Troops were already Embarked & intended for Machias, & that they purposed fortifying the place which at present is in a very defenceless State & without Provisions or Supplies of any kind.

Mr Bell (A Scotch Merchant) informs he left Piscataway about 3 Weeks since, that they were in a very defenceless State having only 2 or 3 Guns mounted in any of their Fortifications & without Men to work them; that the Booms, Rafts &c were quite destroyed by the Tide, the Inhabitants in

General & friends to Government were every day wishing for the Arrival of the Kings Ships & Troops, & says it is the General Opinion that it would be easily taken with a very small Force. – Only one Frigate in the Harbor without any Men, & only a few Guns on board.

Boston. – much in the same State, the People in general both in Town & Country wishing for the Kings Ships & Troops to arrive there. – At Newberry Two Frigates. – He also informs that the Frigates commanded by Manly & Mc Neal are said to be gone to cruize in the Bay of Chaleurs in the Gulph of St Laurence, in order to intercept our Ships going up to Quebec, & that it was strongly reported they had already taken One with Troops on board.

And further that just before he left Piscataway Accounts had arriv'd that General Burgoyne had beseig'd Ticonderogo, & had taken all their Magazines of Stores & Provisions at a place called Otter Creek, 30 Miles below Ticonderogo, & that the Rebels were in the greatest Consternation. Certain Intelligence. – That a Person call'd Pedro a Canadian in the Habit of an Indian, who is a small Siz'd Man, with Grey Eyes & a very down look, Speaks English & French, three different Tongues in the Indian Language, is sent into the Province of Nova Scotia by General Washington as a Spy, is much in favor & highly Caress'd by him, is now up St John's River, & who frequently passes between this Province & Philadelphia, by Land in the Space of eight Days, with intelligence to & from Genl Washington. –

Sent p Express from Capt Feattus
of the *Vulture* Sloop

[Endorsed] Recd 8th Sepr 26 Sepr Answerd

1. PRO, Admiralty 1/1611, 70-72.

“EXTRACT OF A LETTER FROM HALIFAX, NOVA SCOTIA, JULY 29”¹

The *Hope* and *Galbraith*, armed schooners, which have been stationed up the Bay of Funday, have been very successful in their cruizes there, having taken a number of small craft from New-England, with part of the cargoes of the prizes their privateers had carried in there, and which they were sending to the other provinces, the Massachusetts being over stocked with prize goods; we here have had a glut of them, insomuch that we have sent several ships laden, entirely with them, to England, there being no vent for them here. Our cruizers have been remarkable successful in taking of prizes; but in no instance more than in taking the *Hancock*, and retaking the *Fox*. Manly, and some of the prisoners, have been sent to New-York; several of those on board the *Hancock* have been suffered to enter into the navy, as they were forced to go on board at Boston, whither they were carried in, in the English prizes, taken by the Americans. As the prize-money for great part has been paid here, money was pretty plenty, and trinkets and cloathing sold well, and we seemed alive; indeed, being the only dock-yard belonging to the crown, we daily have visitors from the fleet, for stores or repairs. We had some disturbances on the back of the province, but, like a fire made of

straw, it blazed, and then went out. Just as I am writing this letter, two prizes are coming into the harbour, large ships, and are said to be taken by the *Milford* frigate, which has been the most successful ship in the whole fleet.

1. *The General Advertiser. Liverpool, September 12, 1777.*

CAPTAIN JOHN PAUL JONES TO LIEUTENANT ELIJAH HALL ¹

Sir

Portsmouth July 29th 1777.

As I learn from you, that the Seamen who have enter'd for the *Ranger* for One Cruize expect to receive an Advance of Forty dollars and that the Landsmen expect to receive an Advance of Twenty dollars as mentioned, in the hand Bills, and as I would by no means deceive any Man, who has Enter'd or may Enter to serve under my Command, it is proper that you should inform them, that at the time when Congress agreed to that Advance, there was no intention of Entering Men except for three Years, during the War, or One year at least. –

Yet as I consider myself under an Obligation to those Men, who have so Cheerfully entered, it being a proof of their good Opinion of me, I would at my own risque give them Orders on the Agent here, for the above Advance or for such part of it as they may find really necessary, ~~payable at the time of their departure from this Continent under my command for which they are to be accountable to me at Settlement. I wish to see every person about me happy and contented~~ but upon enquirey I am convinced that this would be contrary to the Rules of Congress and therefore hurtful to the Service.

