

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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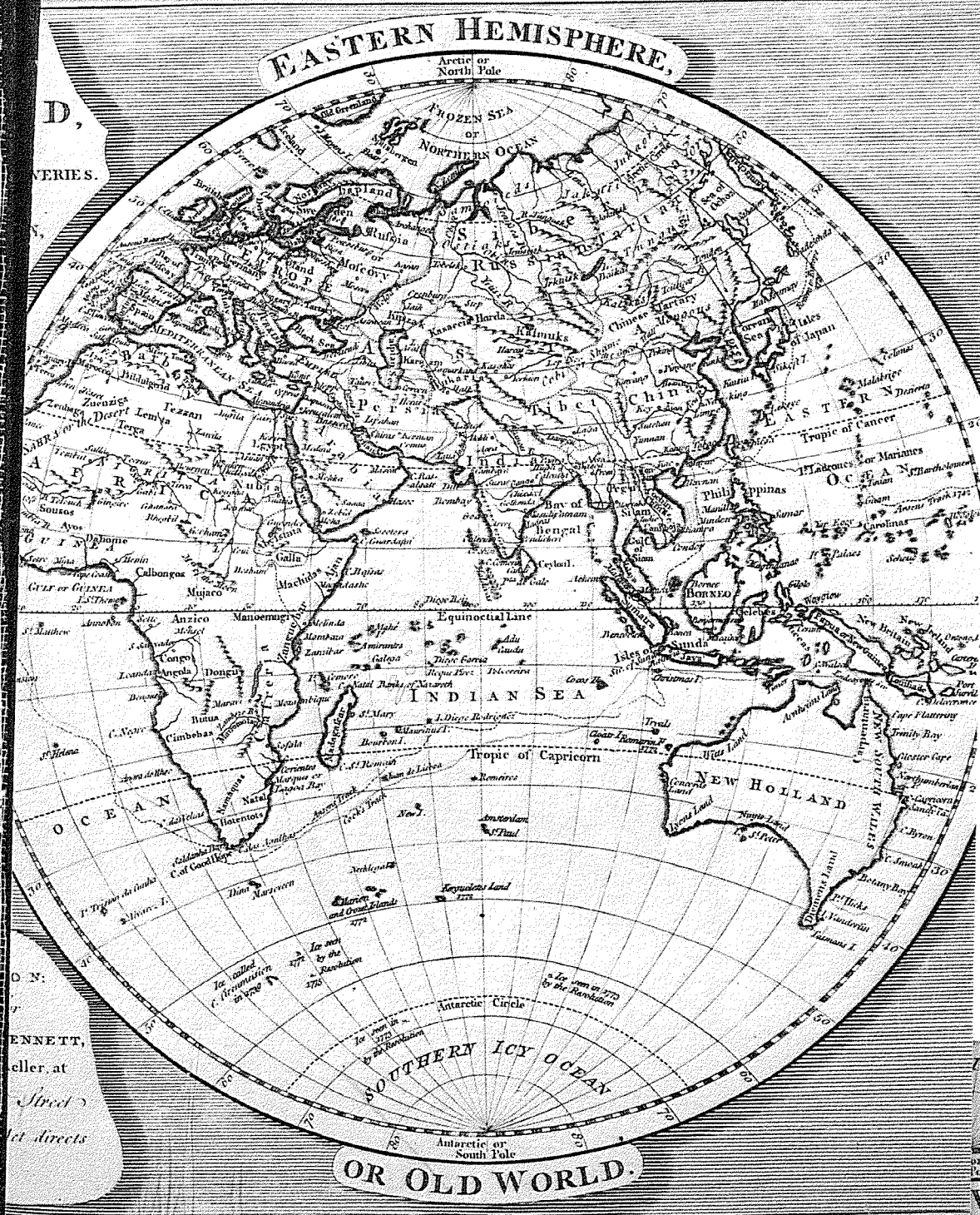
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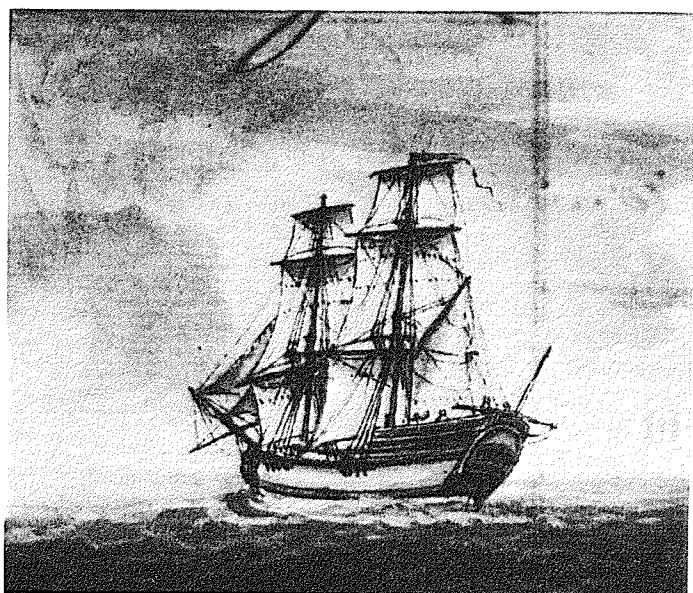
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AMERICAN THEATRE

From August 1, 1777, to September 30, 1777



AMERICAN THEATRE

From August 1, 1777, to September 30, 1777

SUMMARY

The large British fleet numbering several hundred naval vessels and transports sailed into Delaware Bay briefly, and then abruptly put to sea again. This feint, for such it was, caused General Washington to acknowledge that: "We are yet intirely in the dark as to the destination of the Enemy."

After an extremely stormy passage from the Delaware, Admiral Howe brought his fleet past the Virginia Capes and stood up Chesapeake Bay. Frantic preparations were made to defend Baltimore and Annapolis. However, the British continued on course to the head of the Bay where the troops were landed.

After debarking the troops, the naval vessels departed the Chesapeake for the Delaware to again support the British army moving on Philadelphia. America's capital city fell to General Howe as September drew to a close.

While participating in the defense of Philadelphia, the new Continental Navy frigate *Delaware* grounded and was captured.

Captain Nicholas Biddle, with the frigate *Randolph*, after observing that he could have been to sea three months earlier if privateers had not been running off with his men, cleared the Charleston bar for a short, very successful cruise. In Portsmouth, New Hampshire, John Paul Jones was also having great difficulty getting a crew for the *Ranger*. The authorities allowed him to recruit twenty artillery men from the harbor defense batteries.

Frigates *Raleigh* and *Alfred* went to sea together under orders for France. In mid-ocean the Americans encountered a British convoy, and *Raleigh* fought a bitter ship-to-ship action with one of the escorting ships, H.M. sloop *Druid*.

Meanwhile, staying close inshore, the *Boston* frigate moved in stages down the coast from Maine, and finally reached Boston harbor. There Captain McNeill found himself blamed for the loss of *Manley* and the *Hancock*.

A small British squadron led by Captain Collier in H.M.S. *Rainbow* attacked Machais, Maine, in retaliation for an earlier invasion of Nova Scotia by the local citizenry, and to discourage any similar excursions. And, there was action on Lakes Champlain and George incident to General Burgoyne's operations.

1 Aug.

"DESTINATION OF THE SQUADRON UNDER THE COMMAND OF THE
VICE ADMIRAL MONTAGU THE FIRST OF AUGUST 1777." ¹

Ships	Names of Captains	Where Stationed
<i>Romney</i>	George Montagu	At Saint Johns refitting for Sea
<i>Surprise</i>	Robt Linzee	
<i>Spy</i>	Thos Lenox Frederick	
<i>Active</i>	Willm Williams	Cruizing on the Banks.
<i>Pegasus</i>	Hamilton Gore	
<i>Martin</i>	Chas Chamberlayne	
<i>Penguin</i>	Lieut Howel Lloyd	Cruizing off Saint Peters.
<i>Egmont</i>	Lieut Rodam Home	
<i>Squirrel</i>	Henry Harvey	
<i>Postilion</i>	Lieut Geo Lumsdaine	
<i>Bonavista</i>	Lieut Chy Hurt Garrett	

J: Montagu

[Endorsed] No 2. In V.A. Mont: Lre 2d Augt 77

1. PRO, Admiralty 1/471, 124.

MESHECH WEARE TO JOHN LANGDON ¹

State of New Hampshire – In Committe of Safety August 1st 1777 –
Sir

The Bearer hereof Leiut [Thomas] Lyford dispatched from the Northern Army after Deserters, has been informed that there are Several of those Deserters on Board the *Raleigh*: I am directed by the Committee to request your Aid in their being delivered to him – I am sir [&c.]

M Weare Chairn

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

JOURNAL OF H.M.S. *Flora*, CAPTAIN JOHN BRISBANE ¹

August 1777 Connonicut Light House No 65.5 Wt Distance 95 Leagues

Friday 1 AM at 4 Sounded 120 fm no ground, at 5 Saw a Sail in the NE Standing to the Wt nd Tack'd Ship, at 11 Bore down and spoke her, proved the *Friendship* letter of Mark from Halifax bound to New York, at Noon Punished Jno Poundler Seaman, with 12 lashes for Insolence to his Officer –
First part fresh winds & fair latter Modt and Cloudy
Wr PM at 4 hoisted out the Cutter & took the *Hero* in Tow, 1½ pt in Boat and made Sail, at 7 in 2d Reefs of the Topsails

1. PRO, Admiralty 51/360.

JOURNAL OF H.M.S. *St. Albans*, CAPTAIN RICHARD ONSLOW ¹

August 1777 Moored in the North River off New York Town –
 Friday 1st New Stowed the after Hold rowed Guard In Succession
 with the *Preston* and *Tartar* Night and day Longboat for
 beer and water a Gang of Hands on Shore Broowing
 working up Junk our Signl for an Officer on Board the
 Commodore
 First Part Squally with Thunder Lightning and Rain
 Midle and Latter Modte and Cloudy pr order received
 from his Majestys Ship *Syren* a Prisoner Mr Manly Late
 Commander of the Rebel Frigate *Hancock* of thirty two
 Guns who was taken by his Majestys Ship *Rainbow*

1. PRO, Admiralty 51/828.

**"A MUSTER-ROLL, WITH THE PAY-ROLL, OF THE *Delaware* SCHOONER COMMANDED BY RICHARD EYRES ESQR
FROM THE 1ST OF JULY 1777 TO THE 1ST OF AUGUST FOLLOWING." ¹**

[Extract] ²

Number of Men.	Mens Names.	Quality.	Of Age.	Time of Entry.	Time in Service; Years, Months, Days.	Pay Due; Months & Days.	Pay per Month.	Bounty.	Total Sums Due.
1	Richard Eyres Esqr	Capt		Sept 20 1775	1..10..10	0..1..0	£18..0..0		£18..0..0
2	Thomas Philips	1 Lieut	34	Decbr 12 1776	0..7..19	0..1..0	11..5..0		11..5..0
3	Lawrance Larson	2d Do	24	Octbr 4 1775	1..9..27	0..1..0	7..10..0		7..10..0
4	Andrew Hegins	pilot		May 18 1777	0..2..13				
5	Thomas Mitchel	Gunr	31	Apr 16 1777	0..3..14	0..1..0	6..0..0		6..0..0
6	Robert Sline	Carptnr	23	Novr 30 1776	0..8..0	0..1..0	6..0..0		6..0..0
7	James Macarsland	Botswain	28	Apr 14 1777	0..3..16	0..1..0	6..0..0		6..0..0
8	Edward Holland	Stewd		Apr 5 1777	0..3..25	0..1..0	5..5..0		5..5..0
9	Thomas Hattrey	Clk	27	Apr 4 1777	0..3..26	0..1..0	5..5..0	4..10..0	5..5..0
10	Christopher Eyres	MdS'man	17	Novr 1 1776	0..9..0	0..1..0	4..17..6	3..15..0	4..17..6
11	John Rafferty	Do	44	Oct 9 1775	1..9..22	0..1..0	4..17..6		4..17..6
12	George Concer	Cook	38	Oct 9 1775	1..9..22	0..1..0	4..17..6		4..17..6
13	Charles Knowls	Armr		Mar 10 1777	0..4..21	0..1..0	4..17..6	4..10..0	4..17..6
14	John Norstrum	Gnr Mate	29	Mar 2 1776	1..4..29	0..1..0	4..17..6		4..17..6
15	Bartholomew Gall	Bt Mate		Apr 14 1777	0..3..16	0..1..0	4..10..0		4..10..0
16	Duncan Beriman	Drumr	16	Oct 9 1775	1..9..22	0..1..0	3..15..0		3..15..0
17	Richard Mckinney	privt		Apr 16 1777	0..3..14			4..10..0	
18	William Bean	Do		Apr 16 1777	0..3..14	0..1..0	4..10..0	4..10..0	4..10..0
19	John Kelley	Do		Mar: 20 Do	0..4..11	0..1..0	4..10..0		4..10..0
20	Fredrick Shriner	Do	22	Oct 4 1775	1..9..27	0..1..0	4..10..0		4..10..0
21	John Cuningham	Do	23	Oct 2 1775	1..9..29	0..1..0	4..10..0		4..10..0
22	James Kees	Do	51	Oct 3 1775	1..9..28	0..1..0	4..10..0		4..10..0
23	John Aurcard	Do	28	Novr 22 1776	0..8..9			3..15..0	
24	John Murphy	Do	41	febr 4 1777	0..5..24	0..1..0	4..10..0	3..15..0	4..10..0
25	Alexander McDuell	Carpt mate	27	Decbr 26 1776	0..7..7	0..1..0	4..10..0	3..15..0	4..10..0

26	Edward Johnston	privt		Mar 9 1777	0.. 4.. 22	0.. 1.. 0	4.. 10.. 0	4.. 10.. 0	4.. 10.. 0
27	John Majar	Do	25	Mar 10 1777	0.. 4.. 21	0.. 1.. 0	4.. 10.. 0	4.. 10.. 0	4.. 10.. 0
28	William Martan	Do		Mar 20 1777	0.. 4.. 11	0.. 1.. 0	4.. 10.. 0	4.. 10.. 0	4.. 10.. 0
29	Samuel Kent	Do	45	Mar 20 Do	0.. 4.. 11	0.. 1.. 0	4.. 10.. 0	4.. 10.. 0	4.. 10.. 0
30	James Coytt	Do		Apr 2 1777	0.. 3.. 28	0.. 1.. 0	4.. 10.. 0	4.. 10.. 0	4.. 10.. 0
31	James Murry ³	Do		Apr 10 1777	0.. 3.. 20			4.. 10.. 0	
32	Joseph Carmack	Do	53	Apr 14 1777	0.. 3.. 16	0.. 1.. 0	4.. 10.. 0		4.. 10.. 0
33	Francis Brooks	Do		Aprl 11 1777	0.. 3.. 19	0.. 1.. 0	4.. 10.. 0		4.. 10.. 0
34	Cornelius Murphy	Do	25	Oct 4 1775	1.. 9.. 27	0.. 1.. 0	4.. 10.. 0	4.. 10.. 0	4.. 10.. 0
35	John Beaton	Do	22	Oct 4 1775	1.. 9.. 27	0.. 1.. 0	4.. 10.. 0		4.. 10.. 0
36	Richard Gibbans	Do	21	Apr 14 1777	0.. 3.. 16	0.. 1.. 0	4.. 10.. 0		4.. 10.. 0
37	John Decroy ⁴	Do		May 15 1777	0.. 2.. 16	0.. 1.. 0	4.. 10.. 0	4.. 10.. 0	4.. 10.. 0
38	Robert Johnston	Do		May 23	0.. 2.. 8	0.. 1.. 0	4.. 10.. 0	4.. 10.. 0	4.. 10.. 0
39	William Ringle	Do	17	June 15	0.. 1.. 16	0.. 1.. 0		4.. 10.. 0	
40	James Loyel	privt		July 21	0.. 0.. 10	0.. 0.. 10	4.. 10.. 0	4.. 10.. 0	1.. 10.. 0

1. Record Group 4, Muster and Pay Rolls, Pennsylvania Navy, Pa.Arch.

2. Several columns - "Absentees When and for what Reason Absent; When Died, Discharged, or Run; For what Reason Discharged; Sick, and when sent to Sick Quarters or Hospital; When returned from Sick Quarters or Hospital; If Apprentices or Servants to whom belonging" - with no or few entries have been omitted.

3. Muster roll notes that this man ran, as did number 18, William Bean.

4. Muster roll notes that Decroy was "Disch[arge]d unfit for Duty having a Complication of Disorders".

GEORGE WASHINGTON TO MAJOR GENERAL JOHN SULLIVAN ¹

[Extract]

Chester on Delaware Augt 1st 1777.

Dr Sir

10 OClock P.M.

By an Express this Moment received from Cape May, The Enemy's Fleet put to Sea yesterday Morning at Eight oClock and were out of sight Three Hours when the Express came away. – From this Event, it appears Genl Howe has been practising a deep feint merely to draw our attention and whole force to this point. – I am to request that you will counter march the Division under your command and proceed with it with all possible expedition to Peeks Kill, as there is strong reason to believe that the North River is their Object and that they will make a rapid push to obtain possession of our posts there. . . .

1. Lloyd W. Smith Collection, MNHP.

2 Aug.

VICE ADMIRAL JOHN MONTAGU TO PHILIP STEPHENS ¹

Sir,

Romney St Johns 2d August 1777

I am happy to inform their Lordships that I have received an Express from Sir George Collier, acquainting me that on the 7th of July the *Flora* Captain Brisbane, and he in the *Rainbow* fortunately fell in with the *Hancock* and *Boston* going into Port with the *Fox* which they took on the Banks of Newfoundland on the 7th of June, and that the *Hancock* and *Fox* were taken and carried into Halifax. The *Boston* made her escape by running away.

Lieutenant Lloyd in the *Penguin* Armed Sloop fell in with a Sloop Privateer of Ten Guns on the Banks, on the 17th of June and after an Engagement of half an hour the Privateer struck her Colours to His Majesty's Sloop, but perceiving some of the *Penguins* principal Rigging shot away which would prevent her making Sail for some time, the Privateer set all the sail he could and got away.

Lieutenant Garrett in the *Bonavista* has taken and brought in a Schooner loaded with Naval Stores and Tobacco.

I have the pleasure to inform you that since my last of the 11th of June nothing material has happened on the Banks; I have heard of some small Privateers boarding several Bankers and plundering them of their Sails, Cordage, and Provisions, but cannot learn that any very considerable damage has been done the Fishery; I think myself exceedingly unfortunate that none of the Squadron has been able to take any of them notwithstanding they are all kept Cruizing as much as possible and are always near the Fishing Ships. I must further beg leave to observe to you, that the Trade from this Island is much distressed for want of Mediterranean Passes, the Thirty you inclosed to me were all disposed of in a very few days, had you sent a Hundred I cannot think it would have been sufficient.

His Majesty's Ships *Surprize* and *Spy* returned from a Cruise a few days

since and are refitting for Sea with all expedition. I am sorry to say the *Surprize* still continues sickly.

I must beg you to acquaint their Lordships that it is absolutely necessary the *Martin* should go home this fall, as she is very foul, has been twice ashore, and has neither Sails or Stores of any kind owing to a neglect of the Navy Board. Indeed the *Spy* is not much better, for she is very foul and greatly in want of every specie of Stores both Boatswain and Carpenters.

Inclosed I transmit the State and Condition with the Destination of the Squadron under my Command, and am Sir [&c.]

J: Montagu

[Endorsed] V. Ad: Montagu 3 Inclos Rd 8 Sepr

I. PRO, Admiralty 1/471, 121-22.

"WEEKLY ACCOUNT OF SICK & WOUNDED &c" ¹

Augt 2d 1777

	No of each Class of People		Where of					Since last Account						
Ships Names	Sea- men	Ma- rines	In the		Very Ill	Not dan- gerously Ill	On Recov- ery	Discharged		Dead	Run	Recd	Quar- ters Unfilld	The most reigning Distempers at this time
			Hosptl	Quartr				Cured	not Cured					
<i>Romney</i>	7	4	11	—	3	4	4	2						Fevers & Scurvy
<i>Squirrel</i>	3	—	3	—	1	1	1	—						
<i>Active</i>	1	—	1	—	—	1	—	—						
<i>Spy</i>	1	1	2	—	—	2	—	—						
<i>Pegasus</i>		1	1	—	—	1	—	—						
<i>Egmont</i>	1	—	1			1			1					
<i>Penguin</i>		1	1		1	—	—	—	—					
<i>Surprize</i>	18	8	26		7	14	5	1		1		3		
<i>Martin</i>	1	2	3		1	2								
Total	32	17	49	—	13	26	10	3	1	1	—	3		

E E Peterson

[Endorsed] No 3. In V.A. Mont[agu] Lre 2d Aug: 77

1. PRO, Admiralty 1/471, 123.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR ¹

Boston 2d Augst 1777

Order'd That Mr Hall Distiller deliver Mr Homer for the Brig *Massachusetts* Two Teirces N E rum

Order'd That the Comy deliver Capt [Joseph] Doble one Barrel Pork for the Guard Ship –

Order'd That the Comy deliver Capt Clouston for Brig *Freedom* two Barrels Flour one hundred [weight] sugar twenty Bushells Potatoes & six Quintals Cod Fish –

Order'd That Mr Hall Distiller deliver Capt Clouston one hundred Gallons N E rum –

Order'd That a Barrel Pork be purchased of Mr Brown for the Guard Ship *Adams* to allow him the same Price he sells the remainder for or to return it –

Order'd That James Homers Bill for Pepper &c. purchased for Brig *Massachusetts* £1.17 – be paid

1. Mass.Arch., vol. 148, 443–45.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN ISAAC BARTLETT ¹

Capt Isaac Bartlett

War Office Boston 2 Augst [17]77

You being Master of the Sloop *Republic* now ready to sail, your Orders are to proceed direct for Martinico where you are to dispose of your Cargo for the most you can obtain, invest the Ntt proceeds in Molasses Rum & Cotton Coffee, Cocoa & come Home – As your Sloop is armed & you have a Letter of Marque you will have a Chance of taking prizes of which we consent to allow you & your Men one third part of the Ntt proceeds – Upon your Return you are to make the first port in this State or New Hampshire from whence you are to give the earliest Notice to the Board by Express – We wish you a good Voyage & are Your Friends

P order of the Board

S A Otis Prest P T

[Endorsed] The above is a true Copy of my sailing Orders which I promise to observe & follow – Isaac Bartlett

1. Mass.Arch., vol. 151, Letters from the Board of War, 1776–1780, 425.

Providence Gazette, SATURDAY, AUGUST 2, 1777

Providence, August 2.

On Friday Se'nnight [July 25] two Seamen, belonging to the *Diamond* Frigate, were made Prisoners at Prudence, and conducted here.

Next Day the Second Lieutenant of the *Lark* Frigate, a Midshipman and a Boy, who had been diverting themselves with hunting, were taken at the same Island, by a small Party of Men, under Major Adams.

MASTER'S LOG OF H.M.S. *Unicorn*¹

August 1777

Saturday 2d

[off Cuttyhunk Island]

1 [AM] Calm her head to the Southd 2 Fresh Breeze with Rain at 5 saw a Sail in the NE Qr gave Chace set all Sail the Chace Run under Gay hd she kept firing Guns She found She could not Weather Menamsha Bite at 9 she Ran on Shore & kept firing Guns and Swivels to alarme the Cuntry, sent 1 Lieutt [Thomas] Hurd with three Boats mand and Airmd The Reables threw their Guns overboard and quited the Vessail, firing some Small Airms at the Boats, who took Possession of the Sloop but the tide of Ebb making thay Could not get her off, made the Sigl to Set her on Fire, which Duty was Immediately Purformd, the Boats Returnd at 11 oClock hoisted them in and stood to the No saw a Sail to the Westd made Sail and gave Chace the Wind at WSW; Gay hd S1/2E Kath Hunk NNW

1 [PM] Modt and fair wr TKt Ship and stood to the Westward at 4 Hoisted out the Barge in order to cut her of from Running on Shore the Crew belonging to the Sloop took to their Boats and left her She proovd to be an Airmd Sloop from Carrilina with 4 Carrig Guns 12 Swivels a Number of Small Airms 100 Barrils of Rice and 3000 weight of Indigo² at 7 Katty Hunk EbS Dist 3 Leags Double Reeft the Topsails at 9 TKt the Prize in Compy 12 Modt & Cloudy wore Ship

1. PRO, Admiralty 52/2079.

2. *General Sterling*, John Toman, master, from South Carolina to Bedford, sent to Newport, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 68.