I will however besides the Bounty give an Order on the Agent or paymaster of the Navy for the punctual payment of half the Monthly wages to every person Under my Command who may leave Wives or Attornies behind them to receive it in their absence as it afterwards becomes due provided they enter for the Term of Twelve Months. – Otherwise I am Authorized to Advance no more than one Months pay besides Slops to persons who enter only for one Cruise, – I wish to See every person About me happy and Contented – and will do every thing in my power to make them So – the conditions of the hand Bills will be strictly complied with & I am Sir, [&c.]

J. P. J.

1. Papers of John Paul Jones, 6612–13, LC.

TRIAL AND CONDEMNATION IN MASSACHUSETTS MARITIME COURT OF THE
PRIZE BRIGANTINE *Littleton* ¹

State of the Massachusetts Bay }
Middle District, Suffolk ss }

At the Maritime Court for the middle District of the State of the Massachusetts Bay holden, at Boston in the County of Suffolk, by the Honourable Nathan Cushing Esquire Judge of said Court, on Tuesday the twenty ninth Day of July in the Year of our Lord one thousand seven hundred and seventy seven

Be it remembered That on the twenty third Day of June in the Year of our Lord one thousand seven hundred and seventy seven, Gabriel Johonnot and William Mackay both of Boston in the County of Suffolk and State aforesaid, in Behalf of John Manley and Hector McNeil, Commanders of the Continental Ships *Hancock* & *Boston*, and the Officers, Marines and Mariners on board the said Ships, and all concerned therein, the said Ships being in the Service of the united States of America, came before the said Judge and filed a Libel exhibiting an Information, to wit, that the said Manley and McNeil and their Crews in the said Ships, on the high Seas, on the twenty ninth Day of May last, attacked and took and, on the fourteenth Day of the same June, brought into the Harbour of Boston in said District, the Brigantine named the *Littleton*, of about eighty Tons Burthen, commanded by William Johnston and laden with the Articles in the Schedule to said Libel annexed, and the said Johonnot & Mackay, in their said Bill, aver'd that the said Brigantine, her Cargo and appurtenances were, at the Time of said Capture [*sic* capture], the Property of and belonging to some of the Subjects of the King of Great Britain other than the Inhabitants of Bermuda, New Providence or the Bahama Islands; and that the said Brigantine was then employed by the Enemies of the united States of America and carrying Supplies to said Enemies; by Means of all which, and by Force of the Laws of this State & the Resolves of the Continental Congress in such Case provided, the said Brigantine her Cargo and appurtenances (the Proponants further said) are forfeited and to be distributed as aforesaid—Praying advisement in the Premisses, and that by a due Course of Proceedings, the same Brigantine her Cargo & appurtenances may be decreed to be & remain forfeit and distributed as the Law directs.

And the Time and Place of Trial having been duely notified, the said Gabriel Johonnot and William Mackay, by William Tudor, Esqr, appear and no Person appearing to show Cause why the said Brigantine with her Cargo & appurtenances should not be condemned.

After a full Hearing of the said Proponants (by their Counsel) their Bill aforesaid is committed to a Jury duely returned and impannelled and sworn to return a true Verdict thereon according to Law & Evidence. Which Jury are William Thompson, Thomas Tileston, Edward Brick, Elisha Gardner, John Curtice, George Woods, Phineas Pain, Samuel Henshaw, Thomas Parker, Francis Archbald, John Bennet, Benjamin Cudworth. Who return their Verdict to the said Judge and upon their Oath say "that the said Brigantine was a Merchant Vessell that she was taken by the Capts John Manley and Hector McNeill commanders of the Continental Ships *Hancock* and *Boston* and their respective Companies and brought into the middle District of this State, that the said Brigantine, Appurtenances and Cargo were at the Time of Capture the Property of and in the Employ of some of the Subjects of the King of Great Britain, other than the Inhabitants of Bermudas, new Providence or Bahama Islands."

attest Isaac Mansfield cler[k]

And thereupon, It is, by the said Nathan Cushing Judge as aforesaid,

considered and decreed that the said Brigantine *Littleton* with her Cargo and appurtenances are forfeit, that the same be sold at public Vendue; and that of the Monies thence arising, there be paid the Charges of Trial and Condemnation being nine pounds two shillings and one peny, and the Charges of Sale, and the Wages of the Seamen & Mariners who were taken on board said Brigantine according to the Terms of their Contract, up to the Time of her Condemnation (such Wages as have been advanced & paid to the Seamen & Mariners by the said William Johnston late Master of said Brigantine out of his own Monies, to be paid to him together with his own Wages, and the arrears of the Seamens & Mariners Wages to be paid them severally); and that the Residue of the Monies arising from the Sale aforesaid, be delivered to the Captors aforesaid, their agents or attornies, for the Use and Benefit of such Captors & others concerned therein . . .

1. Mass. Arch., vol. 159, 128-31.

JAMES LOVELL TO WILLIAM WHIPPLE¹

[Extract]

[Philadelphia] July 29th 1777

. . . General Washington is coming this way with his forces some of which are actually in this City already. Howe's fleet are off the Capes 250 sail. I should not wonder if he tried to draw the General even to Virginia and then pushed for New England, that great object of Ministerial malice. I expect he will do this or make a quick return up North river. I shall not believe he will *now* come here; he must attempt it before he leaves America; but he may match much better opportunities than the present. I think he ought now to alarm your Sea-coast, while Burgoyne is on the Frontiers. Two or three days will determine the matter. . .

1. William Whipple Papers, Force Transcripts, LC.

30 July

REQUEST FOR COMMISSION FOR CONNECTICUT PRIVATEER SLOOP *Adams*¹

The Owners of the Privateer Sloop of War the *Adams* (Edward Bebee) To Wit Andrew Rowland Esqr of Fairfield Samuel Broome of Wethersfield, Jeremiah Platt & the Subscriber of Hartford, request of his Excellency Jonathan Trumbull Esqr A Commission or Letters of Marque & Reprisal to Enable said Vessel to Proceed on a Cruise in order to Make Captures of British Vessels & Cargoes -

The aforesaid Sloop is about Ninety Eight Tons, Mounts Fourteen Carriage Guns, Ten Fours & Four Three Pounders, Navigated by Eighty Men. Her Stores consist of Fifty Barrils Pork & Twenty Barrils Beef, Six Tuns Bread, 1200 lb Powder Shot in Proportion 26 Muskets, Two Pistols, with Swords & Spears &c
Hartford July 30. 1777

Jno Broome
Samuel Broome

1. Jonathan Trumbull Papers, ConnHS.

JOURNAL OF THE CONTINENTAL CONGRESS¹

[Philadelphia] Wednesday, July 30, 1777

The Marine Committee, to whom a petition from Mary Giddens was referred, brought in a report, which was read; Whereupon,

Resolved, That the sum of two hundred dollars be paid to Mary Giddens, widow of John Giddens, a petty officer, killed on board the *Alfred*, in the engagement with the *Glasgow* man of war, she being entitled to this sum out of the prize money taken by the squadron during Commodore Hopkins's cruize, the cannon and military stores applied to continental use being part of the said prize goods, of which no valuation has been obtained.

1. Ford, ed., *JCC*, VIII, 588.

CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT TO
JOHN BROWN, CLERK OF THE YARDS¹

Continental Navy Board

Sir,

[Philadelphia] July 30th 1777

Deliver to the Order of the honorable the State Navy Board such Boards, Scantling and Plank as they may want for the purpose of fitting out the Continental Fire Ships. —

A True Copy

Francis Hopkinson

Ebenezer Massey Secy S. N. B.

John Wharton

1. Navy Board Minute Books, vol. 2, Pa. Arch. A similar letter was sent to the Commissioners of Naval Stores, James Wharton and Nathaniel Falconer, this date.

MINUTES OF THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL¹

Philada, Wednesday, July 30, 1777

The State Navy Board informed the Council that "the Congress has empowered the Continental Navy Board to purchase twelve Vessels, to be fitted out as Fire Ships, & that the Continental Navy Board, had applied to them to fit out those Vessels," & ask the Council to signify their approbation of the measure, and at the same time informing them, that there is combustible for Four Fire Ships now ready.

On consideration, Agreed, That the Council approve of the State Navy Board undertaking to fit out the Fire Ships, ordered by Congress & recommend to the Navy Board, to take care that there is no misunderstanding respecting the mode of paying this expence.

1. Supreme Executive Council Minute Books, vol. 6, 91, Pa. Arch.

COMMODORE THOMAS SEYMOUR TO THE PENNSYLVANIA NAVY BOARD¹

Gentlemen

I have taken the Liberty to Draw on you for the Sum of Seven hundred Dollors payable to Mr Dean Timmons, as my present necessity obliges me to do, you must be Senseable that I have not receive a Farthing Sinse I have been in the Service, I am perswaded you'll take my Situation into Consideration, and have now been almost Five months in a bad State of health,

and can Say with Truth not to have a Dollor in Command, I am now going nine months in the Service, and wish with Sincerity I cou'd this moment attend the Fleet, and Serve my Contry, your Favour in this my request Will oblige Gentlemen [&c.]

Philadelphia 30th of July 1777.