COMMISSIONERS OF THE CONTINENTAL NAVY IN ACCOUNT WITH THE BRIGANTINE *Andrew Doria* ¹

The Brigte *Andrew Doria* Isaiah Robinson Commander

[Philadelphia]

For second Cruise

1777					
March	8	To Cash paid John Tyler for repairing Arms	4	—	6
		“ “ Porterage of a Camboose & Tacle	10	—	
		“ “ Joshua & Caleb Ash for fresh Beef	17	19	6
		“ “ 2 Cords of Wood & hauling	6	15	—
			<hr/>		
	18	“ 5 Ps french Canvass C 264½ ells is 342 yards			
	31	“ Cash paid Jas Robinson for Bricks		5	7 6
		“ Barrel Country Rum q 33 Ga a 14/6 P		23	18 6
April	5	“ 2 1/8 Cords of Wood & sawing & splitting		9	11 7
	12	“ Robert Haydock's Bill for plumbing		12	7 6
		“ Cash paid Henry Lisle for 25 Barrels of Bread	41	3	5
		“ “ “ John Tylor for repairing Arms	28	12	8
		“ “ “ Jas Fulton for portorage	7	17	3
			<hr/>		
	21	“ “ “ for 5 Barrels of Beer & 8 Mast hoops		4	16 —
	22	“ “ “ for 10 Water Casks @ 17/6 P 16 Galls	10	7	—
		“ “ “ Vinegar @ 2/			
		“ “ “ for 120 lb Butter @ 1/- 10 Pr Belt	42	10	—
		“ “ “ Pistols 40/ & 22 Cutlasses 15/			
		“ “ “ for 12 Hammocks @ 15/- 163 lb Musket	24	13	—
		“ “ “ Ball 1/- & 10 Bus Pease 15/		77	10 —
			<hr/>		

AUGUST 1777

May	5	"	"	"	for hawling the Copper & Work done to the Camboose }	1 . 12 . . 6	
		"	"	"	for making Ensign & Pendant	2 . 5 . . —	3 . 17 . . 6
	13	"			Lewis Grant's Bill for tinning & mending the Kettle &c		11 . 10 . . —
	17	"			Cash paid Thos Corgee Blacksmith's Bill	1 . 5 . . —	
		"	"	"	Benja Condys Bill & James Fultons Bill	3 . 4 . . 3	4 . 9 . . 3
	21	"			3 Cwt of Grape Shott had of the Committee of Safety		16 . 16 . . —
	24	"			Cash paid for Stationary 41 /— & for Coopers Tools 11/9 }	2 . 12 . . 9	
		"	"	"	for 2 Cords of Wood hauling sawing &c	6 . 19 . . 6	
		"	"	"	for repairing Gun locks &c & for Pilot Bread	9 . 17 . . 1	19 . 9 . . 4
June	2	"	"	"	for 30 Bush. Pottatoes		11 . 5 . . —
"	7	"	"	"	Jno Appowen's Bill		27 . 7 . . 9
"	23	"	"	"	for 2 Cords of Wood hauling sawing &c		7 . 3 . . 4
"	30	"	"	"	for a Boat Anchor &c		5 —
July	19	"	"	"	for 20 Bbs of Ship Bread Ct qr lb		37 . 9 . . —
"	21	"			Ship <i>Washgton</i> for 2 . 3 . . 2 of Rope @ 130/		17 . 18 . . 8
"	24	"			Ship <i>Delaware</i> for 2 . 25 of do		4 . 14 . . 1
"	28	"			Cash paid for 3 Cords Wood Sawing hauling &c		13 . 17 . . 6
August	2	"	"	"	for Porterage	1 . 1 . . 6	
		"	"	"	Saml Robbins Boat builders Bill	14 . 18 . 10	16 4

MINUTES OF THE PENNSYLVANIA NAVY BOARD ¹

State Navy Board [Philadelphia] Augt 2d 1777

An Order in favor of William Webb to the Honorable the Continental Navy Board for One Thousand pounds for the Use of fitting out the Fire fleet for the Continent, £1,000

This day wrote Commodore Hazelwood and requested of him to make enquiry into the Situation of the fire Vessells *Hecla* & *Vulcano* Cpts Perkins and Brice whether they are prepar'd to go down with the Continental fleet which are under Orders to proceed to Morrow, as also to inform Captains Eyres and Rice ² to join and proceed down with the fleet subject to the former Orders of this Board.

1. Navy Board Minute Books, vol. 2, Pa.Arch.

2. Eyres commanded schooner *Delaware* and Rice brig *Convention*.

"EXTRACT OF A LETTER FROM PHILADELPHIA, DATED AUGUST 2, 1777." ¹

Last night advice was received of the Enemy's Fleet leaving our Capes, and standing off to the South-East, and when the last Accounts came away, the whole were out of Sight. The Minds of the People here are greatly relieved by this Intelligence. It is imagined their coming this Way was only a Feint to draw General Washington's Army as far Southward as they could, and that they intend to go to the Eastward.

1. *Maryland Journal*, August 5, 1777.

FRANCIS LEWIS TO GOVERNOR THOMAS JOHNSON AND THE
MARYLAND COUNCIL ¹

Gentlm

In pursuance of advice received last night that 228 British Ships were arrived at the Capes of Delaware Capt Nicholson of the Frigate [*Virginia*] applied to me this morning for my opinion whether it would not be advisable for him with 150 of his seamen armed, to proceed immediately to the Head of Elk by Water and from thence to Phila, if not countermanded at Elk; Thinking it would be greatly for the Service of the States at this critical juncture I coinsided, and thereupon consulted Capt Cooke also for a reinforcement from his Ship for the same service, which must be submitted to your directions; I have this day wrote to the Marine Committee to inform them of the Steps already taken. I am with great respect [&c.]

Fra: Lewis

PS: Capt Nicholson's party sets off[f] this evening or tomorrow morning. Baltimore Point 2nd Augt 1777

1. Red Books, IX, 13, Md.Arch.

INTELLIGENCE FROM THE DELAWARE CAPES ¹

Lewis Town, Aug. 2, 1777. 8 o'clock, A.M.

When I wrote to you last, I acquainted you of a large fleet being near the Capes; they made for our bay till the evening, and I expected next morning to have seen them within the Cape, but when day light appeared

they were several leagues further out than they were the night before, which I imagine was owing to their being but very little wind and a whole ebb tide in the night; however at 9 o'clock, A.M. of the 31st ult. the Commodore, which was one of the nearest ships to the Cape, fired a gun and hoisted a flag, and bore down on the fleet, the wind being to the Westward. About noon it fell calm, and about 2 o'clock, P.M. the wind came to the Southward, and the fleet stood off by the wind, except 4 frigates and 4 tenders, which are in and near our road. Just before sun set we were alarmed from the light house that the fleet was standing in again; however, on the 1st of August they were entirely out of sight. Whether they are gone to the Southward or Northward is not in my power to tell. When they disappeared the wind was about South. I should have sent off this express before, but delayed it from reports being often brought that they were standing in again. The *Roebuck* went off with the fleet, and has not been seen since.

Henry Fisher

N.B. Nehemiah Field and Samuel Edwards, both pilots, went on board the enemy's ships from the beach.

1. *Pennsylvania Packet*, August 5, 1777.

SURVEY AND VALUATION OF CAPTURED VIRGINIA NAVY BRIG *Musketto* ¹

Copy

Pursuant to an Order from James Young Esqr
Vice Admiral of the Red &ca &ca &ca dated the
1st August 1777. To Us Directed.

We Andrew Anderson Master Shipwright of His Majesty's Yard; Samuel Webb, Master Shipwrights Assistant, Thomas Osment, Carpenter of His Majesty's Ship *Portland*; Wm Tauranac, Carpenter of His Majesty's Ship *Seaford*; William Welch, Carpenter of His Majesty's Sloop *Fly*; Daniel Anderson, Master of His Majesty's Ship, *Portland*; John Smith, Master of His Majesty's Ship *Seaford*; John Carteret Lewis, Master of His Majesty's Sloop *Fly*; and Domingo Figarella, Boatswain of His Majesty's Yard; have been on board the Brig now in English Harbour (lately Called the *Musketto*, an American Rebel Privateer, taken by His Majesty's Ship *Ariadne*, and Condemned as a Prize in a Court of Vice Admiralty at this Island and have taken a strict and careful Survey thereon; have thoroughly examined the condition of the Hull, Masts &ca, also the Rigging, Sails and different Stores belonging to the said Brig, an Inventory whereof is hereunto Annexed; We have likewise Measured the Tonnage and considered what Number of Men and Guns the Brig can carry, and moreover have set a just and equitable Value upon the whole, to the best of our Judgments We find the said Brig to be quite New, the Hull, Masts, Rigging, Sails Furniture and Stores in a good condition, except One Cable Unserviceable, and She is of the folowing Dimensions and Tonnage – Vitz

Length on the Deck	Sixty Seven feet
Breadth Extreme	Twenty One
Length of Keel for Tonnage	Fifty five
Depth in the Hold	Nine
Burthen in Tons	One hundred & thirty five

It is our opinion that She is capable of carrying between Sixty and Seventy Men, and Twelve four pound or Fourteen three pound Guns; and We Value Her at One Thousand Six hundred pounds Sterling.

Finally We declare that We have taken and made the said Survey and Valuation with such care and assiduity, that We are ready (if required), to make Oath to the Impartiality of our proceedings.

Given under our Hands at English Harbour
Antigua, this 2d: August 1777

Signed

And. Anderson,
W^m Tauranac
Jn^o Smith

Sam^l Webb –
W^m Welch
Jn^o C. Lewis

Tho^s Osment
Dan^l Anderson
Dom. Figarelli

Boatswains Stores					
Standing & Running Rigging	Servble		Small ditto	One	Unservble
Flying Jibb	One N. Worn but	Do	Anchor best Bower	One	Servicable
Spritsail Topsail	One	do	Small ditto	One	do
Fore Course	One	do	Kedge	One	do
Topsail	One	do	Copper Kettle Double	One	do
Gallant sail	One	do	Cover to ditto	One	Unservble
Royal	One	do	Iron Caboose	One	Servicable
Main Sail	Two	do	Pot	One	do
Topsail	One	do	Boat Yawl	One	Repairble
Gallant Sail	One	do	Oars	four	Unsbble
Royal	One	do	Oars Ship	Twenty Four	Servble
Staysail Fore	One	do	Carpenters Stores		
Top	One	do	Bowsprit, Masts, Yards	}	Serviceable
Main Top	One	do	Booms & Gaffe Complete		
Gallt	One	do	Main Top Mast Spare	One	do
Middle	One	do	Fore ditto	One	Unservble
Studding Sail Lower	One	do	Bittacle	One	Servicable
Top	Three	do	Chest Arm	One	Unservble
Gallant	Three	do	Pumps Hand Fitted	Three	Servicable
Cable Best Bower	One 1/3 Worn	do			
[Endorsed] No 5 Copy of a Report of Survey & Valuation of the brig:					
Endeavour lately Called the Muskito.					

I. PRO, Admiralty 1/310.

3 Aug. (Sunday)

MASTER'S LOG OF H.M.S. *Milford*¹

August 1777

[at Sea]

Sunday 3

2 [AM] Modt & Hazy Saw a sail to the Etward Do gave chase Set studding sails got the fore top Gallt Mast up 1/2 past 5 fired three Nine pdrs & Brot too the chase whitch proved to be a Sloop from Martinica bound to Nantucket Barzieley Swain Master Sent a Midn & 4 Men to take charge of her – at 1/2 past 9 Made sail the Sloop in Compny 12 Light Airs & foggy hand Main T.G. sails & Spritsail the Sloop in Compny –
1 [PM] Modt Breezes & thick foggy Wr Lost Sight of the

Sloop Shortend sail 8 fired a Gun as a Signal to the prize Do Close reefd fore top sail Double reefd the Main topsail & hand the fore Do Sound 150 fms no Ground 9 Made sail -

1. PRO, Admiralty 52/1865.

JOURNAL OF H.M.S. *Greyhound*, CAPTAIN ARCHIBALD DICKSON ¹

August 1777 At Single Anchor near Hope Island - Bearings & Distance as before -
 Sundy 3d [AM] Recd on board some Provisions Dry'd Sails Carprs Empd as above Depart'd this Life Abram Hagger-son Marine at Noon Enter'd the Deceas'd
 First part fresh Breezes Wth heavy Squalls of Wind & rain Middle & Latter parts Modt & fair Weathr at 3 PM made the Signl for the *Alarm* Galley to Chace Six Rebel Boats, Man'd & Arm'd the flat boat & Sent her in Compy with the Galley, fir'd out of the flat boat 20 Rounds of Swivell Shot & Several Vollies of Small Arms & by Acci- dent was Blown up 20 Rounds of Powder & Ball, Lost 3 Musquets, 5 Cartouch Boxes, three Pistols & one Bayonet & Wound'd one Officer & four Men at 4 PM Made the Signl for the Galley & Boat to Return.

1. PRO, Admiralty 51/420.

REAR ADMIRAL SIR PETER PARKER TO GOVERNOR NICHOLAS COOKE ¹

Sir *Chatham* off Prudence Island the 3d Augt 1777
 By the Lieutenant of the *Diamond* I send a Flag of Truce with Two American Prisoners to be exchanged for Two of the *Diamond's* men now at Providence; the Lieutenant will furnish you with their Names, and I am to request you will permit the exchange to take place -

I also have sent a Master of an American Vessel to be exchanged for Mr Brooks a young Gentleman belonging to the *Lark*, taken in Company with Lieutt Otway - I am Sir [&c.]

P: Parker

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

VICE ADMIRAL RICHARD LORD HOWE TO CAPTAIN WILLIAM CORNWALLIS,
 H.M.S. *Isis* ¹

Memo *Eagle* at Sea August the 3d 1777.

For preserving greater Regularity in the Order of Sailing appointed for the Fleet,² it has been the Admiral's Intention, when working to Wind-ward, that the Ships of War stationed on the Starboard Quarter in the Form of Sailing delivered, should keep to the Westward and Northward of the Fleet; And those stationed on the Larboard Quarter, to the Eastward and Southward thereof, under the same Circumstances: In Order to prevent the

necessity for carrying the Press of Sail which would be otherwise requisite on every Change of Tack, for the Ships before to Leeward to gain a Station to Windward of the Fleet, as appears to be the Sense in which the Instructions on this Head have been hitherto understood.

Howe

1. Cornwallis Papers, II, NMM.

2. See Howe's Additional Instructions to the Fleet, June 8.

JOURNAL OF H.M.S. *Eagle*, CAPTAIN ROGER CURTIS ¹

August 1777

Lattd 38°.18' [off Assateague Is.]

Sunday 3d

at 5 AM made the Sigl & Tack'd, at 8 the *Dispatch* made the Sigl for seeing a sail in the S.W. made her Sigl to Chace, at 11 made the Sigl for the Convoy to come under the Admls Stern, the *Augusta* fir'd several Shot at a Ship Standing out of the Fleet, at Noon made the *Apollo's* Sigl to come within hail -

The first part Modte Breezes & Clear, Middle fresh breezes & Cloudy with lightening, latter Calm & hazy, at 1 PM made the Sigl & Tack'd, ½ past made *Roebucks* Sigl to take a Vessel in Tow in the NE at 3 the Sigl for the Convoy to make more sail, Join'd Compy the *Dispatch* with a prize Schooner laden with Flour, at ½ past 6 made the Sigl & Tack'd

1. NMM, Admiralty L/E/11.

JOURNAL OF H.M. SLOOP *Dispatch*, LIEUTENANT CHRISTOPHER MASON ¹

August 1777

Cape Henlopen No 34°. 50' Wt Distance 18 Leagues

[Sunday] 3d

at ½ past 4 AM The Adml made the Signal to Tack Do Tack'd Ship at 7 The Adml made the Signal for the Fleet to come in his Wake ½ past made the Signal to the Adml for seeing a Sail & chased, ½ past 11 brot to hoisted out our Boat & boarded a Schooner from Chingoteage bound to Curisoë laden with Flour - Cape Henlopen No 38°. 9' Wt Distance 18 Leagues -

Light breezes & clear Wr for the Most part, between 7 PM & 10 heavy squalls with Thunder and Lightning & Rain at 1 PM took the Schooner in Tow & bore down to the Fleet

1. PRO, Admiralty 51/253.

JOURNAL OF CAPTAIN JOHN MONTRESOR ¹

3rd [August] Sunday. At 7 this evening came on a violent storm at S.S. East scarcely giving the Fleet time to take in their sails. A darkness in the west and S.W. gave some Kind of notice accompanied with sharp lightning.

One ship laid for some time on her beam ends without righting. We Slipped our mizzen top sail without any other damage of any consequence – the lightning and thunder surpassed discription and the heaviness of the rain. This tempest Continued violent for one Hour and $\frac{3}{4}$. Could not discover any of the Fleet this night but by means of the almost incessant lightning. The wind blew the Broad Pennant to pieces. A sloop likewise laid on her beam ends – 7 men and a woman took to their boat, but kept her towed, but the painter breaking got adrift and was lost. The Sloop with four men on board, righted an hour after. At 12 o'clock this night hove too for one hour, at which time Sounded in 25 Fathoms of water. Incessant lightning this whole night.

1. Scull, Gideon D., ed., *The Montresor Journals*, Collections of the New-York Historical Society, Publication Fund Series, XIV (New York, 1882), 432–33. Hereafter cited as Scull, ed., *The Montresor Journals*. Montresor was an officer of the Royal Engineers on board a ship with Howe's fleet.

4 Aug.

CAPTAIN HECTOR McNEILL TO THE CONTINENTAL MARINE COMMITTEE ¹

Gentlemen,

Falmouth Casco Bay 4th Augt 1777

Above you have copy of my last Letter dated at Wichcasset 16th ulto since which I arrived with the *Boston* at this place, but when I shall reach Boston, or even Portsmouth, is uncertain.

The Enemy keep such a look out and are so Numerous that 'tis no easy matter to Slip throu among them –

Three Nights ago we had four Sail of their Frigates off this Harbours mouth in full sight and by a letter now in my hand from the committee of Safety at Newb'y Port, it appears That four Ships and a Brigg are Station'd in Ipswich Bay, besides those Stationed in Boston Bay.

Thick weather for a day or two has hid them from us, but in clear weather they are allway near in with the Land –

They Seem now to be posted in three divisions, within the distance of forty leags Coastwise, one division off cape Elizabeth and a Little to the east'd of it, the Second off Portsmouth tending South'ly towards Cape Ann, the Third division between Cape Ann and cape Cod –

Notwithstanding all this I hope by the Blessing of God upon our care and good conduct to Save the *Boston* for a More fortunate cruise then has been our last –

There are so many different reports Circulated concerning Capt Manley, That I know not what to write at this time – I am Still in hopes, that he has Escap'd the Enemy and gone to South Carolina. Happy had it been for himself and all concerned, if he had taken so much of my advice the day after we took the *Fox* – but alas his Obstanicey and want of reflection at that period, will for ever furnish him with matter for repentance.

When I endeavour'd to persuade him to go to South Carolina, my reasonings were groundd on the following circumstances –

In the first place, The Enemy were well Acquainted with the time of

our Sailing from Boston and with the length of our intended Cruise (the latter might be known by the quantity of provisions taken in) which was only for Six or Eight weeks –

2dly Our falling in with the *Sumersett* in the Tract for New York on the ninth day after we sail'd. This Ship's arrivall at that place would be the means of heastning out crusiers after us, either from York or Rhode Island.

3dly The Exceeding bad pollicy he had been guilty of in turning away upw'ds of one hundred men lately belonging to the *Fox* within Six hours after She was taken, Those men were put on board Some fishing Vessells, and made the best of their way for St Johns Harbour which was then within 24 hours Sail'g of us. at the Harbour of St Johns Lay Admiral Montague with the *Romney* and Some other Ships of war – and to me it appear'd probable that he would use his Endeavours to recover the *Fox*, by sending out as many Ships in quest of us as he could muster – Those Ships of his might be joined by Others from Halifax, so that with the help of the Ships already spoken of from N. York & Rhode Island, a chain of cruisers might be form'd between Cape Sable, and Nantucket Shoals which 'twould be difficult to pass –

After considering all these things, I was totally Against returning home by the way we went out – Therefore I earnestly requested that we might immediately make the best of our way for South Carolina – there refitt & Clean our Ships, and if Capt Biddle could be ready to come out with us so much the better – With four Ships like ours, we might do much Service to our Country & ourselves –

Capt Manley Express'd much willingness to follow this plan at first, when I made him Acquainted with it by my Letter of the ninth of June last – but in a day or two he changed his mind, and his course, and notwithstanding all the remonstrances I could make he continued cruising three weeks or upwards to no purpose, Except that of going farther from home thereby giving the Enemy more time to take the proper steps for intercepting us – On our return.

Part of the Consequences (namely the Loss of the *Fox*) you are but too well acquainted with by this time – What Capt Manleys fate or mine will be, is not altogether yet decided. May God Strengthen the Hands of the Congress & Save our Country by his Mighty Power, join'd with their honest Endeavours, for Sure I am that they have but indifferent prospects from the ability of many of us Employ'd under them – I am Gentlemen [&c.]

Hector McNeill

1. Captain Hector McNeill Letter Book, MassHS.

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

Monday Augt 4th [1777]	[Falmouth] This [day] plesent Weather Wind to the NE arrived here two prise Briggs & 1 Brig Belonging to this place from Santy Croix and a Continanttell Ship from Bilbo With anchors & Cabils for the 74 We sent our
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Barge to help hir in about 12 oClock the most of our
pepel at Night. Employ in geting the Continanttell Ship
[off the] Shore

1. Conner's Journal, MM. Crowninshield's Journal notes: "This Day arived two prise Briggs & one Brigg belonging to hear from St Crux & a Ship from Bilbo with Anchors and Cables for the two 74 Gun Ships our Barg was Sent to help hir in Witch they Did at a bout 12 oClock at Night all hand[s] Emploied Gitting off[f] a Ship that had Rune on Shore the Day before" MassHS.

Boston Gazette, MONDAY, AUGUST 4, 1777

Hear To Reason.

When our Brethren are suffering in Prison Ships in the neighbouring Ports, where many of them starve and die for want, Will you not assist in giving Information where the Prisoners are conceal'd that are taken and brought into Boston, and other Sea-Ports? or will you rather feed and employ them, when they might and ought to be sent in Exchange for our Brethren. The People of the Eastern Ports are often calling on me to send for their People who have been taken, but take no care to send me any to redeem them with, although there has been many hundreds taken and carried into the different Ports to the Eastward of Boston. I therefore intreat the Inhabitants of this State to exert themselves and take up as many as possible at this Time, as a Cartel will soon be sent to make another Exchange, and I will pay any reasonable Sum, for bringing them to my Office, at the upper Corner of Court Street, Boston.

Robt. Pierpont, } Commissary of
Prisoners of War.

New-York Journal, MONDAY, AUGUST 4, 1777

Kingston, August 4.

Various are the conjectures concerning the motions and destination of the enemy's fleet and the army on board. Some think them still bound for Philadelpia, and that all their late motions have been only to conceal their real design. The last account we had of them was by a man, who we hear has since declared under oath, that on Wednesday the 27th ult. he saw off Blue-Point (about one hundred miles East of New-York) about one hundred and fifty sail of ships standing off the shore to the Eastward.

We hear that by an intercepted letter, and several concurring circumstances, it appears, that the fleet are bound to Newport, Boston, or New-Hampshire - others think, that the hints of such a design have been thrown out on purpose to deceive us, and draw off our armies to the Eastward; and that to favour such a supposition, the fleet were to go off to sea on an Easterly course. But when they were out of sight of land, would tack about, proceed to Delaware and push for Philadelphia, before our army could return from the Eastward. Others think the intelligence was sent on purpose to be intercepted, and supposed by us to be a feint intended to deceive us, and

therefore to be disregarded, while they were really proceeding to the Eastward, so that they might make an actual attack before we should be in a condition to oppose them. Others again, and perhaps with most probability, suppose that their army is in such a dispirited ruinous condition, as to be incapable of making an attack any where with the least probability of success, or even without the greatest hazard of being totally ruined; and that in this dilemma, being not at liberty to give over an enterprise originally founded in folly, madness and villany, and not knowing what to do, they have concluded to retire to Halifax, there to wait, as they did at the evacuation of Boston, for further directions from *Pandemoneum*. Whether either of these conjectures is rightly founded or not, there should not be the least relaxation in our preparations to resist the whole force of the enemy, and every place they can have any motive to approach should be guarded with as much vigilance, as if they were expected there.

New-York Gazette, MONDAY, AUGUST 4, 1777

New-York, August 4.

Last Sunday Week arrived here from Antigua, the Schooner *Betsey*, Thomas Muir; on her Passage, in Lat. 34.52, Long. 67, she was taken by a Rebel Privateer Sloop, belonging to Charlestown, called the *Vixen*, mounting twelve carriage Guns, commanded by one Downham Newton, a Native of Providence. – Capt. Muir, who was permitted to stay on board the Schooner, gained over three of the Hands to his Interest, and retook the Vessel after being six Days in Possession of the Rebels. It is not doubted but Capt. Muir will be amply rewarded for his gallant Behaviour.

By the above Vessel we learn; that about the latter end of June, His Majesty's Tender Brig, *Little Endeavour*,¹ mounting eight three Pounders and 24 Men, commanded by Lieut. Francis Tinsley, in about 12 Degrees to Windward of Antigua, fell in with two Rebel Privateers, the one mounting 14 four Pounders, the other 12 of the same bore; both having Cohorns, Swivels, and 140 Men between them.

Thus accoutred and met, a most obstinate Engagement commenced at about half past Eleven, A.M. and lasted till near Five, P.M. most of the Time within Pistol Shot of each other. The Rebels often attempted to board, and as often to sink the *Little Endeavour*, which last endeavoured all she could to sink or take the Rebels, who at length shamefully sheered off.