Tho^s Seymour

1. Simon Gratz Autograph Collection, Case 5, Box 28, HSP.

HENRY FISHER TO THE PENNSYLVANIA NAVY BOARD ¹

[Lewes] Wednesday Morning 10 o'clock

Gentlemen

July the 30th 1777

By this Express you will be certain that the [British] Fleet is in sight, and at this time about 4 Leagues from the Light House, there is 228 (two hundred and twenty eight) sail, the wind is about N.N.E., and they bear about S.E. from the Cape. they to all appearance will not be in till this afternoon. I am in haste, Gentlemen [&c.]

Henry Fisher

[Endorsed] Received at Chester Fifteen minutes before six o'clock, and forwarded at 6 o'clock T Mifflin

1. Record Group 27, Records of Pennsylvania's Revolutionary Governments, 1775-90, Executive Correspondence File, Pa. Arch.

JOURNAL OF H.M.S. *Roebuck*, CAPTAIN ANDREW SNAPE HAMOND ¹

July [1777]

Wednsy 30th

Cape Henlopen NW by W 6 lgs
at 6 AM *Merlin* made the Signll for Seeing a fleet weigh'd
& Stood after the Fleet at 10 Join'd Vice Admiral Lord
Howe in the *Eagle* and 250 Sail of Men of Warr and
Transports.

do Wr at 5 PM parted Company with the fleet and
stood in for Old Kiln Road where we Anchor'd &ca.

1. PRO, Admiralty 51/4311.

SOUTH CAROLINA NAVY BOARD TO CAPTAIN JOHN MERCIER ¹

Captn John Mercier

Navy Board [Charleston] July 30th 1777

Sir/ The Commissioners of the Navy having Received directions from his Excellency the President to send the Sloop *Beaufort* with a Load of Rice to One of the French Islands, they desire to know if it will be agreeable to you to go in her as Captain and Transact the Business, for which the usual Commission will be allowed, - If you Accept of the Offer, You'll please purchase a Load of Good new Rice at Beaufort, & draw on the Commissioner of the Navy for Amount (the Current price in Charles Town is 50/ P 100 wt) and as soon as your Vessel is Loaded and fit for sea, You are to proceed with all possible disp[atch] to Cape Francois, or Some Harbour in Hispaniola, there dispose of the Cargo of Rice at the highest price you can obtain, and purchase as much Rum as you Can conveniently stow, if any money Remains after paying for the Rum and the Necessary Charges of the

Vessell, you are to Invest it in good Osnabrugs or Sail Duck, and Proceed with all possible dispatch to Chas Town, or the First Convenient Inlet in the State of South Carolina, if any provisions or Other Stores are wanted that Cannot be got in Beaufort, Advise the Commissioners as Early as possible that they may be sent from Charles Town, or if it should not suit you to proceed on this Voyage, pray make all possible haste in getting the Sloop fitted and Loaded for the sea, and proceed with her to Charles Town
I am Sir [&c.]

Edward Blake first Commissr

1. Salley, ed., *South Carolina Navy Board*, 88-89.

31 July

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

July 1777

Pidgeon hill North 3 Leags

Thursday 31st

AM Modt & fair Wr at 10 Saw a Sail in NE Qr gave Chace at Noon Cape Anne Light house SW $1\frac{1}{2}$ S 4 or 5 Miles

fresh breezs & Clear Wr fired Several guns at the Chace at 2 Shortd Sail the Chace ran on Shore Anchord with Bt Br in $6\frac{1}{2}$ fm Veerd to a whole Cable off Rye beach a Leag to Wtward piscataway fired Several Shot at people on Shore they firing on our boats which we sent with hawsers & hove off the Chace She provd the Ship *Argus* Archbd M'Donnell Mastr from Barbadoes Loadd with rum & Sugar for Quebec & had been taken by a Rebell Privateer² at 6 Weigh'd & Came to Sail a Sloop & Schooner Joined us taken by the Armed Boat³ at 7 brot too at 8 Pidgn Hill So 5 Leags made Sail at 9 the Prize parted Company for Halifax

1. PRO, Admiralty 51/4112.

2. Howe's Prize List, October 24, 1777, gives the master's name as Alexander Donaldson, PRO, Admiralty 1/488, 67.

3. Sloop *Success*, John York, master, from North Yarmouth to Boston with firewood, and schooner *Luddy*, George Rapall, master, from Marblehead to Georges Island, both scuttled, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 67.

JOURNAL OF H.M.S. *Juno*, CAPTAIN HUGH DALRYMPLE¹

July 1777

Cape Cod S 37 W 17 leags

Thursday 31

at 4 AM Saw a Sail to the NW gave Chace at 11 fird sevl Shott at the Chace sent the Cutter in Pursuit of her. First and middle Pts fresh Gales and Cloudy latter little winds and hazy, at noon [brot] to the Chace wch Prov'd to be the *Jenny* schooner from Boston bound to St Peters² sent an Officer and 4 men on board of her.