The *Little Endeavour* had one Man killed; seven wounded, and was much disabled in her Rigging – Dire was the Slaughter of the Rebel Crews, and many a Mangled Corpse the Decks bestrewed; while all a Down, meandring on their Sides, issued in purple Streams, the sanguin'd Gore. *O! qualis hurliburli fuit.*

The Ship *Nancy*, Capt. Lowrie, belonging to London, taken by the *Vixen*, a few Days before Capt. Muir, and retaken by His Majesty's Ship *Galatea*, arrived here on Tuesday last.

Wednesday last the *Syren* Frigate arrived here from Halifax, and has brought Capt. Fotheringham of the *Fox*, and about 40 of his Seamen, with Captain Manley and his first Lieut. the latter commanded the *Fox* when taken by the *Flora*. We hear Mr. Manley is on board the *St. Albans*.

The same Day also arrived from St. Kitts in 14 Days, the sloop *Hammond*, Captain [Bridger] Goodrich, who on his Passage took the Sloop *Neptune*, Arthur Wood, Master, from Virginia, bound to Boston, laden with 400 Barrels of Flour.

The Brig mentioned in our last to be ashore at Deal, near Sandy-Hook, was a Prize to the *Milford* and *Thames* Frigates; she was taken by a Rebel Privateer on her Voyage from Oporto for Petersburg, and ordered for Boston, and on the Voyage was retaken by the above-mentioned Frigates, and sent for this Port, but the Prize Master thought proper to call on the Coast of New-Jersey, where the Cargo, consisting of Oyl, Lemmons, Wine and Brasil Sugar, was immediately taken ashore and carried up into the Country.

Capt. Ayscough, in the *Swan*, last week took a Schooner from Connecticut River, with 150 empty Hogsheads on board, and some lumber. She was bound to Sea in order to fill the Casks with Salt Water to make Salt. Also a small Vessel from the East End of Long-Island, bound to Connecticut, with sundry articles, among them two Bushels of Salt.

Last Wednesday Morning two Wood Boats from Long-Island, were taken by a Rebel Privateer in the Sound, near Hempstead Harbour, and carried into Norwalk, in Connecticut.

Some few days before the *Syren* came in, she lost her Mizen Mast and Part of her Rigging off Nantucket in a violent Gale of Wind.

1. Ship in this action was H.M. brig *Endeavour*, Lieutenant Francis Tinsley, not *Little Endeavour*, Journal of *Endeavour*, June 23, 1777, records simply:

at 6 A M Saw a Sloop to lewd the *Antigua* gave Chase P S 8 Saw two Sloops astern of us Standing after us at Noon Came up; prov'd to be American privateers; Engaged them 12 Glasses (the one 12 the other 14 Cariage Guns) & Obligated them to Sheer off

PRO, Admiralty 51/4181.

PENNSYLVANIA NAVY BOARD TO CAPTAINS JOHN RICE AND RICHARD EYRES¹

Sirs, State Navy Board [Philadelphia] Augt 4th 1777

We have to inform you the necessity requires an Alteration in the Orders you have already Received – therefore you'll be pleased to take notice that you are not bound by any orders heretofore issued – but from henceforth you are hereby order'd to observe any directions instructions or orders issu'd by the Commanding Officer of the Continental fleet order'd down on a secret exp'dition² from time to time or so long as the fleet shall be performing the intended expedition.³

1. Navy Board Minute Books, vol. 2, Pa.Arch.

2. For purpose of expedition see Continental Navy Board of the Middle Department to Captain Isaiah Robinson, August 5.

3. The same orders were sent to Captain John Brice, fire brigantine *Vulcano*, and Captain Thomas Perkins, fire ship *Hecla*, Navy Board Minute Books, vol. 2, Pa.Arch.

DEPOSITION OF LIEUTENANT JOHN BARRETT ¹[Philadelphia, August 4, 1777] ²

The Deposition of John Barrett First Lieutenant of the armed Brigantine *Raleigh* late commanded by Edward Travis Esqr fitted out by & belonging to the State of Virginia –

The Deponent being duly sworn on the Holy Evangels of Almighty God deposeth & saith –

That in the Night of the 26th of April last the said Brigantine mounting ten four Pounders fell in with & was captured by the *Thames* frigate commanded by Capt Howe in the Service of his Brittanic Majesty & while on board the said ship the sd Captain Travis this Deponent & the other Commissioned Officers of the said Brigantine were kindly treated by the said Capt Howe & his Officers, but the Mariners & other Men of the said Brigantine were confined in the Hold of the said Frigate with many other Prisoners in an uncomfortable Situation. That after being three Weeks on Board the said Ship this Deponent & the other Prisoners were landed at New York where they were delivered to the Charge of one Cunningham a Provost who abused them with the most illiberal & insolent Language ordering the Common Soldiers to pull off the Hatts of this Deponent & the other Prisoners & take their Cockades out calling them Rebel Pirates & other disgraceful Epithets. They were then marched up to a Place called the Sugar House where they were confined with common Soldiers, Sailors & even Negroes & were all treated alike both as to Provisions & other Matters & indiscriminate Insolence & Cruelty. That the said Officers & all other American Prisoners were repeatedly abused & beaten by the Hessian Guards & Soldiers with Swords & Sticks. That the Provisions received by the Prisoners at the said Sugar House were about one Pound & an half of Pork & about three Pounds & an half of condemned Bread P Man for six Days. the said Pork was in general good but the Bread so mouldy & bad that it could not be eaten but when the more pressing Hunger obliged them to do it. They had also an Allowance of about one Pint of Pease P Man for the said Time but they were so hard that they could not be boiled so as to be eatable. they had also allowed them half a Pint of Rice or musty Oatmeal P Man. That this Allowance was the whole he ever saw or heard of during his Confinement which lasted about ten Weeks & two days. That after Captain Travis had been confined in the Sugar House about twelve Days he was taken from thence by the said Cunningham on Pretence of writing Letters of which he was said to be accused by a Prisoner who was detected in endeavouring to make his Escape. That the Person who was said to have accused Capt Travis of writing Letters on being brought Face to Face with Capt Travis denied that he had done it but said it was another Person who had written the Letters & tho Captain Travis solemnly protested his Innocence & denied the Charge he was hurried to the Provost & there confined in a Dungeon & was there when this Deponent came away as this Deponent was credibly informed not only by a Note from the said Captain but by a Person of undoubted Veracity who was present at the Transaction & saw the said Captain

in Confinement & who informed this Deponent that he saw Captain Travis beaten by the said Cunningham. That the Treatment towards Prisoners as far as has fallen under this Deponent's Notice is cruel to the last Degree, many of them sickening & dying from Want & the Loss of near half the Crew of the Brigantine *Raleigh* by hard Treatment & Sickness occasioned by it. That this Deponent made his Escape with seven others out of the said Sugar House on Monday the 28th Ulto & arrived at Philadelphia the third instant. And further saith not – Taken & sworn before

Jno Ord

1. Papers CC (Papers and Affidavits Relating to the Plunderings, Burnings, and Ravages Committed by the British, 1775–84), 53, 159–60, NA.
2. Date selected is the day before the deposition was read in Congress, Ford, ed., *JCC*, VIII, 607.

ADVERTISEMENT FOR SEAMEN FOR MARYLAND PRIVATEER BRIG *Sturdy Beggar* ¹

New Bern, August 4, 1777.

Wanted immediately for the celebrated and well known Brig of War, *Sturdy Beggar*, under Command of James Campbell, Esq; now fitting out at this Place for a short Cruize against the Enemies of the Thirteen United States, a few good Seamen and Marines. The *Sturdy Beggar* is allowed to be the handsomest Vessel ever built in America, is compleatly furnished with all Kinds of warlike Stores, Ammunition, &c. is remarkable for fast sailing, having never chased a Vessel but she soon came up with.

For the Encouragement of such Seamen as may choose to enter on Board said Vessel, Twenty Dollars Bounty will be given. Such Seamen and Marines are requested to repair to said Vessel immediately, that she may be got to Sea in Time for the grand Jamaica Fleet, of the Sailing and Route of which there is the most undoubted Intelligence received.

N. B. Prize Masters, also petty Officers, are wanting.

1. *North-Carolina Gazette*, August 8, 1777.

5 Aug.

CAPTAIN HECTOR McNEILL TO JOHN LANGDON ¹

Sir

Falmouth 5th Augt 1777

I did my self the pleasure of writing you soon after I arrived at Sheepscott river, praying the favour of you to forward my Letter to the Marine committee which I had left open for your particular Satisfaction – at that time I was in hopes of Seeing you long before this but the precarious State of a Single Ship in these times, and the want of a good Oppertunitiey has kept me at so great a distance – We have some Vessells in here now who have been drove in by three or four Large Ships who seem to be Station'd about the mouth of this Bay, three evenings agoe we See them from the forts, when I shall be able to Slip by them I know not – Now My good Sir as my provisions are Nearly out and there appears no prospect of a Supply in or near this place, This is to request the favour of you to Save us from perishing for want of Provisions or being obliged to run a certain risque of Loosing the Ship rather than to Starve here, the Chance of getting any thing

of provision kind from Boston at present must be much more uncertain then from Portsmouth. I pray you therefore that you would Send me down, three weeks Bread and flesh – which with the Little I have left will I hope be Sufficient to bring us to portsmouth. let it be Sent in some Small Vessell with some Faithfull person & a good pilot, so that She may run into aney hole for Safety. I am Sir [&c.]

Hector McNeill

1. Captain Hector McNeill Letter Book, MassHS.

The Freeman's Journal, SATURDAY, AUGUST 9, 1777

Falmouth, (Casco-Bay) Aug. 5.

In at a safe port the following vessels, viz. A prize ship laden with sugars, taken by the *Sturdy Beggar*, 180 hhds. Prize brig laden with wine, salt, dry goods. Brig laden with rum, taken by *Oliver Cromwell*. Brig laden with wine, taken by [John] Clouston. Also a Ship from Bilboa, laden with duck, cordage, rigging compleat for two Frigates. Also cloathing and salt.

WILLIAM WHIPPLE TO JAMES LOVELL ¹

[Extract]

My Dear Sir,

Portsmouth Aug 5th 1777

Matters remain here much as when I wrote you last, except some alarms caused by a report that a very large fleet appeared off Cape Ann on the 31st ulto – the time agreed very well with the accounts we previously had of the fleet's sailing from N.Y: as we supposed the Town was the enemy's object, all hands were preparing to go thither, when on a sudden the fleet vanished in a fog and we have heard nothing of it since, but it's still a matter of great speculation where this invincible Armada is bound. It is reported as General Washington's opinion that Virginia is the object but those who have not the most favorable opinion of that climate think they know better than to go there, that this only a finesse and that they will return immediately and push up Hudson's river – others will have it that they are certainly coming this way. The last opinion I endeavor to support, not because I realize it, but because I would have every body in readiness if that should be the case. The enemy's ships are so thick on the coast that it's almost impossible to escape them; one of them chased a ship on shore a few days ago within 6 or 7 miles of this she proved to be a West-India man which had been taken by a Connecticut privateer, but unfortunately for the captors the tide was rising and the enemy soon took her off with them. . . .

1. William Whipple Papers, Force Transcripts, LC.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN JOHN FISK ¹

Capt John Fisk,

War-Office, [Boston] August 5th 1777 –

You being Commander of the Arm'd Brig *Massachusetts* your Orders are to proceed to cruize in the Track of the Homeward bound West-India Vessels, & to use your utmost Endeavours to take, burn, sink & destroy all

armed and other Vessels, together with their Cargoes, belonging to the Subjects of the King of Great-Britain, Enemies to the United States of America & the natural Rights of Mankind. – Should you be so fortunate as to make any Captures, you are to send them under proper Prize-Masters to some Port in the Eastern Parts of this State or New-Hampshire, from whence the earliest Notice must be given by Express to the Board; – You will bring or send all the Prisoners you may take as shall be practicable, in order to be exchange'd for our suffering Countrymen in the Hands of our Cruel & Inveterate Enemies; – We heartily wish you Success & are – &c. –

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

[Endorsed]

Orders given
to Capt Fisk

Ordrs given
to Capt Clouston ²

1. Mass. Arch., vol. 151, Letters from the Board of War, 1776–1780, 426.

2. Massachusetts Navy brig *Freedom*.

TESTIMONY OF JOHN LAMBERT AND MARK CLARK ¹

[Boston]

John Lambert first Lieutenant and Mark Clark, Second Lieut of the Brigantine *Massachusetts* A Vessel of War belonging to the State of Massachusetts Bay whereof Capt John Fisk was Commander: Testify and Say That on Sunday the first [*sic* twenty third] day of March last, they Sailed in said Brig from Salem on a Cruise, and were joined off Cape Ann Harbour by the Brigantine *Tyrannicide*, Jonathan Harriden Commander, and the Briga *Cabot*, Capt [Joseph] Olney Commander – That at about Eleven o'Clock at Night of the same day they saw a Sail to Leeward which they judged to be the *Millford* Man of War, after discovering said Sail they waited for the other two Brigs to come up with them, which they soon did and Spoke with each other. – That Captain Olney and Capt Harriden asked Capt Fisk what he thought of the Ship, Capt Fisk answered that he took her to be the *Millford*: Capt Fisk then asked Capt Olney what he thought of Engaging of her, he said with all his Heart; And they then Cleared Ship and had all hands to Quarters ready for Engaging, the Ship appearing to do the same, making false fires, and lights fore and Aft, it being then about twelve o'Clock at Night; That betwixt twelve and one o'Clock of the same Night, Capt Olney Spoke with them again, and asked Capt Fisk what he thought of her, Capt Fisk answered that he thought it was prudent to keep to Windward 'till Morning, and then Consult what was best to be done, upon which Capt Olney said he liked it well, and at the same time beged Capt Fisk not to leave him, Capt Fisk replied he'd be Dam'd if he would. That at day light the next Morning they discovered Capt Olney about a Mile and a half upon their Weather Quarter, the Wind then about South

East, Capt Harriden was then about as far to Leward, and the Man of War to Leward of Capt Harriden – That at about Nine or ten o’Clock in the Morning Capt Harriden seeing both his Consorts to Windward hove his Main Top Sail aback, upon which Capt Fisk bore away and Spoke with him, (the *Cabot* still keeping her Wind: Capt Fisk asked Capt Harriden if he was ready to go down and take his breakfast, meaning if he was ready to go on board the Frigate, Capt Harriden answered with all his Heart. As the *Cabot* still kept to Windward, and the Wind heading of them, they thought it best to Tack to the Southward and Westward, likewise the *Tyrannicide* and *Cabot* Tacked, the *Cabot* still to Windward; the Frigate also Tacked at the same Time; In the afternoon of the same day it came on Thick and Rainy, when they lost Sight of the *Cabot* and Frigate for some time; That at about five o’Clock the Weather remaining Thick Capt Fisk and Capt Harriden Tacked and stood to the Northward and Eastward, they could not then discover either the *Cabot* or Frigate, but Supposed The *Cabot* was to Windward. – That at about Six o’Clock it Cleared off, when they Saw the Ship to Leward, soon after that Saw the *Cabot* about Nine Miles to Leward going large, and suppose she bore away in the Rain to get clear of the Ship, the Ship then seemed to bear a little after him to try to cut the *Cabot* off; the Wind then blowing hard and a large Sea going, they determined not to follow the *Cabot* as there was so great a Sea, which obliged them to House their Guns, their Decks being full of Water, and if they had come up they could not fight their Guns in such a Sea.

And These deponents further say that they never heard Capt Olney say he would go and take the first Broadside from the Ship or any thing to that purpose. – And they apprehend that in case the *Cabot* really intended to join the other two Brigs she might have done it after the Weather Cleared up without any danger from the Ship, And had the *Cabot* joined in such rough weather it would not have been possible to Engage the Ship

And these deponents further say that Capt Fisk appeared to be ready & willing to join with the other Brigs in Engaging the Ship, and never discovered the least backwardness – and further saith not. –

Jn^o Lambert. Mark Clark

[Endorsed] State of Massachusetts Bay Augt 5th 1777 Lt John Lambert & Lt Mark Clark each of them personally appeared & made Solemn Oath to the truth of the foregoing deposition by them subscribed Before, Sam^l Holten Jus. Peace thro’ the State.

1. Mass.Arch., vol. 167, 131–32.

COLONEL CHARLES DYER AND LIEUTENANT COLONEL RAY SANDS TO
GOVERNOR NICHOLAS COOKE ¹

Sir

Boston Neck August 5th 1777

This Morning About Fore A Clock Landed a party of the Enemy Consisting of About two hundred, As Near as we Could Judge in two Devitions one Devition At the South Ferrey the Other Below Benjamin

Gardners, that Devition Landed at the South Ferrey was Covered by a Rogalle [row galley], we Rallied And Engaged them they Emediately Gave way and Retreated into their botes again, but by Some Accident the Galley Got a Ground when we Exchanged a Large Number of Vollies with them, and they At the Same time keeping Up an Essent [incessant] Fire out of the Galle which mainley went Above Us, coold our Artelerey bin furnished with horses So they Cood Advanced in Season Am Sertain we must have taken the Galley, we Drove them All out of hur, with our Small Armes, but the tide Making Flood Enabeled them to take hur of[f] Again by this time we Got down one field peace which was plaid with Sperit by the Officers of the train and Am well Asured did good Execution for we Saw Numbers fall, — the partey Landed Above Carried of[f] Caleb Allen Benjamin Gardner and About Six or Seven Solegars Quartered in Mr Guardners house the others Made their Escape — in the Scurmish we had two men wounded, Must intreat his Honnour the Gover to Give Us Some Directions to procure two horses for our train Imediately As we Are Now Convinced that it is A Matter of the Gratest Importance, Must informe his Honr that we have Exasted all the Amunition this way, And have sent A person to You Sir for Assistance And Make Not Least Doubt that our Request will Emediately be Cumplied with, and Sent Forward without Delay, the Enemy haith Landed on the west Side of Conaticut Island where their botes Now All Lay, And shoold they Make Another Desent we Cannot Make any Resistance till we Are Supplide with Amunition in haste And Much Feteagued We are [&c.]

Char Dyer Coll Ray Sands Liut Colo

P:S the Inhabitants on boston Neck behaved with Grate Spiret in Getting their Stock of[f] which prevented the Enemy of being possessed of Any

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

JOURNAL OF H.M.S. *Orpheus*, CAPTAIN CHARLES HUDSON¹

August 1777

Cape Cod SSW1/2 Wt 7 or 8 Leagues

Monday 4th

at 4 A M saw a sail in the SE, gave Chace

First part Modt and fair, Middle and latter fresh Gales and Cloudy with Fog Cape Cod No 81° 00Wt Distant 11 Leagues at 1/2 past 7 the Chace ran on Shore near Cape Cod, and the People after cutting away her Masts, quitted her, at 8 the *Amazon* brought up, and fired several Shot at the Brig and soon after set on Fire, at 1/2 past 10 the Brig blew up, sounded from 12 to 18 fm

Tuesday 5th

between 12 and 4 AM sounded from 25 to 40 fathm Brown Sand, at 4 *Amazon* made the Sigl for all Cruizers, at 6 Bore away and ran down to her, at 7 She made the sigl for the Captain: Standing off and on Shore within 3 miles, at 9 the *Amazon* sent on Shore a Flag of Truce, and found the Brig to be the *Wilkes* Privateer John [Foster]

Williams Master of 18 Guns, from Boston bound on a Cruize,² Close reefed the Top Sails the Extremes of the Land from NNW to SWbS off Shore 4 or 5 Miles.

1. PRO, Admiralty 51/650.

2. *Continental Journal*, Boston, August 14, 1777 reported: "We are sorry to acquaint our readers with the Loss of the Privateer Brig [*Wilkes*], of 16 Guns, Capt. John Foster Williams, of this Port, who was chas'd ashore on the Back of Chatham, last Monday Night, by the *Milford* [*sic*] and two other Frigates, when the Enemy blew her up. We hear all the Hands but two got safe ashore." The *Wilkes* had been commissioned July 17, 1777 and was upon her first cruise. She had a crew of one hundred men, and was owned by Caleb Davis, Gustavus Fellows, John Tileston and others, all of Boston. Mass.Arch., Revolutionary Rolls, VII, 317.

CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT TO
CAPTAIN ISAIAH ROBINSON, CONTINENTAL NAVY BRIG *Andrew Doria*¹

Sir

A Design having been formed to open the Cape May Channel in Delaware Bay, now obstructed by the Enemy's Ships of War, & to secure a Communication between this Port & the high Seas, the Charge of this important Service after the Arrival of the Squadron destined for this purpose in the said Channel devolves upon you – For the better carrying this Design into Execution, the following Vessels well fitted, armed & manned, will be committed to your Charge, & subjected to your Command Vizt –

The Ship <i>Repulse</i>	Peter Bruster
The Ship <i>Champion</i>	James Josiah
The Sloop <i>Surprize</i>	Benjamin Dunn
The Sloop <i>Fly</i>	Elisha Warnier
The Schooner <i>Musqueto</i>	Thomas Albertson

& Two Fire Ships

Besides these you will have

The Brig *Convention*, John Rice Commander, & the Schooner *Delaware*, Richard Ayres, two Vessels belonging to the State of Pennsylvania, which are ordered to join your Squadron, & be subject to your Command in this Expedition, by the Hone the Navy Board of the said State. With this Force you are to take Possession of the Cape May Channel, & to consider that as your Station 'till further Orders, & are to use your best Endeavours to guard the same for the Protection of such American Vessels, as may enter there; giving them all the Assistance you can whether Inward or outward bound, & endeavour to force a Passage for them through the said Channel, by fighting, burning, destroying, taking or driving away, such of the Enemy's Vessels of War as may come in your Way, or oppose their Passage along the said Channel – We have given Orders to Cap [Charles] Alexander to supply your Squadron with as many Men out of his Ship, as may be wanting for this Service –

In conducting this important Business we doubt not you will exert the utmost of your Magnanimity and Discretion, and we hereby strictly enjoin

all the Continental Officers in the Squadron aforesaid, to be obedient to your Orders in all things concerning the Expedition on foot –

We expect that by Means of such Opportunities as may offer you will be punctual in giving us regular Intelligence from Time to Time of your Proceedings, keeping up as frequent a Correspondence with this Board, as the Circumstances of your Situation will permit –

You are as often as you shall judge necessary to hold Councils of War, and take the Opinions of your Brother Officers, & of the Captains Rice & Ayres respecting your Operations, and are to do every thing in your Power for the Maintainance of Harmony, Order, & good Discipline in your Squadron –

If any Matters of great Importance shou'd occur, we wou'd not have you trust the transmitting the Intelligence to us by Water only but we empower you to employ necessary Expresses by land who shall be paid by us for their Service, provided you forward us the Terms of your Agreement with them –

Reposing special Trust & Confidence in your Fidelity and Abilities we heartily bid you Farewell.

Given at the Continental Navy Board at Philada this Fifth day of August 1777 –

Fra^s Hopkinson John Nixon John Wharton

1. FDRL.

MINUTES OF THE PENNSYLVANIA NAVY BOARD ¹

State Navy Board [Philadelphia] August 5th 1777

Lieutenant Douglas Spence of the Brig *Convention* being Appointed to the Command of a Fire Ship in the Continental Service by consent of this Board he this day deliver'd up his Commission.

1. Navy Board Minute Books, vol. 2, Pa.Arch.

HENRY MARCHANT TO GOVERNOR NICHOLAS COOKE ¹

[Extract]

Honored Sir,

Philadelphia Augt 5th 1777

The large Fleet which sailed from New-York, and hath since been seen off and on the Capes of Delaware, have not been seen or heard of since last Thursday at sunset. – a few there are, who still believe they are yet intending an Attack upon this City; – some there are, who suppose Them gone still more South-Ward, to Maryland, Virginia or So Carolina; – but the most general Opinion is, that they have either returned to New-York to push up the North River, or have gone to Rhode-Island. – By this Faint, They have drawn Our Army at too great a Distance to give immediate Assistance to the Eastern States; besides that Our Men must be greatly fatigued by such long Marches. – Our Army is however in great Spirits & good Health. – They are indeed much disappointed in not meeting with Mr How, but will not murmur at making a much longer March than Their last; – If They can but relieve Their Brethren, and cut off Our Amphibious

Enemies from Their Sea Retreat. – I hope The New England States have been in such Suspicions of the Intentions of Mr How, as to have put Them upon every necessary Measure of Opposition

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

JOHN MAXWELL NESBITT TO CAPTAIN JOHN PAUL JONES ¹

Sir

Philada Augst 5th 1777

I am favour'd wth yours 21st July returning fourteen pounds Pennsylv bills found among the money paid you on Accot of the *Sea Nymph*, others to the Amount shall be put into the hands of Mr Brown

Inclosed is an Accot exhibited by Captain Trimingham for Articles taken by you or by your order out of the *Sea Nymph*, which I was obliged to pay as the Vessell was order'd to be restored with every Article belonging to Her when taken, those things I suppose were applied to the use of the Sloop *Providence*, if so fix it that I may receive from the Marine Committee the money for them, If you have kept the Spy Glass, Bookcase or any thing else for your own use order me Payment for them

I shal get an answer from Col: Ross to your Letter as Soon as in my power though I think it probable he may not like to give a decisive opinion in an Affair that is not to Come before him & that must probably be determin'd by another Judge, the only Case that Came before Mr Ross here in wch two Vessells were Concern'd was that of the *Lexington* Continental Vessell & *Chance* Privateer & he order'd each a Share in proportion to their force, & the Law & Usage of Nations will I believe Justify this decision, its a reasonable one, by the Same rule that the *Providence* Claims to Share Equally wth the *Alfred*, a Smack with a few Swivels & a dozen of Men with a Commission might Claim to share Equally wth the *Providence*, but perhaps to share Equally they dont mean more than that both Crews should Share as the Crew of one Vessell, not to have an Equal Share or half of the whole taken If so this will not make a great difference, though its Certainly right each Ship Should first draw their Share before any division is made among the Crew, for though Continental Ships Share alike, Private Ships Share Variously & as there Should be some General rule to Govern in Cases where Vessells Cruize together, no other Can hold but that of allotting each Vessel their share – I shall pay Mr Brown the Carpenters Prize money it is £67.10 – or One hundred & Eighty Dollars – I am Sir [&c.]

J. M. Nesbitt

1. Papers of John Paul Jones, 6614–15, LC.

PETITION FOR COMMISSION AND BOND FOR MARYLAND PRIVATEER
BRIG *Sturdy Beggar* ¹

Samuel & Robert Purviance Lux & Bowley and others of Baltimore Town being desireous to fit out to sea the Brig *Sturdy Beggar* (Mounted with fourteen Carriage Guns 4 pounders fourteen Swivels and forty Muskets, Navigated with eighty men of the Burthen of one hundred & thirty five

Tons haveing on board provisions for four months) applies for a Commission for said Vessel to Cruize as a privateer against the enemies of the Thirteen United States

James Campbell Comr
5th August 1777 -

James Campbell Capt
William Coward 1st Lieut
James Tibbit 2nd do
Benja Chew Master

Know all Men by these presents that We James Campbell Commander of the Brig *Sturdy Beggar* and Charles Wallace of the City of Annapolis are held and firmly bound to the State of Maryland in the Sum of Ten thousand Dollars to be paid to the said State to which Payment well and truly to be made and done We bind ourselves & each of us owe & each of our Heirs Executors & Administrators in and for the whole firmly by these presents Sealed with Our Seals and Dated this fifth day of August 1777. Whereas a Commission was heretofore obtained for the Private Brig of War called the *Sturdy Beggar* of which John McKiel was then Captain and the said Brig is again ready fitted for a Cruise and now speedily to sail under the Command of James Campbell as Captain but the said former Commission is mislaid and cannot now be returned on obtaining a new Commission for the said Brig Now the Condition of the above Obligation is such that if the said former Commission shall be well and truly delivered up to the Governor of this State for the time being and shall in no wise be used as a Commission to or for any other Vessel nor any Act Matter or Thing shall hereafter be done under Colour thereof then the above Obligation to be void else of full force -

James Campbell Cha Wallace

1. Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal, 1776-83), 196, XIV, 73, NA.

GOVERNOR JOHN RUTLEDGE TO GOVERNOR PATRICK TONYN ¹

(Copy)

Sir/

Charles Town So Carolina August 5th 1777.

A Vessell of War, belonging to this State, lately after a short Engagement took and brought into Port, the Armed Brigantine *Judith Alvara* Lofthouse Master bound from London to St Augustine. She had on board Passengers, who write to you and their Friends by this Conveyance. I should have suffered them to proceed immediately to the place of their destination, had I not been informed, that you detain several Gentlemen Inhabitants of this State, who arrived some time ago in the *Betty and Jenny*, Thompson Master at St Augustine, having taken passage in that Vessell as the readiest way of geting from London hither, and I am the more inclined to believe this information as Mr and Mrs Logan under the like Circumstances experienced the same Treatment. I cannot conceive that Persons in such a Situation can with any kind of Justice or Propriety be deemed Prisoners of War; However waiving that Point for the present I am ready to Exchange

any of Lofthouses Passengers, for an equal number of the Gentlemen, Inhabitants of this State, Thompsons Passengers, who are at St Augustine, and for Messrs John Freeman and William Wescoat if they are still there, so that if you think proper to send them, or let them come hither, you may on their arrival here have in Exchange, on sending for them, or they will be permitted to go, as many of Lofthouses Passengers, as may be equal in number to them, and any Vesell, which you send for them, may have a Pass from me to secure her from Capture.

Some time ago the Brig: *Defence* belonging to this State was taken by the *Perseus* and *Roebuck*. Our Delegates in Congress informed me, that they would endeavour to effect an Exchange of her Captain Pickering, but I do not find this has been obtained, and we have accounts of his having been very ill used. I have therefore ordered Captain Lofthouse into Confinement and shall keep him in it untill Captain Pickering is Exchanged for him, which I suppose may soon be done upon your Application to Lord Howe.

Admitting the Enemy to be void of Humanity (and they have after shewn that they are) I should imagine that motives of Policy, the Apprehension of Retaliation, and the example of Treatment to our Prisoners would induce them to shew a different kind to theirs, but I have heard that Captain Engs of the *Franklin* lately taken off this Bar, and his Crew are confined in a Dungeon at St Augustine. I desire to know the Truth of this, and shall therefore expect, that you will allow the Bearer, Mr Cross, to see, and converse with Captain Engs, and his People (in presence of who you please), that on his Return he may acquaint me, what usage they say they have received, otherwise I shall conclude that this information is true. It is time that Retaliation should take place for tho' to inflict Punishment is a disagreeable Act, Justice to our People, who suffer demands it. The Treatment of Captain Lofthouse his Officers and Crew will therefore depend upon that, which Captain Engs and his people have received, unless Captain Pickering shall suffer any Cruelties or Indignities, in which case (altho' Engs and his Crew may not have been ill treated) the same shall be retaliated on Lofthouse.

Some time ago one Wharton an Augustine Pilot taken in the Ship *Clarissa* – Bisell Master, and brought to this State was permitted to be at large in the Town on Parole, but shamefully broke it, and run away, it is presumed that he is returned to St Augustine, in which Case I have a right to demand him of You. I therefore desire to know whether he is in East Florida or not, if he is there must insist that he be sent back hither.

I doubt not that due attention will be paid to the Flag, which carries these dispatches, and am, Sir [&c.]

J: Rutledge

P.S. There were several Letters for you and others in East Florida on board of Lofthouse, which may be forwarded, if a proper Conveyance should offer.²

1. PRO, Colonial Office 5/557, 355-57.

2. See Tonym's reply, August 21.

VICE ADMIRAL CLARK GAYTON TO PHILIP STEPHENS ¹

Sir,

Antelope Port Royal Harbor Jama 5th Augt 77.

I Yesterday received a Letter from Captn Cadogan of His Majesty's Sloop *Porcupine* who saild from hence with the *Lively* and *Kent* the 20th June, in Order to proceed with the Convoy through the Gulf which consisted of One hundred & fourteen Sail, after he got through the Gulf in the Latitude 28.50 North His Majesty's Sloop *Porcupine* was unfortunately struck with Lightning which shiver'd her Mast and Set the Sloops hold on Fire in several places, but having saved a great Quantity of Rain Water the day before, he applied it with success and extinguished the Fire, many of his people were Hurt but all recovered the next day; At Day Light he made the Signal of distress & fired Guns untill 11 OClock in the Mornng at which time he saw the Convoy about 5 Miles from him, but does not know whether they saw his signal, tho' he cou'd observe their Signal for the Convoy to close. Notwithstanding the distress he was in near Forty Sail of the Convoy passed within half a Mile, without taking the least Notice or giving him the least assistance & had he not met with a Schooner, bound to St Augustine, who took him in Tow, he does not Know what he shou'd have done -

Inclosed I send You Letters from Captn Lloyd of His Majesty's Sloop *Atalanta* for their Lordships perusal ² -

I also beg leave to acquaint their Lordships that the *Bute* armed Ship arrived here the 24th Ulto she being very leaky and in very bad condition. I have order'd the Master shipwright to put her in the best repair he can & to caulk her well, in order that she may be ready to proceed to England the latter end of October with the Convoy.

I further beg leave to acquaint their Lordships that the *Southampton*, now on a Cruise, on the 4th July fell in with two Spanish 74 Gun Ships between Heneaga & Cape Nichola full of Troops from Old Spain & bound to the Havannah 50 days out, & on the 6th he fell in with another 74 Gun Ship from said place & bound to the Havannah also. I have no other Intelligence to inform their Lordships of and am with great Respect Sir [&c.]

Clark Gayton

[Endorsed] Rd 26 Sept Ansd 1 Oct

1. PRO, Admiralty 1/240.

2. Letters exchanged between Captain Lloyd and Governor Gálvez of Louisiana.

6 Aug.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT ¹

In the House of Representatives

[Boston] August 6, 1777

Whereas our Enemies have several small Cruizers upon this Coast & even in Boston Bay, which have taken several of our Coasting Vessels, & greatly obstructed our Navigation; and as the Continental & State Vessels as also most of the private Vessels of War, are improper to be employed for Clearing the Coast of these Vermin. -

Therefore, Resolved, That the Board of War be, & they hereby are directed, without delay, to take such measures for taking or destroying all such Cruizers as aforesaid, as they shall judge most proper. –

On the request of John Bradford for sundry Articles for the Continental Ship *Ranger* –

Resolved, That the Committee of Sequestration be, and hereby are directed to deliver to John Bradford Esq or his order, One of the Continental Agents, for the Use of the Continental Ship *Ranger*, One Armourers Anvil, one standing Vice, one hand Vice, six hand-saw Files, four bastard Files, four of different sorts of Files & one drill Box, he to be Accountable to this Court for the same. –

In Council Read & Concurred Consented to by fifteen of the Council

1. Mass.Arch., vol. 37, 181.

REPORT OF THE COMMITTEE TO INVESTIGATE THE CHARGES AGAINST CAPTAIN JOHN FISK ¹

The Comtte of Council who was appointed on the 31: of July 1777 to Consider the Conduct of Capt Jno Fisk of the Armed Brigg *Massachusetts* in Company with the *Tirannicide*, Commanded by Capt Harraden, & the *Cabot* Comdd by Capt Olney at the time when they fell in with the *Milford* Friget in March Last – have attended that service, and Called upon such persons as they suposed most lickely to give information in the matter, & have taken severall Depositions Respecting his Conduct at that time and the Comtte from the best information they can at Present Obtain, are of Oppinion that Capt Fisk at the time aforesd behaved like a brave & good officer, and that any Accu[s]ations that have bin laid to his charge Cont[r]ary their to are unjust and without foundation. which is submitted

W Spooner by order

[Endorsed] In Council August 6:1777 Read & Accepted and there upon Ordered that the foregoing report be published in the Boston News Papers ² in Order that Capt Fisk's Character may stand fair and appear to the World that, he has, in the Opinion of the Council behaved like a brave & Good Officer –

Jn^o Avery Dy Secy

1. Mass.Arch., vol. 167, 133.

2. Published in the *Continental Journal* and in the *Independent Chronicle*, August 7, and in the *Boston Gazette*, August 11.

JOHN READ TO MAJOR GENERAL ARTEMAS WARD ¹

Sir

Chatham Rhode Island the 6th Augt 1777

The Admiral Sir Petr Parker hath received your Letter of the 26th past, and has directed me to send in exchange for the British Prisoners you sent to Rhode Island, the like number of American Prisoners, agreeable to the List Inclosed ² – and which comprehends only those People who may have been taken in Arm'd, or Trading Vessels – Those who are permitted to

retire on their private Affairs, are never consider'd under the description of Persons to be exchanged by Cartel, and numbers in that situation have been permitted to retire to the Main from Rhode Island. – Two of the Prisoners sent from Boston being Soldiers, General Pigott has given a Réceipt for them & hath exchanged two People taken in Arms, the Rect is herewith inclosed – I am Sir [&c.]

Jn^o Read Commissy
For Exchange of Prisoners

1. Mass.Arch., vol. 197, 406.

2. The list of Americans consists of forty-nine names with no designation of rank or rating. List of British prisoners identifies them as masters, supercargoes, merchants, mates and seamen, and that they were received by "Schooner *Speedwell* A Cartel from Boston under the direction of Captn Josiah Godfrey for which the like number of Americans are exchanged at Rhode Island the 6 August 1777." Mass.Arch., vol. 197, 408.

COLONEL JOSEPH NOYES TO THE RHODE ISLAND COUNCIL OF WAR ¹

[Extract]

May it please Your Honrs

Westerly August the 6th 1777

Yesterday morning a Small Sloop Commanded by ——— Johnson Bound from Bedford to N. London Was Drove on Shore a Little to the East of my House, by one of the Ministerial Cruisers, which Anchored not a Musket Shot from the Shore, and kept up a Constant fire for Some time,² previous to which A nine pound field piece belonging to this town was moved to the Shore on the appearance of wch She Hoisted Sail without waiting but for one Shot only, the above Said Sloop was Loaded with Rice a few Hhds of Rum, a few Hhds of Sugar, and Some Salt (Chiefly Continent Stores) which are all Safe landed and Stored for the owners, the Vessel is likely to be Lost – Said Ship in Conjunction with one more is Cruising off this Day . . .

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

2. Journal of H.M.S. *Cerberus*, August 5, notes: "at 5 [AM] run a Sloop on Shore about 3 Leagus to the Eastwd of Fishers Isl, came too abreast of her in 6 Fathom fir'd 10.9 pds and Twelve 3 pounders at Her and the people Assembled on the Beach", PRO, Admiralty 51/181.

JOURNAL OF H.M. GALLEY *Dependence*, LIEUTENANT JAMES CLARK ¹

August 1777

Tallards Point E.N.E. 1 Mile

Wednesday 6

at 1 A.M. Anchd with Best Bower in 5 Fm Water in Compy as before.

Light Breezes and fair Weather those 24 Hours at 2 P.M. Weigh'd and gave Chase to 4 Reble Vessels fired 5 Twenty four Pdrs with round shot and 8 four Pdrs with Do at 6 P.M. Verplanks point NbE ½ a Mile the Rebles Open'd a Battery on us by which we receiv'd 4 Shot in the Lower Yard arm of the Main Yard Do left

off Chase at 10 P.M. Anchd with the Best Bower in 6
Fm Water Phillips Burrough E 1½ a Mile in Compy
the *Spitfire* Galley.

1. PRO, Admiralty 51/4159.

JOURNAL OF THE CONTINENTAL CONGRESS¹

[Philadelphia] Wednesday, August 6, 1777

Resolved, That the sum of four thousand dollars be paid to the officers and men on board every fire-ship in the river Delaware, and to the officers and crew of any chain of fire-rafts, which shall actually set on fire and destroy any one of the enemy's ships of war of twenty guns or upwards; and three thousand dollars for every ship or vessel of war under twenty guns; and one thousand five hundred dollars for every transport; the proof of the execution done to be certified by the commodore, or commanding officer, or by the oath of such person or persons, as may have been witness to the fact.

Resolved, That the rewards aforesaid shall be divided in the following proportions: one fourth to the captain or commander, one seventh to the lieutenant, and the remainder to the crew, to be equally divided amongst them.

Ordered, That it be referred to the Committee on Appeals.

1. Ford, ed., *JCC*, VIII, 615-17.

CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT TO THE PRESIDENT OF CONGRESS¹

Sir Continental Navy Board [Philadelphia] Augt 6, 1777

As Capt [James] Josiah will proceed down the River in a day or two, We should be extremely glad, if a Commission would be obtained for John Rodez, as his Second Lieutenant, this day or to Morrow Mornng He attended here this day in hopes the Marine Committee would have met We are [&c.]

John Nixon John Wharton

1. Papers CC (Reports of the Marine Committee and the Board of Admiralty, 1776-81), 37, 105, NA.

CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT TO THOMAS WHARTON, JR., PRESIDENT, PENNSYLVANIA SUPREME EXECUTIVE COUNCIL¹

Sir, Continental Navy Board, 6th August, 1777.

Application having been made to your Excellency some Days ago by a Member of this Board in Behalf of the Board for a Power from the State to take such vessels as may be wanted for Fire Ships, when the Owners refuse to accommodate the Public on any reasonable Terms, & have the

same valued by impartial Judges & the Owners paid accordingly, we were in Hopes we should have heard from the Council in answer to our application. But as we fear this Matter has thro' a multiplicity of Business escaped your attention & we are in pressing want of four more Vessels to compleat the number of Fire Ships ordered by Congress, we beg leave to remind your Excellency of this matter, & request the opinion of Council thereupon. We are your Excellency's [&c.]

Fra's Hopkinson John Wharton John Nixon

1. Samuel Hazard, et al., eds., *Pennsylvania Archives* (Philadelphia, 1852-56 and Harrisburg, 1874—), 1st series, V, 491. Hereafter cited as Hazard, et al., eds., *Pennsylvania Archives*. The Council replied the same date:

The multiplicity of Business, which has for several Days engaged the Council, put it out of their power to give an answer to the application made by your Board for Liberty to take such Vessels or Materials as may be wanted by you for the Publick service – the same to be valued by impartial Judges & the Owners paid accordingly – should they demand a Price which you may Judge unreasonable – this is a stretch of Power which the Council wish at all times to avoid and think it more eligible that Congress pay even extravagant prices, than that Council at present encourage such a measure – as it will Irritate those who are our Friends as well as those who are not, & it will be apt to produce a greater Scarcity of Goods by inducing the people to Secret them – as well as to test it, & will tend greatly to discourage the importer.

Record Group 27, Executive Correspondence, Pa.Arch.

MINUTES OF THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL ¹

Philada, Wednesday, Aug. 6, 1777.

Francis Hopkinson, Esqr, from the Continental Navy board, applied to Council & requested that a Pilot may be put on board, each of Two Ships intended to be ordered down the Bay by the said Navy Board; thereupon,

Ordered, That the States Navy board be directed to furnish the Continental Navy Board, with two Pilots, either from among the Cheveaux de Frize Pilots, now in the Pay of this State, or any other Pilots, which they may be able to obtain, for the said purpose.

1. Supreme Executive Council Minute Books, vol. 6, 94-95, Pa.Arch.

7 Aug.

MASTER'S LOG OF H.M.S. *Milford* ¹

August 1777

Friday 7th

[approaching Halifax, Nova Scotia]

6 [AM] Saw the Land bearing NNE Do Saw a Sail under the Land Standing to the Etward Set Studding Sails 8 Do Wr the High Land of Ashmintogin NW1/4W 5 Leagues 9 Sambro Light House NEbE 5 Leagues 11 Hauld down the Studding Sails & hauld to the Noward Do Wr Sambro Light House S W. Tacked Ship – Modt & fair Empd working into Halifax Harbour at 7 PM Anchord with the Bt Br in 13 fms Water found Lying at the Warf H.M. Ships *Scarborough* & *Ambuscade* heav-

ing down found riding here in the Stream H.M. Ship
Fox retaken from the Rebels taken by H.M. Ship *Flora*
 with the *Hancock* Rebel Frigate taken by H.M. Ship
Rainbow –

1. PRO, Admiralty 52/1865.

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

Thursday [Falmouth] This Day Warm the Wind to the South
 Augt 7 [1777] paid the Ships Sides with tarr Som people Brewing Beer
 on Shore

1. Conner's Journal, MM.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR ¹

[Boston] 7th August 1777

Order'd That John P Jones Commander of the Continental Ship
Ranger receive P order of Council Fifty Iron bound Water Casks out of the
 prize Brig *Favorite*, paying for im Setled in Prize Accounts

1. Mass.Arch., vol. 148, 450–51.

GEORGE WASHINGTON TO MAJOR GENERAL ISRAEL PUTNAM ¹

[Extract]

Dear Sir

Camp at Germantown 7th Augt 1777

I have your favr of the 4th instant. We are yet intirely in the dark as
 to the destination of the Enemy, the Fleet has neither been seen or heard of
 since they left the Capes of Delaware on this day week. If they had intended
 back to the Hook, we must have heard of their arrival there long before
 this time, as the Winds have been constantly fair. As the sickly season has
 commenced to the Southward, and there is no capital Object there, I cannot
 conceive that they are gone that way. I can therefore only conclude that
 they intend to go round Long Island into the Sound, or still farther East-
 ward. If they do either of these, it must be upon a plan of co operating with
 Genl Burgoyne, who, as matters are going on, will find little difficulty of
 penetrating to Albany, for by the last Accounts, our Army had fallen down
 to Saratoga. . . .

1. George Washington Papers, LC.

MINUTES OF THE PENNSYLVANIA NAVY BOARD ¹

State Navy Board [Philadelphia] August 7th 1777

Appointed Robert Hardie Captain of the *Burke* Galley gave him his
 Commission and swore him Accordingly.²

Captain Alexander this day waited on the Board, and inform'd them
 that Commodore Hazelwood order'd Joseph Gamble to take Charge of the

Ship *Delaware* in order to Pilot her through the Chevaux de Frize and to continue on board her untill further Orders and on application being made to him by Captain Alexander he Absolutely and bone fide Refused to go on board: Upon which the board wrote a Letter to the Supreme Executive Council of this State and inform'd them of the Conduct of the said Pilot – and in consequence of his refusal the Board (in order that the said Ship may not meet with any detention) wrote a Letter to Commodore Hazelwood immediately to Appoint another Pilot to take charge of said Ship.

1. Navy Board Minute Books, vol. 2, Pa.Arch.

2. Hardie succeeded Captain James Blair, and had previously commanded the armed boat *Terror*.

PENNSYLVANIA NAVY BOARD TO PENNSYLVANIA SUPREME
EXECUTIVE COUNCIL ¹

Gentlemen,

State Navy Board Augt 7th, 1777.

Next Monday the Paymaster informs us, he shall be obliged to go down the River to pay the different crews belonging to the State fleet. And all the Money, he says, is applied, so that at present, we cannot command a Farthing. The Board wou'd be glad the Honourable Council, will take the Matter into their immediate Consideration & furnish us with a sum adequate to our exigencies

Agreeable to your Order of yesterday We requested Commodore Hazelwood to furnish two Pilotts for the Continental Vessels, which he immediately appointed, one whereof was Joseph Gamble a Chevaux de Frize Pilott who was ordered on board the Ship *Delaware*, Capt. Alexander, to take charge of the Ship & carry her thro' the Chevaux de Frizes, where he was to remain on board untill further Orders, And when he was called upon by the sd Capt. he refus'd to repair on Board.

By Order of the Board,
Joseph Blewer, C.M.

1. Hazard, et al., eds., *Pennsylvania Archives*, 1st series, V, 501.

8 Aug.

MASTER'S LOG OF H.M. BRIG *Cabot* ¹

August 1777
Friday 8th

Sambro light SW 4 Miles
at 8 [AM] Light Airs & fair Wr Weighd & Come to sail
Running Into Halifax Harbor at 12 Do Wr Georges
Island Et ¼ a Mile
½ Past Noon Anchd in Halifax Harbor with the Best
Bower in 11 fms Georges Island Dist ½ Mile at past
Mrd Lt Edmd Dod had his Commission Read on board &
took Command Likewise Thomas Cribben Master &

William Johnston Surgeon Read their Warrants Recd 8
Men lately Belonging to the *Diligent* from on board the
Scarborough Empd Getting all Stores to hand for Survey

1. PRO, Admiralty 52/1636.

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

[Falmouth]

Augt 7. Mr [Ebenezer] Hogg a midshipman was put into Irons for
selling Tickets for a Lottery on board –
8 The Ship's company were put on Allowance by deducting
 $\frac{1}{3}$ –

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

MASSACHUSETTS COUNCIL TO THE MASSACHUSETTS BOARD OF WAR ¹

Councill Chamber [Boston] Augt 8.1777 –

Ordered that the Board of war be & hereby are Directed to see that the
severall Spy vessells Lately ordered to be fix'd & sent out upon that Business,
are kept Diligantly Employed in that Service, & whatever Discoveries they
may make of the Enemies fleet or any Inteligence they may Gain, be Ime-
diately Communicated to the Generall Court, or the Councill in their
Recesses –

1. Mass.Arch., vol. 167, 149.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR ¹

Boston 8 August 1777

Order'd The Comy deliver Mr Knox for Colo Glover Four Barrels
Bread, one Barrel pork two Barl Beef for the Spy Vessel –

Order'd That the Comy deliver Mr Knox for the Spy Vessel at Marble-
head three Swivel Guns –

Order'd That Colo [Edward] Crafts deliver twelve rounds powder &
Shott for six swivel Guns for Spy Vessel at Marblehd to go by Knox –

1. Mass.Arch., vol. 148, 452.

MASSACHUSETTS BOARD OF WAR TO LEONARD JARVIS, DARTMOUTH ¹

Sir,

War-Office, Boston August 8th 1777

The designs of our Enemies are calculated to puzzle & distract us in
our defence, at one time making a feint towards Philadelphia by Land, then
by Water, giving out at the same time they design for Boston, – Their real
Plan at present is impenetrable, but negatively a Lodgment upon the Banks
of the Delaware is by no means their Object, probably they design a Junc-
tion upon the North River, possibly they may attempt to penetrate the
Country upon the Newport Side, or probably they design farther Eastward. –

The Considerations make it highly Expedient in the Judgment of Government to keep a vigilant observation of their Motions, & to sound the Alarm upon their first approach Wherefore upon the recent Intelligence from Genl Washington we desire you to fix out such Boat or Boats as you may think proper for discovering their Appearance upon our Coasts. – The look out at the Vineyard is judicious, a Boat off from Nantucket might be Advantageous, & if not too dangerous a Boat in Block Island Channel might answer an important purpose, but we leave the Conduct of this Matter in a Measure to your discretion desiring you to let us hear from you as often as necessary by Express

By order of the Board,
Sam^l A Otis Prest P.T.