1. PRO, Admiralty 51/4229.

2. Andrew Pinsale, master, with lumber and bricks, sent to Rhode Island, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 67.

MASSACHUSETTS BOARD OF WAR TO THE MASSACHUSETTS COUNCIL ¹

War Office Boston July 31, 1777

To the Honorable the Council of the State of Massachusetts Bay

May it please your Honors –

It having been suggested that Capt Fisk of the State armed Brig *Massachusetts*, has failed in point of Duty on a Cruise in Company with the Continental Brig *Cabot* & the State Brig *Tyrannicide*, and as Capt Fisk is anxious for some Means of clearing his Character from all Aspersions, we pray your Honors to order either a Court Martial or Court of Inquiry that Justice may be done if Capt Fisk is censurable, or if he has behaved like a Man of Honor & a Gentleman those unjust & injurious Reflections (which to an Officer of his distinguished Merit & nice Feelings are intolerable) may be obviated – And we represent to your Honors that we are the more solicitous for a Decision of this Matter as the Brig *Massachusetts* is now ready for the Sea, & perhaps will be detained unless this Business so essential to the Honor of Capt Fisk & the Interest of this State be soon determined –

By order of the Board of War

Sam^l A Otis Pres pro Tem

[Endorsed] In Council July 31st 1777 Read & Committed to Walter Spooner, Joseph Palmer and Benj Austin Esqrs to consider the within Report what is best to be done thereon – ²

Jn^o Avery Dy Secy

1. Mass. Arch., vol. 167, 128.

2. Captain Fisk was being criticized for not supporting the Continental Navy brig *Cabot*. See Volume 8.JOURNAL OF H.M.S. *Flora*, CAPTAIN JOHN BRISBANE ¹

July 1777

Connonicut Light House No 70:25 Wt Distance
100 Leagues

Thursday 31st AM at 5 saw a Sail in the SW Standing to the So wd, Out Reefs sett Studing sails & gave Chace, at 10 Fired 2 Six Pounders at the Chace and brot her too, Shorten'd Sail, Hoisted out the Cutter and sent an Officer onboard – First part Modt and fair, Middle fresh winds & hazy Wr, latter fair – PM ½ past Noon the Cutter ret'd, the Chace proved the *Hero* from Nantuckett bound to Old France,² got the Prisoners onbd, and sent 2 Petty Officers and 10 Men to take Charge of her, at 4 in Boat and made Sail –

1. PRO, Admiralty 51/360.

2. Alexander Coffin, master, in ballast, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 67.

ACCOUNT AGAINST THE CONNECTICUT NAVY BRIG *Defence* ¹

[July 31, 1777]

1777 Brig: *Defence* to Saml Eliot Jr

Dr

May To Cash pd Coopers repacking the Beef &
Pork

} 2 5 10

To 33 lb Oacum 1.. 13—
 1 large pot 16—
 1 large Ladle 10—

2.. 19—

June 24 To Cash pd John Andrews for lines & small
 stores }

4.. 13—

To sundry Medicines &c which Capt Smedley
 pd John Bacon for }

3.. 12.. 4

To 8 busl Potatoes Capt Smedley paid a
 prisoner for }

.. 16..

To Cash pd for arm Chests 3.. 11—
 pd for Cartridge Paper 3—

To do pd Mr Woods bill for sundries viz.

fixing & cleaning 40 Guns @ 3/ 6—

cleaning 11 Blunderbusses 6—

1 Guard 5—

3 Loops 3/ 9 Ramers 10/ 13—

Mending Stock 2—

Cleaning 51 Cutlasses 2.. 11—

Fitting & Cleaning 59 Pistols 5.. 18—

20 belt Springs @ 1/6 1.. 10—

52 Copper Nails 5—

17.. 10—

pd Mr Wasson for Advance Wages 152.. 1—

176.. 2—

To Cash pd Grinold & Dillingham's

Bill viz.