1. Mass.Arch., vol. 151, Letters from the Board of War, 1776–1780, 105.

CAPTAIN JOHN PAUL JONES TO DANIEL TILLINGHAST ¹

Sir

Boston August 8th 1777.

I request you to Send me by the bearer Captn Parke your Accots Against me as Commander of the Sloop of War *Providence* and Ship of War *Alfred* for the Slops and Cash Supplied while under my direction. – these Accounts being, as I have repeatedly told you, Absolutely necessary previous to the Settlement of my Accounts with the Continent. – as I am on the eve of departure, I expect your immediate compliance, that ~~the service may not be impeded or rendered disagreeable~~ you will not by further delay impede or render the Service disagreeable – meantime I am Sir [&c.]

J.P.J.

N.B. I supplied Captain Hacker with Forty Dollars at warwick Neck last October. I also supplied him with a Variety of Slops out of the *Alfred* off the Coast of Cape Briton. These Slops were of the first quality being part of the Masters Private Adventure of the prize Brig *lively* from liverpool for which I gave him a Bill on the agent. – therefore please to carry the Amount, at the prices served out to the Credit of my Slop Account otherwise receive the Amount from Captain Hacker with the Forty dollars and remit the Same to me by Captain Parke – Yours &ca. J.P.J.

1. Papers of John Paul Jones, 6616–18, LC.

JOHN BRADFORD TO CAPTAIN JOSHUA WING ¹

Sir

Boston 8th August 1777

Capt James Holiday master of the Brig *Necessity* which you have in your possession it appears by the papers is Burmuda property and that she was bound to Falmouth and laid off the Harbour several days in hopes to be carried into Port. As he had given bonds at Burmuda to land his Cargo at a British Port the like Scheme was pursued last year by the same Vessell when she was Carried into Newbury, and not even Libelled, therefore the property being Burmuda you know their is an Express Resolve of Congress which protects their property, you can make no plea of your finding Halifax papers

on Board, because the Brig was taken off Falmouth by the *Ambuscade* & forced into Hallifax, it is my instructions and orders to you immediately on the Rect of this to deliver to Capt Holliday his Brig wth all her appurtenances & provisions as you may rely on it that the Honble Congress will not Countenance any of their servants in making havoc of the property of their Friends. Your extraordinary Conduct I am Obligated to Lay before that August body.² Yours

J. B. Contl Agent

1. John Bradford Letter Books, vol. 1, LC. A captured copy of this letter is in PRO, Admiralty 1/1612, sec. 2, no. 9.
2. Wing commanded the Massachusetts privateer schooner *Marisheete* employed in the Indian service for Congress, Mass.Arch., vol. 166, 291, 291 1/2.

ACCOUNT OF MEDICINES FOR THE MASSACHUSETTS NAVY BRIG *Massachusetts*¹

State of Massachusetts Bay to John Greenleaf –
1777

Dr

Augst 8

To Medicines Dld Dr Turner for the
Brig *Massachusetts* Vizt

2 oz	Sulph: Aur: Antimon	.. 14 ..	–
6 oz	Spt Sulph: Acia	.. 14 ..	–
2 oz	Elix: Vitriol	.. 6 ..	–
8 oz	Tinct: Cort: Alex	1 .. 4 ..	–
2 oz	Antim: Diaphor	.. 6 ..	–
1 oz	Pulv: Jalapi	.. 6 ..	–
tbss	Crem: Tart:	.. 16 ..	–
3 oz	Lap: Contrayerv	.. 18 ..	–
3 oz	Pulv: E: Cerus: Com	.. 18 ..	–
1 oz	Cinnal: Antim	.. 8 ..	–
tbss	Sperm: Coeti	.. 12 ..	–
tbss	Oxy Scillitiv	.. 5 ..	–
6 oz	Spt: Mindereri	.. 6 ..	–
tbss	Ungt: E: Sulph: & S: Arm	.. 6 ..	–
10 tb	Oatmeal	.. 10 ..	–
1 tb	Flor: Sulph	.. 12 ..	–
3 tb	Sal: Claul	1 .. 10 ..	–
	Tub. Boxes. Bottles. &c	.. 11 ..	–
		<hr/>	
		11 .. 2 ..	–

1. Mass.Arch., vol. 157, 61.

ADVERTISEMENT FOR SEAMEN FOR RHODE ISLAND PRIVATEER SCHOONER *Eagle*¹

The Privateer Schooner *Eagle*, mounting 10 Carriage Guns and 8 Swivels, will sail from Bedford, on a Cruize against the Enemies of the United States, in twelve Days from the Date of this Advertisement. She is

acknowledged to be a remarkable swift-sailing Vessel, and will be fitted in the best Manner for the Sea. – A few good hands are wanted for said Schooner.

Providence, August 8, 1777.

1. *Providence Gazette*, August 16, 1777.

HENRY FISHER TO PENNSYLVANIA NAVY BOARD ¹

Gentlemen/

Lewistown Augt the 8–1777 –

Haveing this Oppertunity by Capt John Learmonth I shall give you the Best intelligence from here Respecting the pirate ships, – there is one frigate and tenders lyng at the Brown, one frigate and tender in our Road and two frigates that Cruise of and Near the Cape sometimes they Come in and stay a tide and then out to sea. On Tusday last Capt Murphey went up to Cedar Creek to take possession of some Craft that was there that the torrys goe of to the ships to trade with but upon Capt Murpheys Entering the Creek he found a Sloop that had lately Arived from New York with Several Articles such as Salt, Rum, Sugar, Coffee & Tea &c &c, he Boarded her, but the men took to the Marsh that belong'd to her, and Capt Murphey pursued them, but Could not over take them however he took four Other Gentlemen that was going Down to trade with Bacon Eggs &c &c the Capt Brought the Sloop out and got Down to Our Creeks Mouth that night but could not get his prize in the next morning there came a schooner tender Belonging to the Ship in our Road and three Cutters, to Retake Sd Sloop upon which a Smart Engagement begun which lasted above half an hour, When to Capt Murpheys Credet be it Spoken that he Made them shear off altho the schooners mettle must have been much heavier than the Bargees the Cutters was obliged to towe the Schooner of and I am Certain that she must have Recd some Considerable Damage, for I was looking with a Glass the whole time of the Action Capt Murphey Recd Very little Damage save being burnt in the face with His own Gun by her Blowing from the Tuch hole – The Sloop he Got safe into our Creek where he would be glad to have Your Orders There is a constant trade from the ships to Ceader Creek and I think if you Could spare one of your small Galleys the Vessels they trade in Might be taken they are a Sloop and schooner And mount 2 Six pounders and Some Swivels Each they are there once or twice a week Certainly – Capt murphey Desires that you would send him down Powder & Ball as far as Mr John Clowes Near this Place Please to fail not as he is in want of it, Colonel Richardson is Encampd At Mr Clowes about 13 Miles from this he has take up Several of our Damd Rascals of torrys and I beleave he will doe a great Deal of Servise here, Capt Murphey took several letters in the Sloop which he sent to Colonel Richardson to be forwarded to Congress they Are from the infamouse Thos Robinson late of this Place but Now an inhabitant of New York I hope the letters will come safe to hand and shall take it as a favour if Messr Bradfords would have them Put

in there useful Paper – I fear Gentlemen that I have tired you with my Long Appistle – hower You Must Excuse Your Humble Servant

Henry Fisher

[Endorsed] reced August 10th 1777 – laid before Council 11th August

1. C.E. French Collection, MassHS.

9 Aug.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR ¹

Boston Augst 9.1777

Voted That Capt Clouston hire a House for a Rendezvous & supply it with Rum &c from his Brig ² –

Voted That Mr Jona Greenleaf of Newbury Port be desired to procure a Vessel to cruise for the Enemies small Craft in the Bay –

1. Mass.Arch., vol. 148, 454–55.

2. Massachusetts Navy brig *Freedom*.

Providence Gazette, SATURDAY, AUGUST 9, 1777

Providence, August 9.

The British Ship of War *Renown*, of 50 Guns, which lay off Dutch Island, was last Saturday fired on by a Party of Col. [Robert] Elliott's Regiment of Artillery, from two 18 Pounders, which soon obliged her to remove a Mile higher up the Bay.

On Tuesday Morning the Enemy landed about 200 Men at the North and South Ferries, on the Narragansett Side, with a View, as is supposed, to collect live Stock, and rob the Dairies in that Vicinity. They were opposed by Capt. [John] Garzia's Company of Artillery, and the Militia in the Neighbourhood, who obliged them to re-embark with very little Booty; and so precipitate was their Flight, that they left several Muskets on the Shore. Two of our Men, and a Negro Boy, were slightly wounded, and three of the inhabitants carried off. A Galley that covered their landing grounded near the North Ferry, and was so warmly saluted from the Shore with Musquetry, that the Hands were obliged to take to their Boats: but the Tide floating her before our Field-Pieces arrived, the Enemy returned and carried her off. A Company of Artillery from this and the neighbouring Towns, and 200 Men from the Continental Ships in the River, were on their March, in case the Enemy had attempted to reinforce their Party. Several of the Enemy were seen to fall, but they report that they had only one Man killed, and one wounded.

CALEB GOUGH TO GOVERNOR THOMAS JOHNSON ¹

[Extract]

Balto August 9 1777

. . . I have been obliged to advance a good Deal of Money for the Galleys &

Ship *Defence* . . . For the Ship *Defence* I have now bought P ordr of Capt Cook

525 Gl Whiskey

210 Rum

Rice, Soap, Flour Candles &c which have taken a large Sum . . .

1. Executive Papers, Box 8, Folder 1777, Md.Arch.

COLONEL WILLIAM RICHARDSON TO THE CONTINENTAL BOARD OF WAR ¹

[Extract]

May it Please your Honours

Sussex County 9th August 1777 –

Soon after my arrival here I waited upon the Gentlemen our Friends in Lewes Town to Consult them on the Business for which I was order'd Down, & laid before them the Resolution of Congress on that head. It was determined upon as the most effectual mode, that all the Water Craft in Cedar Creek & else where from which the Enemy are likely to receive Supplies shou'd be collected into Lewes Town Creek, & put under the Care of the armed Boat Stationed there.² Accordingly I issued Orders to Captn Murphey who Commands the sd Boat to proceed to Cedar Creek and Seize all the Craft there; and to enable him to effect this without danger from the Inhabitants, I ordered down two Parties of Foot, one on each side the Creek, to aid and assist him. however Capt Murphey on his Passage up to Cedar Creek on the 6th Instant fell in with and took a Sloop from New York (of which you will be fully informed by Colo Hall and Major Fisher) which prevented him from executing my orders respecting the Craft. I then sent Orders to my Officers to burn all the Craft in that Creek, and to disarm the Inhabitants, which I expect they will effect before they return to Camp. . . .

1. Papers CC (Letters Addressed to Congress, 1775–89), 78, XIX, 143–46, NA.

2. Pennsylvania Navy armed boat *Eagle*.

ACCOUNT FOR TIMBER FOR THE VIRGINIA NAVY SHIP *Tartar*,
CAPTAIN RICHARD TAYLOR ¹

King William County August 9th 1777

Caleb Herbert

To. Peter Richerson

D

For Plank and Timber for the Ship *Tarter* Capt. Taler Comdr

To 13 White Oaks @ 7/6	4. 17. .6
To 33 Old Pines @ 10/–	1. 10. .–
To 16 Pines Trees @ 5/–	4. .0. .0
To 70 feet of Inch Pine Plank	0. .7. .4
To 2348 Two Inch Pine Plank	19. 11. .0
To 9 Days Carting Ship Timber at 10/–	4. 10. .0
To Carting fore Sliding Bords at 10/–	2. .0. .0
To 5 Trees for Blocks to Lanch the ship at 3/–	0. 15. .0
Recd the above Acctpd Peter Richerson	<u>37. 10. 10</u>

Sir/ Please to Pay Mr Peter Richerson the Above account you Oblige.
Caleb Herbert •

To Mr William Frazer

1. Papers Concerning the State Navy, vol. 1, Ship *Tartar*, VSL.

JOURNAL OF H.M.S. *Brune*, CAPTAIN JAMES FERGUSON ¹

August 1777 Charlestown Lighthouse No58Et Distt 55 Miles
[Saturday] 9 at 1 am Calm and Cloudy sounded 18 faths up top gallt
 yards out all Reefs set Top Gallt sails 1/2 [past] 10
 squally from the SE sounded 16 fm at Noon Light Airs
 & Cloudy *galatia* in Compy - Charlestown Lighthouse
 No31E Distt 27 Leags -
 pm Modt Breezes & Cloudy set main sail saw a sail to
 the SE made sail & gave chace at 5 the chace bore
 Down at 7 spoke the *le Carman* sloop² Anthony Rowlise
 master from the havannah bound to Charlestown Loaden
 with wine Brandy & snuff at 10 light Airs & Clear

1. PRO, Admiralty 51/117.

2. *Le Carmine*, sent to St. Augustine, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 65.

10 Aug. (Sunday)

CAPTAIN HECTOR MCNEILL TO MARINE CAPTAIN RICHARD PALMES ¹

Sir

Your unofficer like behaviour and repeated breach of my Orders, obliges me to confine you to your birth untill it may be in my power to bring you to a Court Martial, where I hope you will have justice done - at your Perril break your Arrest, in which case I shall treat you as you deserve Yours

Hector McNeill ²

Ship *Boston* at Sea this 10th day of
August 1777 - 6 oClock afternoon

1. Captain Hector McNeill Letter Book, MassHS.

2. See McNeill to the Continental Marine Committee, August 25.

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

Trans on Sunday Augt 10

[Falmouth] This morning a fine Brese of wind at NNW several Coasters & Marchants Vessails went out Bound for the westward at a Bout 7 aClock in the Morning the Capt Came upon the Deack & Orderd us to unmore as fast as we Could he went on Shore him Self we got unmord clared & Bout 12 OClock we Brock Ground and Came out with a fine Breze and as we Came out of the S[o]und we See a Brigg witch we tooock be a vessaile of force Standing to the westward in full Chase after us and Came

up with us fast and got the wind of us we put a bout to Speake with hir but found we Could Not we gave hir Several Shot but Could Not Bring hir two She got in Shore of us and we Stood a Long a gaine to the westward with a very Small wind witch came to the Southward and then we whase oblige to Tack Backwards and forwards

1. Crowninshield's Journal, MassHS.

JAMES WARREN TO JOHN ADAMS ¹

[Extract]

Boston Augt 10th 1777. –

Our Naval Affairs have had a sad reverse, instead of the Triumph of A man of war Prize, we have lost the *Hancock* A fine frigate.

The Commissions of the Navy Board or rather the Instructions of the Marine Board Arrived about A week ago. by them it Appears we should be all three present in order to Transact Business. Mr Deshon (tho' we have Expected him 10 days) is not yet Arrived. I see the Business is very large and Extensive, must Engross our whole time, & we are Allowed but one Clerk, which I think quite insufficient. while I remain at this Board I shall do every thing I can to Answer the design of our Appointment, & the Expectation of my Friends, but with you I sigh for private Life and domestic Felicity, & Incline to resign. I only delay it from Respect to your Sollicitations. Tomson, Hinman, & Jones are at Portsmouth have not Yet been to Sea, McNeil at Casco Bay, A Number of Cruisers on our Coast, who have taken & destroyed many Vessels, and among them several Privateers. had we the Ships now shut up in Providence ² with those mentioned Above, I think we should soon have A Clear Coast

[P.S.] . . . I have several Letters from Mr [Samuel] Adams & [Elbridge] Gerry lately not A word about this Navy Board. do unravel that Mystery – dont they like the thing or the Men –

1. Adams Papers, IV, 106, MassHS.

2. Continental Navy frigates *Warren* and *Providence*, ship *Columbus* and brigantine *Hampden*.

LIBELS FILED AGAINST BRITISH SLOOPS *Peggy* AND *Ann* IN
FAIRFIELD, CONNECTICUT, COUNTY COURT ¹

State of Connecticut, ss.
Fairfield County. }

To all whom it may
concern

Notice is hereby given, That Libels are filed before me against the following Vessels, their Cargoes, and Appurtenances, in Behalf of David Hawley, Commander of the armed Sloop of War called the *Schuyler*, owned by the United American States, and of his Company on Board of her, against the Sloop *Peggy* of about Twenty Five Tons Burthen, Charles Thomas late Master, and against the Sloop *Ann*, of about 15 Tons Burthen, Ezekial Bishop late Master, both which Vessels so libelled are said to have been taken and brought into said County by said armed Sloop *Schuyler*; and for the Tryal of the Justice of said Captures, a special County Court will be holden at Fairfield, within and for said County, on the 2d Tuesday

of September next, at Two of the Clock in the Afternoon, when and where the Owners of said Captures, and any Person concerned, may appear, and shew Cause, if any they have, why the same, or both of them, should not be condemned. Dated in Stanford, August 10th, 1777.

Abr'm Davenport, Judge of the
County Court in Fairfield County.

1. *Connecticut Journal*, August 13, 1777.

GEORGE WASHINGTON TO THE PRESIDENT OF CONGRESS¹

[Extract]

Head Quarters Camp near German Town August [10] 1777

. . . I am of opinion, that the obstructions in the [Delaware] River, with the help of the gallies, floating batteries, and with tolerable industry to put the land works in a proper state, will be extremely formidable to the enemy, and authorize a reasonable expectation of their being effectual. The fire ships also will contribute to this end, for though there are many obstacles that render their success precarious, and a happy concurrence of circumstances is necessary towards it any of which failing may disappoint the project, and there is therefore no room to be sanguine, yet there is some probability of its succeeding, and they will be at least an embarrassment and terror to the enemy, and will oblige them to use precautions, inconvenient to them, and serviceable to us. . . .

1. Papers CC (Letters from Gen. George Washington, 1775-84), 152, IV, 469-78, NA. This extract is from a detailed analysis of the defenses of the Delaware. Washington had solicited the opinions of several generals, including Wayne, Greene and du Coudray, on the best methods of defending Philadelphia.

GEORGE WASHINGTON TO WILLIAM SEVER, MASSACHUSETTS COUNCIL¹

[Extract]

Camp near German Town Augt 10: 1777.

. . . I shall consider myself much obliged by your advising me by the earliest Opportunity of the arrival or appearance of any considerable Fleet on your Coast or of any other intelligence that you may conceive important and interesting.

Since Genl Howe left the Capes of Delaware with his fleet on the night of Thursday forenoon, we have not obtained any accounts of him nor can we fix his destination with any certainty or satisfaction by reasoning on the subject. - 'till he sailed from Sandy Hook I had no doubt in my own mind but that he would have pushed up the North River to cooperate with Genl Burgoyne; his expedition to the Capes of Delaware and departure again without further information of him have put us all into a State of conjecture as to the line of conduct he means to pursue - Whatever it is, I hope eventually, he will be disappointed. I have the Honor to be with great respect Sir [&c.]

G W

P.S. If Genl Howe should arrive on your Coast and make dispositions for

landing, I would recommend, that All Cattle & every specie of Provision may be removed out of his reach – Also, All Teams & Carriages to prevent him penetrating the Country, if such be his design – You will readily perceive the propriety of this measure and I am persuaded will put it into execution G W

1. George Washington Papers, LC.

JOURNAL OF H.M.S. *Daphne*, CAPTAIN ST. JOHN CHINNERY ¹

August 1777

Cape Henry No 43 Wt 35 Leagues

Sunday 10

[AM] took our Prize in tow made the Signal for the convoy to come under our stern reefed the topsails lost a log & line 90 fathoms no Ground hove too for the convoy Sent our Doctor to see some sick men on Bd the Transports – Cape Hatrass Shore S87Wt 37 Leagues – [PM] Do Wr let the Reefs out & Set Top Gt sails the Convoy in Co close reefed the top sails ½ past 5 Saw a sail cast off the tow & made sail at 7 light airs Hoisted out the Pinnacle Mannd & armed Sent her in Chace tackd Ship a Privateer sloop in Sight to Wt Wd could not come up with her Hove too for the Pinnacle Which was Bringing a Pilot boat schooner down which she Board'd without Resistance from america bound to Monta Christy in Hispaniola Sent an officer & Some men on Board –

1. PRO, Admiralty 51/227.

11 Aug.

MASTER'S LOG OF H.M. BRIG *Cabot* ¹

August 1777

Lying at Anchor in Halifax Harbor

Monday 11th

Completed our Water for 3 Months and Took in Stores for the Same time All the Gun Carriages ashore to be Exchanged Bent the best Fore Sail
First pt of these 24 hours Calm latter fresh breezes by 8 PM Compd 3 Months provisions Vz 20 bags of Bread 2 Casks of Oatml 5 bushell of peas 1 Puncheon of Rum 4 Teirces of Beef 2 Do Pork & 11 Gun Carriages

1. PRO, Admiralty 52/1636.

CAPTAIN HECTOR McNEILL TO MARINE CAPTAIN RICHARD PALMES ¹

Sir

You may thank your own folly & impertinence for what has now befallen you – I dispise your insinuations of Cruelty, as indeed I do Every thing Else you can say of me consistant with truth – you may go to the house of Office as often as Nature calls, provided you return immediatly

to your berth and keep your Tounge Still as you pass & repass – This you will attend to at your Perril

Hector McNeill ²

Monday 11 oClock Augt 11th 1777

1. Captain Hector McNeill Letter Book, MassHS.

2. See McNeill to the Continental Marine Committee, August 25.

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

[Falmouth]

Augt 10

Weighed anchor & came to Sail at 11 oClock a.m. – At 3 p.m. a Brig gave us chase till 4 pm when we put about and drove two Coasters ashore & fired 9 Guns on the Brig. which escaped – This Day Capt [Richard] Palmes of the Marines was arrested, and confined to his Cabin – I the lieutenant of Marines was ordered to confine him to his cabin at 40 minutes past 6 pm – Mr Hogg had his Irons taken off ²

11

Came to Anchor in Piscataqua River at 1 pm – The Sailing Master Lawrence Furlong was put under arrest When we passed the lower fort 8 guns were fired, and 13 more at Anchoring –

1. William Jennison Diary (1775–80), LC.

2. See Jennison Diary, August 8.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN JOSEPH DOBLE ¹

Capt Doble,

War-Office, [Boston] August 11th 1777

It being represented to the Board, that the Prisoners confin'd on Board the Guard Ship under your Command are subject to great inconvenience, & distress by being so closely & early shut down under Deck, you are in future to permit them to be on Deck if they choose it till 10, o'clock in the Evening, & to leave the Hatches open when the Heat of the Weather may make it necessary, or they may desire it.

By order of the Board

Sam^l Phps Savage, Prest

1. Mass.Arch., vol. 151, Letters from the Board of War, 1776–1780, 427.

MASTER'S LOG OF H.M.S. *Unicorn* ¹

August 1777

[off Nantucket Shoals]

Monday 11th

4 [AM] Light Airs and Hazy Sounded 48 fm at ½ pt
6 saw a Sail in the NW Qr made Sail & gave Chace 8
Modt & Clear wr 10 Lattd Obs 40° . 49" No at ½ pt
11 sent the Barge and Cutter after the Chace Light Airs
& fair Sounded 38 fm 12 Nantucket Sth Shoal S 84°
Wt Dst 32 Leags

1 [PM] Saw the Boats Board the Chace 3 Light Airs & Hazey the Boats Returnd and brought on Bd the Priziners She proovd to be a Sloop from Cape Ann to Surrinam sent a Midsn and 6 Hands to take charge of the Prize Hoisted in the Boats at 7 filld the Topsails 12 Fresh Breeze and Cloudy In 2d R: Sails

1. PRO, Admiralty 52/2079.

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

August 1777 Block Island No 3 or 4 Leagues
Munday 11 at 4 AM Saw 4 Sl Sent the Boats in chace of Do drove three on Shore and took the 4th, whose people had left Her ²
Fresh Breezes PM Condemn'd P Survey on old Mizon Empd filling a Gang of new fore Shrouds at 8 Anchord in 10 fm wh Bt Br So End of Block Isld EbSl/2s 3 or 4 Mls

1. PRO, Admiralty 51/181.

2. See *Providence Gazette*, August 16, which gives a different account of this action.

RECEIPTS FOR PRIZE MONEY FROM CONNECTICUT PRIVATEER SLOOP
American Revenue ¹

£150. 0. 0/ New London August 11th 1777-
Received of Nathaniel Shaw Junr One hundred and Fifty pounds of L
Money on Accot of my Husband Jona Leeds ² deceas'd
7 sheets 65 dollars 455 Anna Leeds
in Change 45
500

Received of Nathel Shaw Junr Thirty pounds in Accot of my Husband
David Pool, prize money from the prizes taken by the Sloop *American Revenue* Sam Champlin Commander
New London Augt 11 1777 Sarah Pool

1. Nathaniel and Thomas Shaw Letters and Papers, Packet 76, YUL.

2. Lieutenant on board *American Revenue*.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Monday, August 11, 1777

The Marine Committee laid before Congress a letter of the 28 July, from Isaac Smith, Ebenezer Storer and William Phillips, commissioners appointed to settle the accounts of the continental agents, which was read, and wherein they set forth, that they have settled William Bartlett's account, and find a balance due to him from the states, of £4,504 2 0 15,013 60/90 dollars, and to Jonathan Glover, Esqr £16,527 9 2 55,091 47/90 dollars, being the balance of his account; that they would have complied with the orders of the Marine Committee to pay these balances, but cannot find any person who wants the money in Philadelphia, and as Messrs. Bartlett and Glover are in great want of the money, in order to settle with the captors,

they have advised them to send a person express for this purpose; Whereupon,

Resolved, That an order be drawn on the commissioner of the loan office, for the state of Massachusetts bay, in favor of Isaac Smith, Ebenezer Storer, and William Phillips, for the sum of 70,105 1/6 dollars, for the payment of the balances due to Messrs. Bartlett and Glover.

J. Ford, ed., JCC, VIII, 628-29.

PENNSYLVANIA SUPREME EXECUTIVE COUNCIL TO PENNSYLVANIA
NAVY BOARD ¹

Gentlemen

In Council August 11. 1777 -

We have perused Mr Fishers Letter directed to you dated at Lewis town the 8th Inst and with Pleasure observe the good Conduct of Cap Murphey in Capturing a trading Vessel from New York intending to Supply the Tories in the Delaware State with Necessaries and beating off one of the Enemys Tenders tho of much Superior force - You will please to forward the Supplys Cap Murphy Stands in need of - and if you approve of it may send one or more Guard Boats to his Assistance - but we cannot see the propriety in ordering down one of the Small Gallies - if there is Safety in sending the Prize taken by Cap Murphey to this City we wish it to be done; otherwise Vessel & Cargo must be disposed of at the most convenient place agreeable to Law and proper distribution made of the Proceeds. - Gentlemen [&c.]

1. Record Group 27, Executive Correspondence, Pa.Arch.

MINUTES OF THE PENNSYLVANIA NAVY BOARD ¹

State Navy Board [Philadelphia] August 11th 1777

In consequence of a Letter received from Henry Fisher Esqr - The Board desir'd Commodore Hazelwood to Order the following Guard Boats to proceed to Lewistown and to be Under the Directions of Henry Fisher Esqr -

Brimstone

Porcupine

Viper

Fire Brand

Thunder

Captain Watkins

Tatnall

Beasley

Rue

Gilbert

1. Navy Board Minute Books, vol. 2, Pa.Arch.

12 Aug.

CAPTAIN RICHARD PEARSON TO PHILIP STEPHENS ¹

(A Copy)

Sir

Garland off Quebec 12th Augt 1777

The inclosed Extract of a Letter from General Phillips to Captn Lutwidge by Lieut General Burgoyne's directions, relative to the disposition of the Naval Département on the Lakes ² was a few days since transmitted to me by General

Sir Guy Carleton, which you will be pleased to lay before their Lordships for their Inspection; You will at the same time be pleased to observe to their Lordships that on a Requisition made by Lieut General Burgoyne from Ticonderago of the 5th of July for the speedy assistance of One Hundred and fifty Seamen more in addition to the Number that were then employed on the Lake Service to prevent any delay of miscarriage in the Campaign; I found it expedient to send up that Number out of the Supernumeraries sent out in His Majesty's Ships, *Apollo*, *Blonde*, *porpoise* & *proteus*, none of which are included in the late return of three Hundred & forty nine mentioned in the inclosed.

Silver Eel
Three Sisters
Content
Lucretia
Ld North
Nancy
Margt &
Martha
Favorite
Mediator
Resolution
Isabella &
Dorothea
Fleetwood
 (Ordnance)

I have this Day dispatched the Naval Transports, as P Margin for England under the direction of Mr Adams, Naval Officer in the *Silver Eel*, & there are but three more remaining in this River (vizt) The *Henry*, *Christian*, & *Loyal Briton*, And on their Arrival here from Montreal & Sorel, I shall also dispatch them for England under the direction of Lieut Cumming Agent for the same, whom I have been under the necessity (for want of Officers) to appoint to carry on the Service in the Naval Department at Sorel ever since his arrival, in the performance of which as well as the Agency Business he has been extreemly Active and Diligent and I beg leave to give it as my Opinion, that the public Service is much obliged to him, & think it my duty to recommend him to their Lordships future favors. I am Sir [&c.]

R^d Pearson.

P.S. By the last Accounts from Genl Burgoyne's Army Dated the 2nd Instant, they were encamped at and near Fort Edward, which place the Rebel Army a few days before abandoned and were then retiring towards Saratogha – Genl Arnold has lately joined and now Commands their Northern Army; He brought with him Twelve pieces of Brass Cannon, with which it is expected he means to make a stand at Saratogha – Genl Burgoyne with his Army all well & in great Spirits, purposed Marching on the 5th to attack them.

Rd P:

[Endorsed] In Lords of the Admiralty's Letter of the 26 Sept 1777 (1)

1. PRO, Colonial Office 5/127, 182–83.

2. See Phillips to Lutwidge, July 25.

JOURNAL OF H.M.S. *Eagle*, CAPTAIN ROGER CURTIS ¹

August 1777

Lattd 37°.27' [nearing Cape Charles]

Tuesday 12th

at 7 AM shorten'd Sail & made the *Raisonables* Sigl to come within hale, at 8 made the *Roebucks* Sigl for a

Lieut Sounded 19 fm 264 of the Convoy in Compy –
 Modte breezes & clear Wr at 2 PM made the *Roebuck* &
dispatches Sigl to Chace a Sail in the NW, saw the land
 from the Mt hd, made the Sigl to the fleet, at 5 the
Roebuck made the Sigl that the Chace was a friend

1. NMM, Admiralty L/E/11.

JOURNAL OF H.M.S. *Solebay*, CAPTAIN THOMAS SYMONDS ¹

August 1777

Moor'd off Cape Henry

Tuesday 12

10 am came too in $\frac{1}{4}$ Less 5 fs Moor'd & arm'd the Boats
 to burn a Brig ashore & a sloop laden with Beef & flour which
 was perform'd –

Mod: & fr 1 pm Weigh'd & made sl 4 Table Pines
 WbSo 3 Miles 11 Anch'd Wth Bt Br Cape Henry SSW
 2 Miles –

1. PRO, Admiralty 51/909.

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

August 1777

Cape Henry SBE Willobys Point SBW.

Tuesday 12th

Moderate & fine Wear, at 9 AM clean'd between Decks.
 Ditto Wear, at 9 PM the *Solebay* Anchored here, at 11 PM
 saw 2 Sail stand out of the Bay, got under way & Chaced
 them, took one, the *Thomas* Sloop from Virginia,² bound
 to Eustatia with Tobacco & flour, made Sail after the
 Other.

1. PRO, Admiralty 51/311.

2. James Harper, master, sent to New York, Howe's Prize List, October 24, 1777, PRO, Admiralty
 1/488, 67.

13 Aug.

ELIAS HASKET DERBY & ICHABOD NICHOLS TO CAPTAIN NATHAN NICHOLS ¹

Capt Nathn Nichols

Salem – Augst [13] ² 1777

The Sloop *Patty* of wich you are Master being in all Respects ready to
 Sail wee do advise & Order you to Come to Sail & make the Best of your way
 for Cape Francis – on Your Arivall there dispose of your Cargo for the Most
 you Can the Proceeds of yr Cargo after fining the Sloop in good Order &
 Purchasing the few goods that you have a List of wee would have you leave
 in the Hands of Mr John Dupea taking his Receipt for the Same to be paid
 to your Owners or their Order – & after you have Setled all Your Affairs &
 got the Sloop Clean & in good Order – make the Best of your way down
 the W Side Jamaica & there wee expectt you will take as much Interest Out
 of Some of the Drogers as will load Your Sloop wich having done if you Can
 take no large Vessel at Sea wee would have you Proceed into some of the
 Harbours the W Side & Cut One Out – you must be very Carefull of the

Vessels you take first that they do not get Information of Your being on the Coast – the Success of this Voiage depends intirely on its being Conducted rite & wee leave the Affair wholly to you. – if you are Chased on your Passage Out by a Frigate & the Chase is near Equal you have leave to heave Over part of Our Cargo if you think best – in Case you Should get taken on your Passage Out wee think it best You Should heave these Orders & yr Commission & all Such Papers Over & tell them you are going to purchase a Vessel & load her for Salem with Molass of Interest that I have at the Mold [Mole St. Nicolas] is the Reason of your having so many Hands – but after you have fitted the Sloop & have taken any thing you will you will then for your Own Safety take care of yr Commission – not having to ad wee Commit you to the Allmightys Protection & am Yr Friend & Employers

the above is a true Copy of my Orders this Day Receivd

Per me Nathan Nichols –

1. Derby Family Mss., XXVII, EI.

2. Date of bond, Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal, 1776-83), 196, XI, 60, NA.

CONTINENTAL BOND FOR MASSACHUSETTS PRIVATEER SCHOONER *Resolution*¹

Know all Men by these Presents, That We Jeremiah Obrian of Machias as Principal – Daniel Martin & Jno Blake of Boston as Sureties – Are held and firmly bound to the Honble John Hancock Esqr President of the Congress of the United Colonies of New-Hampshire, Massachusetts-Bay, Rhode-Island, Connecticut, New-York, New-Jersey, Pennsylvania, the Counties of New-Castle, Kent, and Sussex on Delaware, Maryland, Virginia, North-Carolina, South-Carolina, and Georgia, in the Penalty of Five Thousand Dollars to be paid to the said John Hancock Esqr or his certain Attorney, Executors, Administrators, or Assigns, in Trust for the Use of the said United Colonies: To which Payment well and truly to be done, We do bind Ourselves, our Heirs, Executors, and Administrators jointly and severally, firmly by these Presents. Sealed with our Seals, dated the thirteenth Day of August in the Year of our Lord One Thousand Seven hundred & Seventy Seven –

The Condition of this Obligation is such, That if the Above-bounden Jeremiah Obrian who is Commander of the Schooner called the *Resolution* belonging to Danl Martin & Others of Boston in the Colony of Massachusetts mounting Ten Swivel Guns, and navigated by Twenty Five men, and who hath applied for a Commission or Letters of Marque and Reprisal, to arm, equip, and set forth to Sea, the said Schooner as private Ship of War, and to make Captures of British Vessels and Cargoes, shall not exceed or transgress the Powers and Authorities which shall be contained in the said Commission, but shall in all Things observe and conduct himself, and govern his Crew, by and according to the same, and certain Instructions therewith to be delivered, and such other Instructions as may hereafter be given to him; and shall make Reparation for all Damages sustained by any Misconduct or unwarrantable Proceedings of Himself or the Officers or

Crew of the said Schooner Then this Obligation shall be void, or else remain in Force.

Sealed and Delivered in
the Presence of
R. G. Cranch
Henry Alline jun

Jeremiah Obrien
Daniel Martin
John Blake

1. Mass.Arch., Revolutionary Rolls, VII, 25.

ISAAC SMITH, SR., TO JOHN ADAMS ¹

[Extract]

Boston August the 13th [17]77

... You Ask why the Merchants cant get in those Articles ² now as when the Elicet trade was carrd On & M[en of] W[ar] &c were here. The case is very differant for more than half the Vessells that have been fited Out this Winter have been taken and we have had Three Ships for Near Two Months past Cruseing in the bay & come up so near the Lighthouse as that the Flagg att the Castle has been hoisted for them, and the many Captures in the West Indies has risen Insuce near double. . .

A Councile of Ours & the Other States have met to Consider of what method, to take in order to Establish the Currency or rather to prevent itt further deprecation. I wish some method could be found Out but itt Appears to be a thing that is very difcult. I was Agoing to give you my sentiments sometime Ago when I heard you had Orderd Several large Ships to be built, but, as you was the best judges of the Motives of your doing itt, Omitted itt as itt could not have any Other merit than a private sentiment.³ The money to be made to carry on & Compleat these Ships must be immense. I reckon itt will require a Wagon load to be sent Once a Month and such a sum to be made which is the Means of the depresasian, and not to have any benifit Arriseing from itt Appears to me they wont get to see [sea] unless we can make Men this Six Years, & to have the Frigates that are building got to see likewise – Frigates I Apprehend would be more servisable, Altho we have lost One, not to exceed 36 or 40 Gun Ships, under proper regulations – . . .

1. Adams Papers, IV, 107, MassHS.

2. Reference is to salt.

3. Congressional resolve, November 20, 1776. See Volume 7, 223–24.

JARED TRACY TO WILLIAM AYLETT, WILLIAMSBURG ¹

Sir

Boston Augt 13th 1777.

I have the pleasure to inform you of The Arrival of The Schooner *Sally* Thos. Sparks & The Schooner *Whig* Nathan Bacon, which makes up Eleven that have arrvd here out of Twelve that Sailed from Virginia.

Your favour of the 3d Ulto came to hand by Captn Bacon. I am much Surpris'd at The Conduct of The Captns Sargent Seller & Story in Lying there. It Seems the worms is eating up their bottoms, there Cargoes perish-

ing, The Charter of the Vessles going on & Mens wages & Victuals all which will amount to an enormous Sum. The Vessles might as well go to See & be taken as to Lye there, while the Vessles & Cargoes are perished, but if they lye ever so long there will be a risque at last – whether more or less than now is impossible to tell, it certainly appears by experience not to be great at present. I know not what Orders you have had concerning them but I should think it much better for them to take the first favorable opportunity to get out than to lye there. if they take a Dark night & a fresh Breeze of Wind I think they have ten chances to one of getting by the Ships in your Capes as all our Vessles have done that Attempted it the one taken which was Captn Lewis was taken off Nantucket. There is Several Vessles Cruizing in this Bay but those that are acquainted with the Harbours & Shore here Stand a good Chance to avoid them, as every day it proves by the arrival of a number of prizes. I believe the Captns are fond of having their wages run on, but however they must take this with them if they lye there Twelve months Longer and are taken at last they will have no wages to receive. upon the whole I think it much better for all concern'd the[y] Should embrace the first favourable opportunity to proceed. I am Sir [&c.]

Jared Tracy

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

DR. ROBERT ROBERTSON'S OBSERVATIONS¹

[H.M.S. *Juno* in Narragansett Bay] On the 13th [August] we arrived at Rhode-Island; – the people of the *Orpheus* continued sickly all the voyage. The dysentery began now to attack the people. I sent to sick quarters on the 14th, one with fever, three with flux, one with bad cough, and three with scurvy. From the 14th the list varied frequently until the end of the month. – On the 28th, one with dysentery, one with vomica, and one with hydrocele, were sent to sick quarters. A third part of the ship's company were sent in their turns on shore, to walk and gather apples, when the ship's duty and the weather permitted. On the 15th we anchored up the harbour, off Prudence.

The patients who complained were, nine of fever, one of pleurisy, five of dysentery, one of vomiting, one of indigestion, three of scurvy, one of rheumatism, one of hypochondria, one of vomica, one of cough, one of eruption, one of strain, two of contusion, two of inflammation, one of abscess, one of furuncle, and one of ulcer: – in all 33.

There were no unusual symptoms either among the fever or dysenteric patients.

1. Robertson, *Observations on Jail . . . Fever*, 129–30.

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

August 1777 Gull Rock E1½N 2 or 3 Miles
Wednesday 13 at 6 AM weigh'd and came to Sl in fishing the Anchor
broke the fish pendant at 10 Saw a Small Schooner at
Anchor under Plumb Isld brot too and Sent the Boat

who Brot her off wh 1 Man –

First pt fresh breezes Midle light airs and foggy Latter Modt and clear at 3 PM came too in black point bay wh Bt Br in 12 fm burnt the Schooner at 8 the Schooner Tender under our Sterne at 10 found a Stout fishing Line towing aSterne on each Side the Ship with the bight across the Cable bouy'd up by Small Square pieces of Stick about a yard Long at every 5 fathoms Distance the Tender discovering it at the same Time hawl'd in upon one part upwards of 100 fathom at the end of which was fastened a Machine of Combustables which they Mistaken for something Valuable, went to Examine the Contents but upon Setting Some wheels in Motion that was plac'd on the outside it went off with a great Explosion Kill'd the three Men that was pressant (Viz John Wyat, Danl Tully, and Wm Baker) set the vessell on fire and burst the Sides of her out that she sunk immediately Sent the Cutter and pick'd up one Man that was saved by being forward in the Bow of the Vesll clearing the Line while the other three was Examining the Machine in the Sterne, lost in the Tender of the Ships Stores Rope of 3 Inch 58 fathom Six piggs of Ballast a Top Gt Studg Sl Three black Muskets One Bright sd'd 4 Cutlasses 1 pr pistols and 6 Cartouch Boxes wh Amunition ²

1. PRO, Admiralty 51/181.

2. See Captain Symons to Rear Admiral Parker, August 15.

Connecticut Journal, WEDNESDAY, AUGUST 13, 1777

New-Haven, August 13

Tuesday, last Week [August 5], Capt. William Davis, arrived at an Eastern port, in 16 days from St. Eustatia, with two thousand bushels of salt, and other useful articles. Capt. Davis, was informed at 'Statia, that Capt. Mansfield, of this town, in a ten gun vessel, fitted out at Martinico, had taken a ship from England, bound to Hondorus, and carried her into Martinico.

FRANCIS LIGHTFOOT LEE TO COLONEL LANDON CARTER ¹

[Extract]

Philadelphia Aug: 13. 1777

. . . We are kept in great anxiety by the extraordinary manoevre of Genl Howe, his going to sea with his Army; we can as yet only guess at his intentions. he was seen last fryday about 50 miles to the southward of these capes, & perhaps may be in chesapeak by the time you receive this; tho we think, if he has any wisdom left, he shoud go to the northward to co-operate with Burgoyne, whose genius, at present, seems to have the ascendancy in his department. Our people there are still in a panic & Bur-

goyne's thoughtless activity is well calculated to keep it up. our only comfort is, that the further he penetrates, the more surely he may be ruined; when they recover their senses. The Enemy have taken one of our finest frigates from us; but I believe we have one of theirs in return²

1. Francis Lightfoot Lee Folder, VHS.

2. Reference is to the loss of the Continental Navy frigate *Hancock* and capture of H.M.S. *Fox*.

ADVERTISEMENT FOR A DESERTER FROM PENNSYLVANIA NAVY FLOATING
BATTERY *Putnam* ¹

Twelve Dollars Reward. [August 13, 1777]

Run away from the floating battery *Putnam*, laying opposite Billing's-Port, in the river Delaware, William Brown, Commander, August 6, 1777, John Cox, born in Barbados, a stout well made fellow, about 5 feet 7 inches high, pale swarthy complexion, short hair, seldom combed, a dirty look, a great gambler, swearer, wrangler, and drunkard, besides, a artful rascal, and may enter as sailor on board some vessel, being for some time used to sea: Had on when he went away, a coarse tow or Oznabrug shirt and trowsers, and an old hat. Whoever secures said Cox, in the city work-house, or brings him on board said battery, shall have the above reward, and reasonable charges, paid by

William Brown.

N.B. If said Cox, or any other, who have run away from the above battery, come and deliver themselves up, they will save the reward, and such punishment as their crimes deserve.

1. *Pennsylvania Journal*, August 13, 1777.

GOVERNOR EDWARD HAY TO MARQUIS DE BOUILLÉ,
GOVERNOR OF MARTINIQUE ¹

[Extract]

Sir

Barbados 13. Augst 1777

I have received the honour of Your Excellency's Letter of the 24. June. It is with the utmost Concern I observe, that Your Excellency lays it down as a Principle, that You ought to make no distinction between the faithful loyal Subjects of His Brittannick Majesty, and those in open Rebellion, or indeed who have traiterously withdrawn themselves from their Allegiance . . . As Your Excellency thinks proper to allow the American Rebels that same ingress, or egress under Your Government, as You do to the loyal Subjects of Great Britain, and that at this time there are several American Privateers in Your Harbours; I beg leave to tell Your Excellency, that the protection You allow these Pirates (for Such those are declared to be, who plunder the property of British Subjects upon the High Seas), I say, Your Protection to these Vessels, and their Crews, is of infinite prejudice to the British Islands in the West Indies, for if they had not Your Ports to fly to, they could not remain in these Seas to molest the British Subjects and obstruct the Trade of Our Islands.

I take the liberty to send Your Excellency a Copy of a most extraor-

dinary Letter, which I have lately received, signed by Eleven Commanders of American Privateers then at St Pierre. It does not become me to correspond with Rebels and the insolent Expressions in their Letter are better answered by Contempt. But as They make a pretence of what they falsely alledge, in order to use His Majesty's Loyal Subjects who may fall into their hands with Cruelty and Barbarity; To prevent which & for the sake of humanity, I will desire the favour of Your Excellency to give directions, that these Commanders of American Privateers be informed, "That The American Prisoners taken out of American Privateers, & brought here were put under Confinement as Enemies and Rebels, as well for the peace of this Island as for the safety of the Shipping in the Harbour. That They have a very ample dayly Supply of Provisions, and are all in good health, and from being very lean and meagre when they came, are now grown fat & lusty, in good Spirits, and perfectly well contented. It would therefore become these Commanders, who talk so much of humanity to treat their Prisoners in the same manner."

It is only the Men out of the American Privateers, that are put under confinement. These who are taken in American Merchant Ships are immediately at their liberty to go on board any Vessel, not bound to any Colony in Rebellion. I had some of these the other day, who immediately the same day entered themselves on board a Vessel bound to Newfoundland.

I should return Your Excy my thanks for your kind treatment of Mr John Wall, and particularly for ordering his Vessel to be restored to him.

I beg leave to inform Your Excellency, that for sometime past Small French Vessels have come frequently to this Island; They bring Your Excellency's passport as having passengers, or under some such pretence; but I apprehend from their Manoeuvre in seldom coming to An Anchor, that they are rather employed by the Americans as Spies, or at least they have somebody on board for this purpose, to find out what is going forward here & to procure all the Intelligence they can. I would intreat Your Excellency to put a stop to this proceeding, if possible Jean Baptiste Le Blanc of the Sloop *Le Chasseur* with One Durham of Bermudas, whom I take to be a man much to be suspected, arrived Sunday Morning the 3d Instt and did not come to an anchor altho' ordered but was driven on shore on Tuesday by a Westerly Wind from the Sea.

Copy

I have the honour to be &ca

[Endorsed] (2) In Govr Hay's (No 20) of 24th October 1777

1. PRO, Colonial Office 28/57, 5-6.

14 Aug.

CAPTAIN THOMAS THOMPSON TO THE NEW HAMPSHIRE COUNCIL
AND GENERAL ASSEMBLY ¹

Gentl.

My Duty to the United States Obliges me to take notice of the Conduct of the Officers Commanding at Fort Washington & Fort Sullivan; my par-

ticular Complaint is for not Shewing due Respect to the Continental Ship of War *Raleigh* namely, not Shewing any Colours, when She pass'd the Forts, but hailing several times in a very Insulting Manner, I ask'd them why they did not hoist their Colours, Instead of a proper Answer I was treated with Indecent & ungentlemanlike Expressions, such as I blush'd to hear. I must beg your Honours to make enquiry into this matter, & bring the Offenders to Justice equal to their Crime, as they are Answerable to you only for their Conduct² – I hope you will not pass it Over as a light matter, but think the whole Continent Insulted by their Behaviour, Colo Whipple, Colo Langdon, Major Hackett & a number of Gentn from the Southward were on board – Messr John Furnald & Nahum Ward were in the Fort. –

I beg your Honours to Summon them and be govern'd by their Evidences in the matter. I am with due Respect Gentn [&c.]

Tho^s Thompson

NB This Complaint is more particularly against the Officers at Fort Washington –

On board the *Raleigh*

Aug: 14. 1777 –

1. N.H.Arch.

2. A joint committee was appointed on September 18 to investigate this complaint, Council Records, Book VII, 222, and House of Representatives Journal (1776–78), 200, N.H.Arch.

JOURNAL OF H.M. GALLEY *Dependence*, LIEUTENANT JAMES CLARK¹

August 1777	Spiting Devil Creek SE 1 Mile
Wednesday 13	A.M. Receivd on Board a New Main Yard from the Careening Yard Do Retd the Old Main Yard to the <i>Mercury</i> for a Fire Boom P Order of Capt Ommany bent the Main sail and Sway'd up the Main Yard. Modt and fair these 24 Hours Empld Occasy at 4 P.M. Weigh'd and Came to Sail at 6 Anchor'd with the Small Bower at 7 Rec'd on Board a Foraging Party of Marines P Order Captn Ommany.
Thursday 14	at 4 A.M. Weigh'd and Came to Sail at 6 Landed the Marines at 9 A.M. they Retd havg brought down a Number of Cattle Employ'd getting them Off at 10 A.M. havg got off the Cattle sent the Boats on Shore to bring off the Marines fired 2 Twenty four Pdrs and 2 four Pdrs round shot to Cover their Retreat at Noon the Boats Retd with the Marines havg met with No Loss. Fresh breezes with heavy shours of Rain at times at 1 P.M. made Sail at 2 P.M. Anchd with the Best Bower in 6 Fm Water Phillipsburrrough Et ¼ of a Mile at 4 P.M. came along side of us the <i>Mercury</i> Tender for the Cattle the Foraging Party had Brought off at 7 Retd the Marines to their Respective Ship[s].