for 2 boarding Grapplins

@ 39/ 3.. 18—

24 feet of Chain @ 3/3 3.. 18—

7.. 16—

pd Isaac Howland for Wood 2.. 17.. 6

pd Mr Wasson for advance
 Wages to two Seamen }

4.. 4—

pd Nicholas Cammils bill for 15
 days rigging the Brig }

4.. 10—

pd Jos: Barret sailmaker's Bill 14.. 10.. 3¾

pd John Draytons bill for
 Blocks for the Brig }

5.. 16.. 2

pd John Wasson for advce Wages. 50.. 4—

89.. 17.. 11¾

To Cash pd Jona Smith's bill for	}	11..11..11
Iron Work on board		
pd Charles Atson's bill		5..1—
563 lb Sugar of A Rowland @ 10d		23..9..2
sundries of Roach & Jarvis		139..1..11
Cordage for foresheet of do		8..2..6
		<hr/>
		187..6..6
To a Cable out of Bark <i>Lydia</i>		
wg 16..0..4 @ £ 8	128..5..4	
sundries of Jos: Russel Jr	193..7—	
	<hr/>	
		321..12..4
To sundries out of Bark <i>Lydia</i> viz:		
1..0..20 Cordage	9..8..7	
80 lb Lead	2..13..4	
3 doz Ricks. 3/ 1 brass		
compass 40/	2..3—	
2 Gun Rammers 6/ 2 Spunges 6/	12—	
2 handleads	12—	
		<hr/>
		15..8..11
	Sum Carried Over £	804..13..10¾
	£	804..13..10¾
1777 To Sum bro't over		
July To 1 Foresail 1 Forestaysail	}	106..6—
1 Topsail 1 suit Long boat sails		
out of Bark <i>Lydia</i>		
To sundries out of Bark <i>Lydia</i> viz:		
10 Tierces Pork at £ 10..13..4	106..13..4	
5 do Beef at £ 7..6..8	36..13..4	
2 bls Beef at £ 5..10/	11—	
9 Tierces Pork at £ 10..13..4	96—	
6 Tierces Beef at £ 7..6..8	44—	
1 barrel Beef	5..10—	
3 Tierces Pork @ £ 10..13..4	32—	
2 Tierces Beef @ £ 7..6..8	14..13..4	
1 Cask Bread 1 Q	2..15—	
6 bls flour 13..1..0 Nt @ 30/	19..17..6	
2 Casks Tongues @ 60/	6—	
1 Cask 1½ bus. Peas	12—	
	<hr/>	
		375..14..6
To sundries out of Brig <i>Anna</i> in		
Boston viz.		
6 Tierce contg 61 doz & 2		
bottles Cyder	65..4..6	
2 kegs white Lead 1..0..2¼		
@ 120/	6..2..8	
3 Jugs Oil	6..6—	
5 kegs Tripes	5—	
	<hr/>	
		82..13..2

To 3 half bls Tongues out of the *Grog* 9—

91..13..2

To sundries out of Bark *Lydia* at

Sea viz:

2 Cohorns	16—
5 Blunderbusses	15—
1 Cutlass	15—
34 — 4 lb Shot	1..14—
1 qt measure	3—
1 large pr Stilyards	1—
200 lb wt Spun yarn 1/6	15—
1 Coffee Mill	18—
1 bolt English Duck No 5	3—
1 do ... do ... No 4	4—
20 lb Twine @ 6/	6—
2 Lanthorns	12—
1 Copper Lamp	6—
1 Copper Sauspan	8—
1 english Ensign	5—

69..16—

To sundries out of Brig: *Grog* at

Sea viz.

4 blunderbusses	@ 60/	12—
3 small Arms	@ 50/	7..10—

19..10—

To sundries out of Snow *Swift* at

Sea viz:

1 lanthorn	12—
13 sword Blades	at 12/..... 7..16—

8..8—

To sundries out of the *Anna* at

Sea viz.

2 Lanthorns	12/	12—
1 english Ensign		4—
3 Lines		12—
1 brass Compass		2—
25 yds old Canvas	at 2/6	3 2 6
1 Chest Medicines (worth nothing)		0 0 0
1 doz. paint Brushes		15—

11..1..6

Sum carried over to Cr side £ 1487..3..0¾

This account is the outfitts of the Second Cruise

Red 374 — 4 lb Shott of Mr Babcock.

1777 To Amt Debt bro't over

Cr
£ 1487..3..0¾

To 9 bolts of Duck of the Board of War	}	
borrow'd to be return'd		
To Cash pd for 2 Hhds of Vinegar & sundries		20—
		£ 1852 .. 8 .. 1¾

1. Conn. Arch., 1st Series, IX, 235a-d, ConnSL.

MAJOR GENERAL ISRAEL PUTNAM'S GENERAL ORDERS ¹

Head Quarters, [Peekskill] July 31, 1777.