1. PRO, Admiralty 51/4159.

JOURNAL OF AMBROSE SERLE ¹

From Thursday 24th to Thursday 14th August.

After leaving the Capes of Delaware, we were tossing about upon the Sea till this Evening, when we anchored off Cape Charles. Continual Calms or contrary Winds detained or drove us out of our Course. Many of our Horses perished; but the Troops in general were as healthy as could have been expected, in the immense Heat of this Climate. The Thermometer in the Shade and at Sea stood frequently at 84° and 86°. What must it have been upon Shore? – Three or four People died in our Ship of putrid & bilious Fevers, common in this Region of the World. – The Land at the Capes is very low: Not far from Cape Henry is the Dismal Swamp, a Mass of stagnated Waters & Mud of a vast Extent. These Swamps & Marshes render this Country so extremely unwholsome. . . .

1. Ambrose Serle Journal, HUL.

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

August 1777

Cape Henry SBE Willobys Point SBW.

Thursday 14th

Moderate & fine Wear, at 5 AM saw a Sail, in Shore, hoisted the Barge out & sent to board, at 6 AM the Barge took her, the Sloop *Betsey* from Virginia bound to So Carolina with Flour &ca, at 10 AM standing into the Capes, at Noon Cape Henry WBN 2 or 3 Miles.

Ditto Wear, Anchd off Cape Henry, the *Otter's* Boat came on board & acquainted us of seeing a Fleet in the offing, at 1 PM weigh'd & sailed into Chesepeake Bay, at 12 PM His Majesty's Ship *Roebuck* Anchored here.

1. PRO, Admiralty 51/311.

SOUTH CAROLINA NAVY BOARD TO CAPTAIN STEPHEN SEYMOUR ¹

Sir/

Navy Board Charles Town Augst 14th 1777 –

The State Brigg *Notre Dame* of which you are Captain having been fitted & Man'd at a very great Expence and having provissions and Stores put on board for a Cruize of three Months, the Commissioners of the Navy Direct that you do Embrace the first fair wind to proceed to sea with said Brigg and continue Cruizing in such Latitude, as to you may seem most promising of Success, for at least two months, from the day that you Leave Winyaw Bar, during all which time, You are to Take, Sink, Burn or Destroy any Vessels or Goods, belonging to any of the Subjects of the King of Great Britain Except the Vessels or goods belonging to the Islands of Bermuda, or New Providence, and Should you be so fortunate as to take any Prizes You are to be Careful to put a proper person on board as Prize Master with a Sufficient Number of Seamen to Navigate her, with Orders to proceed into some port in this State, But by no means return into port with the *Notre Dame* during the time of your Cruize Unless forced by stress of weather or in want of some Stores or repairs that you Cannot possibly do

without and should you want any further Supply of Provisions or Stores to Enable you to Continue to Cruize Two Months as directed Mr. [Elisha] Sawyer the Commissary has directions to Furnish you – By Order of the Board

Edward Blake first Commissr

1. Salley, ed., *South Carolina Navy Board*, 89–90.

15 Aug.

CAPTAIN JOHN SYMONS TO REAR ADMIRAL SIR PETER PARKER ¹

Cerberus. – Copy of a letter sent to Rear Admiral Sir Peter Parker, August 15, 1777.

Wednesday night being at anchor to the westward of New-London in Black Point Bay, the schooner I had taken, at anchor close by me a-stern, about eleven o'clock at night we discovered a line towing a-stern that came from the bows; we immediately conjectured that it was somebody that had veered himself away by it, and began to haul in; we then found the schooner had got hold of it, (who had taken it for a fishing line) gathered in near fifteen fathom, which was buoyed up by little bits of sticks at stated distances until he came to the end, at which was fastened a machine, which was too heavy for one man to haul up, being upwards of 100 weight; the other people of the boat turning out, assisted him, got it in upon deck, and were unfortunately examining it too curiously, when it went off like the sound of a gun, blew the boat into pieces, and set her in a flame, killed the three men that were in the stern; the fourth, who was standing forward, was blown into the water; I hoisted out the boat, and picked him up much hurt: as soon as he could recollect himself, he gave me the following description, as near as he could remember: – It was two vessels, shaped like a boat, about twenty inches long, and a foot broad, secured to each other, at the distance of four feet, by two iron bars, one at each end, and an iron tube or gun barrel in the centre, which was loose, (as he had himself turned it round with his hand); they swam one over the other, the upper one keel upwards, the lower swam properly, but was so under water as just to keep the upper one a few inches above the surface: to the after iron bar hung a flat board, to which was fixed a wheel about six inches diameter, and communicated itself to one on the upper side of the boat, of a lesser diameter; opposite to these was another wheel, on the flat of the under one or loaded vessel, which had likewise communication with the wheels of the upper boat; it was covered with lead, and the keel heavy loaded, in order to keep it down in the water.

The fatal curiosity of the seamen (who unfortunately had been bred in working in iron) set this wheel agoing, which it did with great ease backwards and forwards, and during their looking at it, which was about five minutes from the time of its being first put in motion, it burst. Upon examining round the ship after this accident, we found the other part of the line on the larboard side buoyed up in the same manner, which I ordered to be cut away immediately, for fear of hauling up another machine, which I concluded was fast at the end, and might burst when near the ship.

The mode these villains must have taken to have swifted the ship, must have been to have rowed off in the stream a considerable distance a-head of the ship, leaving one of their infernals in shore, and floating the other at the distance of the line, which, from the quantity that we have got on board (near 70 fathom) and what the man tells me they saved in the schooner, which was upwards of 150 fathom more, must have been near 300 fathom; they at the length of this line put the other in the water, and left it for the tide to float down, which in this place runs very strong.

As the ingenuity of these people is singular in their secret modes of mischief, and as I presume this is their first essay, I have thought it indispensibly my duty to return and give you the earliest information of the circumstances, to prevent the like fatal accident happening to any of the advanced ships that may possibly be swifted in the same manner: and to forbid all seamen from attempting hauling the line, or bringing the vessel near the ship, as it is filled with that kind of combustible that burns though in the water. I am, Sir, &c.

J. Symons.

P.S. Having made a model as near as I could, from the description of the man who was saved, and sending for him to enquire if the model represented the machine he saw, he informed me the large wheel on the flat of the upper board was made of wood, with iron spokes, sharp at the end, and projected about an inch without the gunwale of the boat, in order to strike into the side in hauling up, and by that means set the wheels in motion, which in five minutes after it had been moved by the people, burst; it is therefore very fortunate I ordered the other to be cut away; for had it touched under the hollow of the counter, in hauling up, so as to set the wheels in motion, there is no knowing what damage it might have done, either to the ship or people.²

1. Almon, ed., *Remembrancer*, VI, 90-92.

2. This explosive device was the work of David Bushnell. See Volume 6, 1507.

GEORGE WASHINGTON TO THE PRESIDENT OF CONGRESS¹

Sir, Head Quarters Camp at Cross Roads Augt 15th 1777 -

Mr Du Coudray has lain before me a plan of the river, by which it appears, that for a considerable space between the two sand banks on the East side of Fort-Island, there is from four to four and a half fathom's depth of water. According to this representation, there would be room for three frigates to lie between those banks, in such a position as to enfilade the works at Fort-Island, and make it difficult to maintain them. There are but two ways of remedying this inconvenience: one by having a sufficient number of chevaux de frize sunk at the entrance between the two banks, and the other by having the left flank of Fort-Island fortification supported by a good battery, capable of resisting the cannon of the ships and obliging them to quit their station. - The first is evidently preferable, because the efficacy of it will be more certain. A few chevaux de frize properly placed might effectually bar all access to the ships; but there is a possibility, that any

battery, we can construct, might be overpowered by the fire of the shipping; – and as we have few cannon, and Fort-Island is itself a marshy spot, incapable of affording earth for the batteries necessary to be raised upon it, which must be brought from the opposite shore, it would not be prudent to multiply works there, more than cannot be avoided. – It would also be a great advantage gained, to secure the Island from annoyance, except in one point and that in front, from only three ships at a time; which would be effected by stopping up the passage between the two banks, with chevaux de frize. – I should therefore think it of importance to have this measure immediately adopted, and carried into execution. With great respect I have the honor to be Sir [&c.]

G^o Washington

1. Papers CC (Letters from Gen. George Washington, 1775–84), 152, IV, 481–82, NA.

“DISPOSITION AND BEARINGS &C: OF THE VESSELS [OF HOWE’S FLEET]
PLACED ON THE DIFFERENT SHOALS IN CHESEPEAK BAY.”¹

Eagle, August the 15th 1777.

Where Placed.	Stations from each other.		Water Anchored in.	On which Side to be left.	Distin- guishing Jack worn.
	Bearing	Distance.			
The Middle			4 1/2 Fathoms	Starboard	English
Horse-Shoe	West	5 Leagues	5 _____	Larboard	French.
Elbow of the Middle	NNW	4 Miles	4 _____	Starboard.	English.
Point Comfort	NNW	11 Miles	5 _____	Larboard	French.
Wolf Trap	North	3 Leagues	6 _____	Do _____	Do _____
Tangier Bar	N 1/2 Et	6 _____	5 _____	Starboard	English.
Smith’s Point	NW b N	4 _____	9 or 10 _____	Larboard	French.
Point of Tangier Shoal					
opposite Point Lookout	North	5 _____	3 or 4 _____	Starboard	English.
Mouth St Jeroms Bay	NW b W	2 _____	2 _____	Larboard	French.

From hence keep near Mid-Channel or something nearer to the
Larboard Shore until arrived at

Sharp’s Island	N b W	8 Leagues	6 or 7 Faths	Starboard	English.
Holland’s Island	NW b N	4 _____	4 _____	Larboard	French.
Thomas’s Point	N 1/2 Et	4 _____	7 _____	Do _____	Do _____
Tally’s Point	N 1/2 Et	4 Miles	4 _____	Do _____	Do _____
Sandy Point	NE b N	2 Leagues	7 _____	Do _____	Do _____
Lower Shoal of					
the Bodkin	NE	2 _____	4 _____	Do _____	Do _____
Swan Point	NE b E	1 _____	5 _____	Starboard	English.

NB. The Vessels left on the Starboard Side will shew in the Night, two lights of equal Height; and those on the Larboard Side, two Lights one over the other.

Howe

To The Honble Wm Cornwallis
Commander of His Majesty’s Ship the *Isis*.

1. Cornwallis Papers, COR/2, NMM.

JOURNAL OF H.M.S. *Sphynx*, CAPTAIN ANTHONY HUNT ¹

August 1777
Friday 15th

Cape Henry WbN 7 Miles

at 4 AM Saw a strange sail passing thro' the Fleet under all Sail, Do cast off the Vessels in Tow & made sail after her, at ½ past came up with her, and fired Several Volleys of Small Arms, she hove too Do sent a Boat on board she proved to be the *Rochester* Brig from James's River Virginia loaded With Tobacco & Staves, bound to Nantz in France took the prisoners out and put an Officer & hands on board & made Sail –
Light Breezes and fair Wr Tkd Occasionally to go in between the Capes in Company Admiral Lord Howe and fleet –

1. PRO, Admiralty 51/922.

JOHN PAGE TO GOVERNOR THOMAS JOHNSON ¹

Sir

Wmsburg, In Council, Augst 15th 1777.

We have this Moment received Information that the Fleet which was seen last Tuesday off Accomack County, an Account of which we received last Night by Express, was discovered by Capt Bright of the *Northampton* armed Brig of this State, at 9 o'Clock last Night standing into our Capes. He writes, that he saw above 100 Sail from his Mast-head. We think it may be of great Consequence to your State to have as early Intelligence as possible of this Movement of the Enemy, & therefore have ordered an Express to convey this to your Excellency with all possible Expedition. I am Sir [&c.]

John Page

1. Red Books, XIV, 34, Md.Arch.

North-Carolina Gazette, FRIDAY, AUGUST 15, 1777

Newbern, August 15.

Last Week a Report prevailed, that the Vessel which lately sailed from this Port with a Number of Tories on Board, was taken; since which the Account is confirmed. She was taken soon after she left the Bar, by Capt. Weeks, in a Privateer from Virginia, in Consort with a Letter of Marque Sloop, who have carried her off to the West Indies. She must prove a valuable Prize, as the Gentlemen on Board her have large Sums of Money with them, and the Vessel having 200 Hogsheads of Tobacco on Board.

16 Aug.

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

Sir

Rainbow in the Harbor of Machias
in New England, 16th August 1777.

I am to desire You will please to inform their Lordships, that the Lieutenant Governor & Council of Nova Scotia, having in their Representa-

tions to me of the 28th of last Month express'd strong Apprehensions, that the Kings rebellious Subjects in the Eastern Parts of New England were about to invade, & ravage that Province, from Machias, & requesting I would take such Measures to prevent it, as shod appear to me best for the Publick Safety; – I, in consequence thereof, put to Sea on the 30th of July, with the *Rainbow* & *Blonde* under my Command, designing for Machias; but the Calms, & almost constant Fogs, made our Passage, not only very tedious, but dangerous, from the Rapidity of the Currents, (the setting of which frequently varies,) & the numerous Breakers & Shoals the entrance of the Bay of Fundy abounds with.

I was join'd by His Majesty's Ship *Mermaid*, off Cape Sable, & she proceeded with me to the Cranberry Islands near Mount Desart, where I anchor'd on the 10th Inst – I found the *Blonde* here, who had separated from me in a Fog, & the *Hope* Sloop, whom I had (previous to my Sailing) sent to Passamquodi for Intelligence, & directed to join me here; The Captain of the *Hope* confirm'd the Report of the Rebels intentions to invade Nova Scotia; that Magazines were establishing at Machias, & other Preparations making there for that Purpose; & likewise that a Sloop with Ammunition, Provisions, & Presents for the Indians, was lately arrived there.

I staid but a few Hours at the Cranberry Islands, & then weigh'd with the small Squadron; The Fogs & Currents however made it impossible to get into the Harbor of Machias before the 13th of August, where I anchor'd about 4 in the Afternoon with the *Rainbow* & *Mermaid*, as high up, as the Depth of Water wou'd permit: I immediately made the Signal for the Marines of each Ship, (amounting in the whole to 123,) to embark on board the *Hope*, which was done (with an Expedition that did Honor both to the Sea, & Marine Officers, &c) without occasioning a Delay of more than a Quarter of an Hour, (for I wish'd to push the Attack as quick as possible, not only on Account of the Tide of Flood which then prevailed, but also to prevent the Enemy from assembling in too great Numbers, before the Destruction of their Magazines was accomplish'd.)

The *Hope* then proceeded up the River towards the Town, accompany'd by the Ships Long boats, & a Flat bottom Boat well barricaded; The *Blonde* followed, but got aground at about a Mile up; She however soon floated off, but was not able from the narrowness of the Channel to get higher than 3 Miles

The *Hope* went on, till she was stopp'd by a Boom across the River, & a trifling Fortification, which together with the Wind coming foul, oblig'd her to Anchor; the Rebels kept up a pretty brisk Fire of Musketry upon Her, from each side of the River, & from the Fort before mentioned; at 5 o'Clock next Morning the Marines were all landed, under cover of a Fog, & drove the Rebels out of the Fort with very little Resistance, which they set Fire to & destroyed, they found only a two pounder & a Swivel in it, the rest of the Guns being on board two small Privateers who belong to Machias.

Near the Fort were three Magazines forming for the intended Invasion of Nova Scotia, & consisted of Flour, Rice, Tann'd Leather, Hides, 300 Pair of Shoes, Ammunition &c, all which were set Fire to & totally consumed, so

that in all Probability the Rebels will lay aside all future Thoughts of invading their Neighbours, as it will take considerable Time & Expence before the Articles wanted can be re-established.

Besides the Magazines before mentioned, several small Vessels were destroyed, & a Corn Mill with a very large Quantity of Corn was burnt by the *Blonde*; a Sloop of about 80 Tons, loaded with Lumber, was likewise taken.

Capt Dawson having reconnoitred the Boom found it cou'd be cut loose without much Difficulty, which was accordingly performed by Him.

The Marines then re-embarked & the *Hope* proceeded upwards toward the Town; the Rebels however accumulated fast on the adjacent Heights, & kept up a constant Fire of Musketry upon Her, which did no Damage as she was well barricaded: – She got almost as high up as the Saw-Mills in the Town, but finding Breast Works of fell'd Trees, & a number of arm'd Rebels to the amount of about 400 (including 40 or 50 Indians,) & that the Vessels one of which appeared to be a Privateer were hawl'd into a Creek, where they could not be easily got at without landing, (by which our small Force would have been in Danger of being cut off,) Capt Dawson with great Propriety took the Resolution to return, satisfy'd with the Damage already done the Rebels: – He accordingly did so, but a calm taking Place, the *Hope* two or three Times got aground; which gave the Enemy an Opportunity, from Logs of Trees & thick Woods, of killing & wounding some of the Men, who all behaved with great Spirit & Bravery, as did likewise their Officers, who went thro' every Fatigue & Danger, with the utmost Chearfulness & Fortitude.

I may with great Truth say, that every Thing which was possible to do with our small Force has been achieved; & if we had had but 100 Troops more, the Destruction would have been compleat; but it plainly appears from the Circumstance of the Boom, & other Reasons, that the Rebels were apprized from the disaffected at Halifax, of the Attack which was meditated against them.

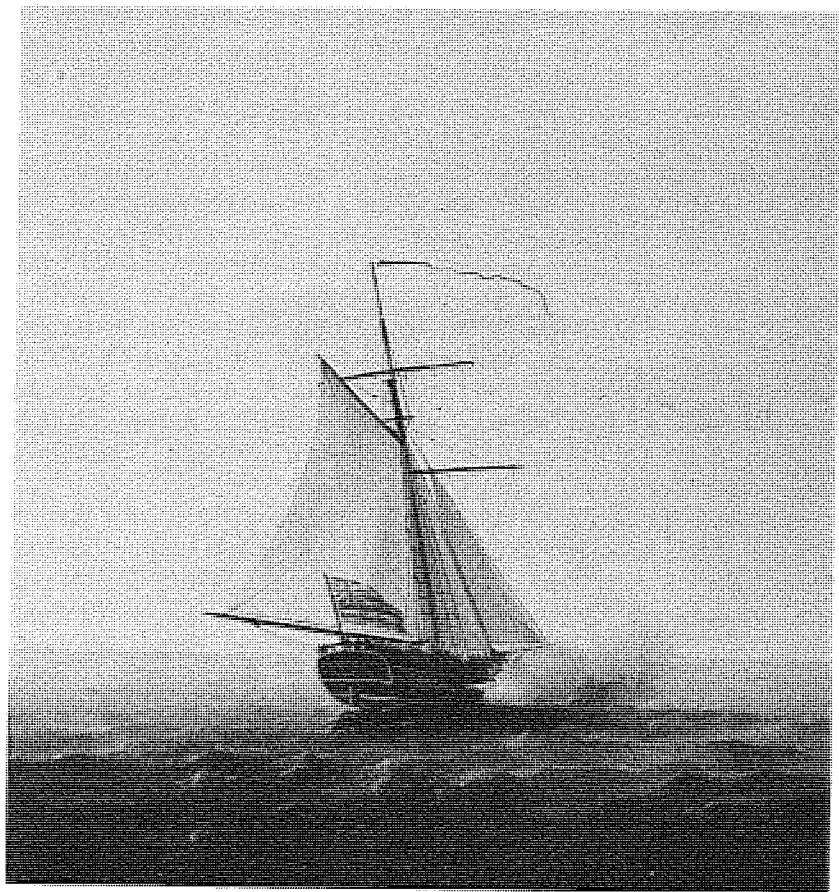
I shall direct one of the large Frigates to stay here for three or four Weeks, to watch for any Vessels of Supply which may be bound to Machias; which I hope with occasional Visits by the Cruizers, will restrain the lawless Banditti of these Parts within just Bounds, & prevent the King's Subjects (their innocent & peaceable Neighbours,) from being harrass'd & disturbed by them any more. I am Sir [&c.]

Geo Collier

P.S. I beg leave to add, as one Proof of the inveteracy of the Rebels, that the Musket Balls which were found in the Ships, as well as those extracted from the Wounded Men, are all chew'd or jagged. –

A Return of the Killed & Wounded, belonging to His Majesty's Ships undermentioned, in the River of Machias the 14th & 15th of August 1777.

	Killed	Wounded
<i>Rainbow</i>		6.
<i>Blonde</i>		3.



Continental Navy Sloop Providence

Mermaid
Hope

Total

	6.
3	3.
3	18.

Geo Collier ²

[Endorsed] R 12 Nov

1. PRO, Admiralty 1/1611, 74-75.

2. On the same date Collier wrote a report of the action to Lord George Germain, PRO, Colonial Office 217/53.

Providence Gazette, SATURDAY, AUGUST 16, 1777

Providence, August 16.

A Prize Schooner arrived at an eastern Port last Tuesday, taken by the Sloop *Providence*, Capt. Rathbun, in the Service of the United States; she was bound from New York to Jamaica.¹ Two other Vessels were in Company with the above Schooner, one mounting 12, the other 4 Guns, both which Capt. Rathbun engaged, and was preparing to board the largest, when the Schooner bore away, and attempted to escape. After securing the Prize, Capt. Rathbun immediately gave Chase to the other Vessel, and gained fast upon them. Mr. George Sinkins, Master of the *Providence*, a good Officer, and well respected, was unhappily killed in the Engagement.

Tuesday last four Vessels from the Eastward, bound to Connecticut, were drove ashore at Westerly by one of the Enemy's Frigates.² The Troops stationed there got some Field-Pieces to the Shore, and prevented the Enemy's destroying or getting them off. The Vessels and Cargoes were all saved.

1. *Loyalty*. Prize money paid for this capture to each officer and man on board the Continental Navy sloop *Providence* is in Mass.Arch., Revolutionary Rolls, LII, 84, 15.

2. See Journal of H.M.S. *Cerberus*, August 11.

ORDER OF THE CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT ¹

Continental Navy Board [Philadelphia] 16th Augt 1777.

The Officers of British Ships of War have set on Shoar several Persons belonging to American Merchantmen taken by them; these Persons they have considered as Prisoners on Parole; – The American Marine Comm. discharged British Merchantmen taken by their Vessels, not considering them as Prisoners of War – this being the Case it is necessary to come to an Explanation. A negotiation is now on Foot for that & other Purposes, & will, it is expected, be determined in a few Days. In the mean Time, however, the Crews of American Merchantmen so set on Shoar, ought to be considered as Prisoners on Parole –

Fra^s Hopkinson John Wharton

1. Harbeck Collection, HUL.

CAPTAIN BENNETT MATHEWS TO GOVERNOR THOMAS JOHNSON ¹

Sir

with a great deal of Deligance and Trowble with out Any Acting Officer but my Self have got the *Independance* Ready for hur Guns and as

Capt Walkers Clark went out to the Fournice A Wensday About them and Find they have down Nothing to them Sence Capt Walker was there himself; I think it nassary to Acquaint your Excellency of it, and to Ask of you Sir to let me have one of the *Freindships* Ancors as She is now out of use & one of hur Composses for the *Independance* which Order if you think Proper you will please to Send by Mr Stevenson for them. I Should be Glad to know of your Excellency Wheather you Approve of my Gowing on the Easting Shoure to Recrut Men with the Galley Untill the guns is Ready as there is no giting of them hear – From Sir [&c.]

August 16, 1777.