Reuben Smith Tryd as an Enemi to his Contry & a Robber of the well Effected Inhabitance the Cort agudg the Prisoner Guilty of the whole Crime in order that the Exemplery Punishment May Sarv to Deter other Villins from Committing the Like Crimes Sentance him to Receive 100 lashes on the Naked Body the first 20 of which are to Be Inflicted on the grand Perade tomorrow morning the Remainder to [be] Inflicted at the head of Each Brigade Day by Day Provided the Same No of 100 Lashes be not Diminished or Lessned after which Sd Prisoner is to be Sent on Board one of the [Continental] Ships of war in the North River there to Be kept to hard Labour at the Same time to be Secured from making his Escape During the Present war

1. Sergeant Daniel Ware Order Book, ConnHS.

CAPTAIN PATRICK FOTHERINGHAM, R.N., TO VICE ADMIRAL RICHARD LORD HOWE ¹

My Lord,

I am sorry to acquaint your Lordship that on the 7th of June last, I was taken in His Majesty's Ship *Fox* (which I then commanded) by two American Ships, sixty Leagues South-East from Cape Race Newfoundland; the particulars of which I herewith enclose You.

I was retaken in the *Hancock* by His Majesty's Ship *Rainbow*, as was the *Fox* by the *Flora*. The *Boston* escaped, and should she unfortunately get into any of the Rebel Ports, I hope your Lordship will take the earliest opportunity of getting my Officers (who are all onboard the *Boston*) released, as I then may have an opportunity of having my Conduct inquired into. I have the honor to be My Lord [&c.]

Pat: Fotheringham

New York July 31st 1777.

(A Copy) Howe

[Endorsed] 4 In Lord Howes Letter of the 28 Aug 1777

1. PRO, Admiralty 1/487, 491.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Thursday, July 31, 1777

Resolved, That 80,000 dollars be advanced to the continental Navy Board in Pensylvania, for public service, they to be accountable.

Resolved, That the continental Navy Board be empowered and directed

to take such measures as they judge necessary and expedient, for securing the continental vessels that cannot be employed in the defence of the river, and also for securing the continental property afloat on the river.

1. Ford, ed., *JCC*, VIII, 592.

PENNSYLVANIA NAVY BOARD TO COMMODORE JOHN HAZELWOOD¹

Sir: State Navy Board [Philadelphia] July 31st, 1777

This Board has the greatest reason to believe that Mr How with his Fleet and Army is now on their way and that he intends to invade this State – You are hereby requested to issue your Orders to the different Captains under your Command to attend their different stations and consult on such matters when met as you may judge best for the defence of this State and the River Delaware.

1. Navy Board Minute Books, vol. 2, Pa. Arch.

PRESIDENT OF CONGRESS TO GEORGE WASHINGTON¹

Sir Philada July 31st 1777. 5 O'Clock A.M.

An Express this Moment arrived with a Letter from Genl Rodney a Copy of which I inclose agreeably to your Request in your Favour of yesterday which came to Hand last Night. The Enemy by this Intelligence are in the Offing of the Capes, and the wind was fair yesterday for their coming up this Bay. I shall send likewise to Lord Sterling a Copy of the enclosed immediately.² I am Sir [&c.]

The enclosed I just recd from Genl Mifflin.

1. Papers CC (Letter Books of the President of Congress, 1775–87), 12A, II, 237–38, NA.

2. Major General William Alexander, Lord Stirling, was at Trenton.

JOURNAL OF H.M.S. *Thames*, CAPTAIN TYRINGHAM HOWE¹

July 1777 Cape Henlopen South 2 Miles Cape May NE 5 Leagues

Wednesday 30. at 6 A.M. Saw many Sail in the Offing at 7 the *Roebuck* hove out a Signal for our Pilot hoisted out the Barge and sent him on Board with a Petty Officer at 8 *Roebuck* Weighed and came to Sail Standing out of the Bay Saw an Admirals Ship Supposed to be Lord Howe and His Fleet from New York At Noon 157 Sail in Sight. – Modt and Clear Weather At Single Anchor in Old Kill Road Light House South Dt 2 Miles 4 PM 159 Sail in Sight Standing in for the Bay at 8 saw the *Roebuck* Anchor a Breast of Cape Henlopen. –

Thursday 31. at 4 AM Saw between 30 and 40 Sail to Anchor in the Offing at 9 Saw the *Roebuck* standing to the Etward at 11 Came into the Bay His Majesty's Ship *Liverpool* and a Small Sloop and Anchored At Noon lost Sight of the Fleet. –

1. PRO, Admiralty 51/982.

NARRATIVE OF CAPTAIN ANDREW SNAPE HAMOND ¹[*Roebuck*, off the Delaware Capes, July 31, 1777]

The whole Fleet consisting of 250 Sail left New York with a northerly wind, which lasted them only a few hours, so that it was the 31st before they reached the Mouth of the Delaware. I had been apprized of their coming and stood out to Sea to meet them, when a consultation was held between the Admiral & the General on the expediency of landing the Troops up the Delaware, or whether they should proceed on to Chesapeake Bay with the Fleet, and land the Army at the head of it in the N Et branch. The Arguments used against the Delaware were chiefly, that as General Washington, by the long passage of the Fleet from New York, had got his Army over the Delaware before the Fleet arrived, great opposition was expected to be given to the Troops at landing at Newcastle or Wilmington the places intended. That the Enemy expecting the Fleet to come into the River had made uncommon preparations to annoy the Men of War & Transpts with Fire Ships & fire rafts, and had besides a considerable number of Row Gallies, Xebecs & Floating Batterys, which in the Narrow Navigation & rapid tides of the River might do great damage among the Transports: that by going to the Head of Chespeak Bay the Troops would be put ashore without any molestation, have time to recover the Horses after the fatigue of the Voyage before they entered on Service, and where the Transports could remain in perfect security for any length of time that might be found necessary. In the Delaware you was expected, and the Enemy was in force & had made preparations to receive you; In Chesapeake Bay you was not expected, the Enemy could throw no obstructions in your way and it encreased the distance to Philadelphia only 17 Miles.

As I was present at this conversation I could not help expressing my surprize at the bare mention of Chesapeake Bay, upon which my Ld H (in confidence) told me "that the General's wishes & intentions were first to destroy the magazines at York & Carlisle before he attacked the Rebel Army or looked towards Philadelphia; and therefore it was of a great object to get to westward of the Enemy."

As I had for some time past reason to expect the Armament was intended against Philadelphia, and had of course made some preparations for the guidance of the Fleet up the River, I could not help contending for the propriety of pushing up as far as they might go with perfect safety from any thing that was to be apprehended from the Enemy. I confessed that carrying all the Fleet as high as Newcastle would subject them to insult & danger from the Enemy's Row Gallies & fire Vessels, but that by advancing the Men of War only to Newcastle, the Transports would be perfectly secure at Reedy Island. The Admiral I think seemed to incline to the Delaware, but the General saying "he was from the beginning for making the landing in Chesapeake Bay", and the wind at that time being quite favorable for going to the Southward, the resolution was accordingly taken; but not untill the Quarter Master General was consulted as to the State of the Forage who reported, that sufficient remained for 14 days.

1. Account of Hamond's Part in the Revolution, 1774-77, II, UVL.

CAPTAIN HENRY DUNCAN, R.N., TO CAPTAIN WILLIAM CORNWALLIS,
H.M.S. *Isis* ¹

Memo

Eagle at Sea July the 31st 1777.

It being judged expedient for the better Conduct of the Convoy, that the Admiral's Signals should be repeated during the Night by the Two-decked Ships stationed on either part of the Fleet; Captain Cornwallis is therefore to repeat all Signals made by the Admiral during the Night until further Order accordingly.

Henry Duncan

1. Cornwallis Papers, II, NMM.

JOURNAL OF H.M.S. *Perseus*, CAPTAIN GEORGE KEITH ELPHINSTONE ¹

July 1777

Cape Charles NWbW 26 Leagues

Thursday 31st at 6 AM Saw a Sail to the SE, and Gave chase, at noon arriving fast up with the Chace.

First and middle parts light airs, latter fresh breezes and Clear. at 1 PM continuing after the chace; at 2 Hoisted out the Pinnace and Cutter and sent them manned and Armed after the chace, at half past 3 they boarded her, and proved the *Liberty* Armed Trading Schooner from Cape Nichola to Philadelphia, Wore, shifted her people and took charge.

1. PRO, Admiralty 51/688.

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

July 1777

Cape Henry WBN 3 Miles

Thursday 31st at 8 A.M. the *Otter's* Tender & our Barge in Chace to the SE.

Light breezes and fine Wear. at 8 PM Arrived & Anchored by us His Majesty's Ship *Solebay*, at 9 PM the Barge return'd, the Chace being a Sloop Privateer, too strong to board, & being fired on [by] them

1. PRO, Admiralty 51/311.

South-Carolina and American General Gazette, THURSDAY, JULY 31, 1777

Charlestown, July 31.

The Men of War have not been seen from Town since Sunday. Several Vessels have arrived since, none of which saw them.

The Prize Brig taken by Capt. Seymour, is the *Judith*, Alvara Lofthouse, Master, bound from London and Madeira for St. Augustine, with Dry Goods, Wine, &c. which originally cost about 5000 l. Sterling. The Rev. Mr. Kennedy, a Clergyman of the Church of England, an elderly Lady, two young Ladies and a Swiss Confectioner, were Passengers on board the *Judith*.