Bennett Mathews

NB. Capt Daveys Masster Daniel Bryan is desirous of Coming with me in the Capassity of a Lieutenant Which I think he is deserving of Should you Sir think Proper Should be glad to be informed of your Sentiments as he is determined not to Sail with Capt Davey Any More Yours Bent Mathews

1. Red Books, XIV, 141, Md.Arch.

JENIFER AND HOOE'S ACCOUNT AGAINST MARYLAND STATE SLOOP *Molly*.¹

Sloop *Molly* Owned by the State of Maryland To Jenifer & Hooe Dr

1777		Va Curry
June 11	To Cash paid for 1 Barrl Tarr	1 . 4 . .
	To ditto paid Major Sweeney for 300 feet plank a 10/	1 . 10 . .
12	To ditto paid Jno Frishby P Accot	3 . 6 . 3
30	To ditto paid Jno Frishby P ditto	10 . 3 . 3
July 7	To ditto paid for 14 y'ds Canvas @ 8/2	5 . 14 . 4
8	To ditto paid Thomas Saulson P Bill	34 . 14 . 3
10	To ditto paid Dr Davd Brown P ditto	13 . 16 . 8
14	To ditto paid for 1 Bbl Flour 209 lb a 16/8 P & Cask 2/6	1 . 17 . 4
15	To ditto paid Mrs Dade for a Tree P ditto	1 . 6 . .
16	To ditto paid for 10 Gallons Whiskey @ 10/	5
	To ditto paid for 10 lb Sugar 3/	1 . 10 . .
17	To ditto Advanced Jno Bull 1 months pay	3 . 6 . .
	To ditto Advanced Thos Graysingham 1 mos ditto	3 . 6 . .
	To ditto Advanced Wm Kelly 1 mos ditto	3 . 6 . .
	To ditto Advanced John Higgs 1 mos ditto	3 . 6 . .
21	To ditto paid for 200 feet 1 Inch plank 10/	1
22	To ditto paid for 45 lb Tallow 1/3	2 . 16 . 3
	To ditto paid Jno Frishby P Bill	11 . 8 . 11
25	To ditto paid Thomas Monley P ditto	37 . 14 . 8
26	To ditto paid Richd Clark for 3 Cord Wood 18/	2 . 14 . .
28	To ditto Advanced E Hudlam 1 mos pay	3 . 6 . .
	To ditto Advanced Asa Willis 1 mos pay	9

	To ditto Advanced Abram Edwards 1 mos pay	3 . 6 . .
	To ditto paid Cumberland Ferguson 31½ days Joiners Work	} 1 . 15 . .
	To ditto paid for 16 Bbls Bread 2211 lb a 12/6 & Cask 3/	
	To ditto paid for 2 Bbls Powder 218 lb 4/6	16 . 4 . 4½
	To ditto paid for 32 Gallons Whiskey 12/6	49 . 1 . .
30	To ditto paid for 16 lb Sugar 3/	20
	To ditto paid for 63½ lb bacon Hams 1/3	2 . 8 . .
	To ditto paid for 13¼ lb Candles 2/6	3 . 19 . 4½
	To ditto paid for 13¼ lb Candles 2/6	1 . 13 . 1
Augt 1	To ditto Advanced Jno Hurst 1 mos pay	4 . 10 . .
	To ditto paid Thos Graysingham 6/ & Jno Bull 6/ to get their Cloaths Redeemed	} 12 . .
	To ditto paid Wm Kelly 24/ to get his Cloaths Redeemed	
	To ditto paid Washer Blunt P Bill	1 . 4 . .
	To ditto Advanced Joseph Woodward 1 Mos pay	2 . 10 . .
4	To ditto paid Wm Bushby P Bill	6
5	To ditto paid Wm Herbert for 95 feet Scantling P Bill	9 . 0 . 1½
		15 . 10
	Carried Over	284 . 4 . 8½
	To Amount brought Over	284 . 4 . 8½
August 6	To Cash paid Robert Adam P Bill	5 . 5 . 1½
7	To ditto paid Josiah Watson for 2 - 3 lb Cannon & Carraiges P Bill	} 150
9	To ditto pd Jno Loman for 16 lb Veal P Bill	
	To ditto pd Phil Jackson for 6 lb Laird P Bill	16
	To ditto pd for 70 lb bacon Hams 1/	6
	To ditto Advanced Jas McDonald 1 Mos pay	3 . 10 . .
11	To ditto paid Jno Shaw P Bill	3 . 6 . .
	To ditto paid Robert McCrea P ditto	9 . 8 . .
	To ditto paid Jno Frishby P ditto	3 . 10 . .
	To ditto Advanced Jno Lammond 1 Mos pay	13 . 2 . 9
12	To ditto paid Capt Conway to Advance to Seamen	3 . 6 . .
	To ditto paid John Mills P Bill	22
16	To ditto paid Michl Thorn P ditto	180 . 10 . .
	To ditto paid Josiah Watson P ditto	2 . 9 . .
		6 . 17 . 5
		688 . 11 . .
	Commission 5 P Ct	34 . 8 . 6½
		722 . 19 . 6½

Contra

Cr
Va CyBy Wm Herbert for a Boat Sold
him

12 . 0 . 0

By Ballance Charged the State
of Maryland

} 710. 19. 6½

722. 19. 6½

E Exp

Jenifer & Hooe

1. Revolutionary Papers, Box 2, Folder 2, Md.Arch.

MASTER'S LOG OF H.M.S. *Somerset* ¹

August 1777

Cape Henry WSW 5 miles

Saturday 16th

at 6 A.M. Came to Sail as P Sigl from the Adml at 8
Turning up for Cape Henry had 7 to 14 fm Cape
Henry WNW 4 miles Open'd a Cask of Beef No 2251
Cont 192 at 10 Calm Anchord with the Stream Anchor
in 9 fathom at Noon fine Clear Wr

Fresh Breezes at 1 P.M. Came to Sail as did the Adml
and all the Convoy Set Studdg Sails at 3 running thro'
between the Middle Ground & Horse Shoe in Company
with the Adml & All the Convoy Vessels with white flags
Being laid on the Horse Shoe and all the Shoals on the
Larboard hand and Vessells with English Jacks on all the
Shoals on the Starboard hand ² at 7 Anchord as Did the
Adml and all the Convoy in 7 fm water Point Comfort
WbN 3 miles

1. PRO, Admiralty 52/2000.

2. See "Disposition and Bearings &c: of the Vessels placed on the Different Shoals in Chesapeak Bay." August 15.

JOURNAL OF CAPTAIN JOHN MONTRESOR ¹

16th [August, Chesapeake Bay] This day we spared a Horse Sloop in
Quarter Master Gen'l's Department, one But of Water or they must have
thrown their horses overboard.

1. Scull, ed., *The Montresor Journals*, 438.

JOHN PAGE TO GOVERNOR RICHARD CASWELL ¹

Sir

Wmsburg August the 16th 1777

The Fleet which has been seen for some Days past coasting along our
Eastern Shore, last Night entered our Bay; it consists of upwards of 100
Sail – We think it not only of immediate Concern to this State to give you
this Information but also of the greatest consequence to the United States in
general, as we hope to receive considerable assistance from you having on
a former Occasion experienced the readiness with which North Carolina
afforded it. I have the honor to be with great Respect Sir [&c.]

John Page

1. HM22402, HUL.

VIRGINIA NAVY BOARD TO COMMODORE WALTER BROOKE AND
OTHER VIRGINIA NAVY OFFICERS ¹

To Commodore Brooke, Captains Wm & Celey Saunders, Capt James Markham, and Lieut John Thomas ² –

You are desired to give the County Lieutenants every Assistance in your power in collecting the Boats or other Vessels which may facilitate the Escape of our internal Enemies or Slaves to the Enemy or may in any manner serve to supply the Enemy with Provisions. –

Navy Board }
16 Aug 1777 }

Signed

Thomas Whiting 1st Comsr

1. Navy Board Letter Book, VSL.

2. Commanding, respectively, Virginia Navy row galleys *Manley*, *Lewis*, *Page*, and *Norfolk Revenge*.

GOVERNOR RICHARD CASWELL TO STATE TREASURERS ¹

State of North Carolina

Richard Caswell Esquire Governor &
Commander in Chief of the said State

To either of the Public Treasurers –

You are hereby required to pay unto Richard Ellis Esquire Commissioner of the *Pennsylvania Farmer* Vessel of War belonging to this State the Sum of two thousand five hundred pounds Currency for the Purpose of fitting out the said Vessel for a Cruise against the Enemies of this State, to be Accounted for with the Public, And for so doing this shall be Your Warrant
Given under my hand and Seal at Arms at
Newington the 16th day of August Anno Dom.
1777. R^d Caswell

By His Excellys Comd
J Glasgow P Sec

1. Treasurers and Comptrollers Papers, Military Papers, NCDAH.

17 Aug. (Sunday)

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

August 1777

Working into Machias Bay

Wednesday 13

AM at 4 sent the Barge mann'd & arm'd to cut out a Schooner in Shore

Moderate & clear Wr in Compy as before PM at 1½ past 1 shorten'd Sail & steerg in for Machias Harbor – at 1½ past 3 came too with the Bt Bower in 6½ fm Water as did the *Mermaid* – the *Blonde* & *Hope* proceeded up the River havg the flat bottom Boat & all the Marines of the Ships with them, – departed this Life John Smith (Seamn) Sailmaker employed repairing Sails – employ'd Watering – dry'd Sails – Sent up the River a Boat to the Assistance of the *Hope*, with the Kedge Anchor & 2 Hawsers, one lower

- studdg Sail & fore top gallt Sail to cover the Marines & Sailors in the flat bottom Boat –
- Thursday 14 Light Airs & foggy with Rain at times PM between the Hours of eight & 9 heard the report of great Guns & small Arms up the River –
- Friday 15 At Anchor in Machias Bay
AM fm 4 oClock till Noon heard a continual fire up the River brot on bd 2 wounded Men departed this Life Jno Wiley a Marine at 6 sent the Barge up the River to the *Hope* Weigh'd the Anchor to look at it – let it go again 7 fm Water – brot up with the winding Service – Interr'd the deceas'd –
First pt light Airs & hazey Wr with Rain middle pt dark cloudy Wr with Rain latter pt clear Wr PM heard the Report of great Guns & small Arms at 10 came down the *Hope* with a Sloop² she had taken in the River, togr with the flat bottom boat & all the rest of the boats; was inform'd by the *Hope* she had 3 Men kill'd & sevl men wounded of the different Ships–
- Saturday 16 AM at 10 came down & anchd here the *Blonde* First pt moderate Breezs & vble Wr middle & latter pts moderate & Clear
PM loos'd Sails to dry
- Sunday 17 AM at 6 weigh'd & came to Sail in Compy with the *Mermaid* & *Hope* Left riding in Machias Bay the *Blonde*³

1. PRO, Admiralty 51/762.

2. *Betsey*, carrying wood and sent to Halifax, N.S.Arch., vol. 496, Vice Admiralty Register, vol. 6 (1777–82), 58.

3. See Collier to Philip Stephens, August 16.

COLONEL JONATHAN EDDY TO THE MASSACHUSETTS COUNCIL¹

Machias Augt 17th 1777 –

To the Honble Council of the State of Massachusetts Bay

Since my last, acquainting your Honors with the Intelligence I had receiv'd, concerning the Enemy's Design of invading this Place, we have found the reality of it. Last Wednesday the 13th Inst appear'd in Sight three Ships, a brig and a small schooner coming from the Westward, and standing in for the Harbour; & soon after came to an Anchor at the Mouth of the River; One of them was a large Ship, suppos'd to be the *Rainbow* of 44 Guns, the *Mermaid* 28, the *Vulture* 14, and the armed Brig *Hope* 16 Guns.

Conceiving great Hopes of taking us by Surprize, the *Hope* stood immediately up the River attended by a Sloop and twelve Boats, till they came opposite to a small Battery we had about 2 miles below the Falls, mann'd with about Twenty men with small Arms and one 2 pounder. The Enemy

attempted to land there with six Boats and a Number of Men but were repuls'd by our People with some Loss. Early on Thursday Morning, being foggy, thick Weather, they landed on a Neck of clear'd Land, a little below the Battery, in hopes of cutting off the Retreat of our small Party, but Col: Foster who commanded there, took such Precautions in that point as render'd their Hopes abortive, & secur'd his retreat. The Enemy then took Possession of the Battery & burnt two Houses and barns thereabouts, and soon after the Brig stood up the River together with the Sloop and Boats above mention'd, till they came fairly in Sight & within good Shot of the Falls, not expecting to meet with any Resistance, but seeing Continental Colours flying, and two Breastworks fill'd with Men, one of them having two 2 pounders, the other one 2 pounder and six swivels, they began to think of retreating and accordingly got the Boats ahead to Tow the Brig down. This was about Sunset; I instantly detach'd Major Stillman with thirty Men to attack the Boats & harrass the Enemy in their Retreat; The Major proceeded by Land till he got abreast of the Brig and Boats about a Mile and half below the Falls and began a heavy Fire, which was warmly return'd for some Time from the Brig with Cannon and small Arms; The Affair Continued in this Posture till they came opposite the Battery which they had taken at first where the Brig came to an Anchor, the Boats not being able to keep any longer ahead, because of the incessant Fire of our People, which as the River is pretty narrow, must do considerable Execution among the Boats; Next morning she got under way again with the Boats ahead, and were again attack'd by our Men on both Sides of this River, but finally got out of reach of Small Arms & run aground so that she was left dry at Low Water; Our People got one of the 2 pounders down & began to play upon her in this Position, and Hull'd her several times: It is very unfortunate that we had not one or two good Pieces of Cannon, as by that Means the Brig must have struck to us. However having lighten'd her with the help of the Sloop, she got off the next high Water & drop'd down to the other Ship & this Morning the whole came to Sail & went out, except the *Milford*; Their Destination is unknown to us as yet but I shall take Care to inform your Honors as soon as I can procure any Intelligence thereof.

I must beg Leave to Request an immediate Supply of Ammunition and Provisions, as what I brought with me will last but a little while, having been oblig'd to expend a good deal in this three days Siege. In all them attacks our Loss is only one man kill'd and Capt Farnsworth of my Regt wounded but hope he will do well. Great Praise is due to Col: Foster and the Militia under his Command, who gave me all the Assistance I could desire and behaved Extremely well, as also to Major Stillman, and the rest of the Officers and Men belonging to the two Regiments now raising.

It happen'd Extremely well for us that Mr Allan and Mr Prebble had arriv'd here with about 40 Indians who were of great Service to us and assisted us greatly.

The Enemy's Loss in all these Attacks must have been pretty considerable, though we cannot at present come at any Certainty of it –

For further Particulars I refer you to Lieut Col: Campbell who has been very alert on this Occasion, & given us all the Assistance in his Power from the Western Settlements—

I am with due Respect [&c.]

Jon^a Eddy

1. Mass.Arch., vol. 198, 54–56. Reference to *Milford* should have been H.M.S. *Blonde*.

JOHN PREBLE TO JEDEDIAH PREBLE ¹

[Extract]

Machious Augt 17th 1777

. . . you will have a Particular account Rote by the Commanding officer I suppose so Shall only Mention that dossen [George Dawson] & 3 Ships arived here Wednesday Landed 150 men at Mr Scotts Farm 3 miles below the town, drove a few of our People from a Battery where in was a peace of Cannon & one Swivel, Burnt 3 Houses & a Barn, then Thursday imbarkd their men in a Sloop taken of Capt Longs & proceeded up to the Town of Machious with the Brigg & Sloop towed by a Number of Boats. at their arival finding the place fortified by some Woorks Cannon & Swivels Mounted the men well plased I with the Indians up on the left Made Such an appearance that dossen immediately Tackd Round & began towing down the River this was all by Colo Edeys Good Conduct, a detachment was immediately ordered down the Western Side of the River to fire upon the Boats which was dun with the Gratest Resolution that Evening & Run a Ground after killing some of their men our Loss was but one man killd altho they fired very Sharply with their Cannon the Next morning at light I was down with the Indians & peppered the Brigg a Spell the tide Serveing at about 10 o'clock He Got under way it being Calm was obligd to make use of hur Boats then we ware Reinforced & played upon them from Both Sides the River which Gauld them much & Run the Brigg a Ground a Gain mile & half below, then a peace of Cannon was provided & played upon hur together with Small arms till the Night tide when She went down, I then Commanded a party of 35 men to Watch their motions. today they have all saild but one Ship so that we are verry happy now after the Gratest fateague by Colo Eddeys desire I Shall tarry til I heare from Boston as we dont know what may happen here. . . .

John Preble

. . . Sir since I Wrote my Letter a deserter is arived who Swam 2 miles from the *Rainbow* & informs they Sent 300 men up the River to land, that about 60 was killd in the hole, 10 of their peopele was killd & 10 wounded, another man left the Ship in Company with him but what is become of him he Cant tell, their was 60 of Capt manleys men on Board which ware Stationd between decks the Ships that was here was the *Rainbow Maremaid Vultre* & Dossen Brigg [*Hope*] they had been at Mount desert where 2 torys went on Board them. the Capt of the *Rainbow* Swares he will Bring more men & Destroy machious he thinks there was 600 here —

1. Mass.Arch., vol. 198, 57–59.

CAPTAIN JOHN PAUL JONES TO JOSEPH HEWES¹

My dear and honored Sir,

Portsmouth August 17th 1777.

Inclosed you have sundry letters &c which you are at liberty to use at discretion – for I can unbosom myself to you with the utmost Confidence, – you have laid me under the most singular Obligations, & you are indeed the Angel of my Happiness; since to your Friendship I owe my present enjoyments, as well as my future prospects. – I will not attempt to thank you by letter, but endeavour to prove by my conduct that your Friendship and good Opinion is not misplaced. –

I do not at present expect an Alteration to take place in the line of Rank, – but I will hope for a seperate Command, whereby I may be enabled to distinguish myself in the Service: – for I should esteem it a greater disgrace, and a worse hardship, to be set under the command of any Man who was not in the Navy, as early as Myself, than to be fairly broke and expelled the Service – especially as the Men I speak of cannot plead superiour knowledge, or superiour services; – and many of them with whom I have conversed Mc Neill among the rest, have had candour enough to Acknowledge; that they did not expect to come into the Service in any other Capacity than as Junior Officers. – I aver that many of them durst not step forth as the beginning in such Ships as the *Alfred* then was, and at a time when Independance had not even been mentioned out of doors. – I know what misfortune is, and I dare meet it again, in it's most frightful aspect rather than loose my rank, – there are characters, among the thirteen in the list, who are truely contemptible – with such, as a private Gentleman, I would disdain to sit down – I would disdain to be Acquainted. – I am no Prophet – but an Alteration in the Navy rank will take place at a period not far distant; Justice will point out the Necessity of that alteration. – should it not take place will it not leave room for reflection? – and how will any Gentleman now in the Service be assured that he will not also be superseded by Men of presumptive Abilities? – I am very far from meaning to reflect on the Gentlemen who drew that line of Rank. – I am persuaded that it was done with intentional Impartiality; – but they have been misled by misrepresentation; and their not being long conversant in Navy matters laid them open to imposition. – I esteem several of the thirteen Captains by whom I am at present superseded – but, untill they give proof of their Superiour Abilities, I never shall Acknowledge them as my Senior Officers – I never will act under their command.

I inclose a Copy of my letter to the Marine Committee on the subject of Rank, when I supposed myself superseded by one Man; – and I am by no means inclined to retract my Sentiments now, that I find myself superseded by a number, – if I have deserved this I am unworthy of bearing a Commission! I am unworthy of drawing my Sword in the Cause of Freedom! – I am uncertain whither Mr Morris did or did not think it expedient to lay that letter before the Committee – perhaps he did not. – I would not make a difficulty about trifles, but this is no trifle to me. – I have last Winter paid off the Sloop *Providence*, and Ship *Alfred* from the beginning, and from the

date of my first Commission untill now, I have received no more public Money, as an individual, than the Fifty pounds which was Ordered by the Committee this time twelve month to provide Cabin Stores at Philadelphia, and I have now no prospect of a Settlement.

In the term of Twelve weeks, including the time of fitting out the *Alfred* at Rhode Island; I took twenty four Prizes – among which was only one Sloop – and I have received little more than three thousand dollars, as my share of Prize money; yet these and a thousand other disagreeable circumstances I consider as trifles, – but to be superseded after all is insupportable! –

The *Ranger's* top sails will be bent tomorrow, – and I hope to overcome all the difficulty that subsisted, when I took this command and to have the *Ranger* at Sea much sooner than any other Ship in the Service hath yet been. – I may venture to affirm that there is not one of the thirteen persons in question who would in my situation proceed to Sea without a Settlement. – yet I will go.

I am deeply sensible of the many distinctions and preferences, which I have lately experienced from Congress, as well as from the Marine and Secret Committees. – I am incapable of Ingratitude, and ardently wish to be employed in such enterprizing services, as will convince them that I have not deserved their former Neglect.

I now understand that the *Raleigh* and *Alfred* are, by the Advice of Genl Whipple & Colo Langdon, destined for France in Order to provide the *Raleigh* with Stores, altho' she is now laden as deep as a Merchant Ship; – I mention this as there is a probability of our Junction there, and I am pre-determined not to serve under that dull inactive Genius, who would serve with more reputation in a dockyard than as a Commander in the Navy. – there are Frigates now building and lately built in France, that mount Thirty two Guns on one deck, – I wish for the Command of one of these Ships – and indeed, for the present, we ought to build Ships of no other Construction – they sail exceedingly fast, and are capable of carrying Eighteen Pounds.

Please to put the complaint against Captain Manley into the hands of General Warren. –

It will give me much pleasure to hear from you before you leave Boston – and I request your's and Mr Livingston's free Sentiments and advice on this letter. – I have the greatest respect for his Father and for Colo R H Lee, and should be happy in coresponding with them. – Please to inform me to whom you communicate the paper which I shewed you in Philadelphia, – and whither you think it prudent in me to shew it to any person this way. – You will soon hear of my distination, – I can write you to Philadelphia before I sail, I will hope to hear from you in France should I proceed there. –

I have many things to say on Navy matters, – but must at Present conclude with repeating what I have frequently advanced – I mean that short inlistments are incompatible with the Necessary Subordination of a Navy, – therefore I aver that the Seamen of these States ought to be registered and

made Subject to Serve in their turns for three Years at one time. – I have the Honor to be with much respect and perfect Esteem [&c.]

1. CLS. An autograph draft is in Papers of John Paul Jones, LC, and incomplete copy in Charles Roberts Autograph Collection, HCL.

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

August 1777

At Anch'r in Rhode Island Harbour

Saturday 16

1½ past 4 AM weigh'd and came to Sl at 8 Saw a Schooner to the westwd, run down shore 1½ past haul'd our wind and gave chase to 2 Sail in the Offing

Light breezes and hazey sent the Pinnacle in Chace at 4 PM boarded the Sloop & run the Schooner on Shore at 8 Anchd wh Bt Br in 18 fm pt Judith ENE 5 Mls

Sunday 17

at 6 AM sent the Cutter Arm'd & drove a Sloop on shore² Fresh breezes and hazey Wellspoint SbW 2 or 3 Miles at 1 PM Anchd wh Bt Br in Fort pond [Bay] in 9 fm Wellspoint NEbE prize in Co hogg'd Ship with the Flap Hogg

1. PRO, Admiralty 51/181.

2. On August 22 it was reported from New London:

Saturday Evening last, Capt. Jehiel Tinker, in a small Privateer, belonging to East-Haddam, a small Sloop, John Harris, Master, and a large Boat, belonging to Mr. Peter Rogers of this Town, were all drove on Shore at Narraganset-Beach, by one of the Enemy's Ships; and about the same Time a Sloop, John Keney, Master and Owner, belonging to this Place, was taken by a Boat from a British Man of War, near Block-Island; the People took to their Boat and landed on that Island, and have since got to the Main.

Connecticut Gazette, August 22, 1777.

MAJOR GENERAL NATHANAEL GREENE TO BRIGADIER GENERAL
JAMES M. VARNUM¹

[Extract]

Camp at the cross roads [Neshaminy Creek, Pennsylvania]

Augt 17th 1777

. . . The destruction of General Burgoyne's army is one of the first objects upon the continent, but how to effect it is the question. You see he moves with caution notwithstanding our army flies before him. It is near a month since he landed at Skenesborough his advance parties have advanced only about twenty or thirty miles and nothing or next to nothing to oppose him. Sure I am he never would have dared to penetrate an inch if he had met with a serious opposition – It is said our troops are pannick struck. this is strange they have met with no misfortune – I am confident if there is a formidable force collects under the command of General Gates that Burgoyne never leaves sight of his Shipping his retreat is secure while he has the command of South bay. in that situation he will rest unless he can bring over a great part of the country to join him. . . .

1. Berol Collection, CUL.

RICHARD HENRY LEE TO MANN PAGE ¹

[Extract]

My dear Sir

Philadelphia 17th Augt 1777

We are not able yet to give you any account of the wandering Howe and his fleet, save that they were seen on the 7th instant off Sinapuxen steering Southward. Our accounts from France say that George depends much on the desperate efforts that Howe & Cornwallis must make to redeem their Bankrupt honor. His present Manoeuvre seems the effort of a despairing Bankrupt – For what good can result from having multitudes of Men & Horses confined on board Ships at this season of the year, exposed to the torrid hell that beams upon their heads? . . .

P.S. Since neither the Northern or Southern posts of this day bring us any account of Howes fleet, I am almost sure that he is gone to Charles Town South Carolina, which, in its present state, against such a great Land & Sea force, cannot stand – It must fall – Curse on his Canvass Wings – Tis an unfair advantage they take of us –

1. Rosenbach Collection, USNAM.

MARYLAND COUNCIL TO CAPTAIN GEORGE COOK ¹

Capt George Cooke

[Annapolis] 17th Augt 1777.

The Intelligence received this Morning from [Thomas] Timson, makes it necessary that we instantly prepare in the best manner we can, for Defence or to enable us to assist our Friends. If the Enemy should design to send any considerable Force up the Bay, there will, as it appears to me, be no Place of Security for your Ship, but at Baltimore where too, she may eventually assist in the Defence of that Town. The Gallies at Baltimore we wish to be made as serviceable as may be. You are therefore to run the *Defence* within the Boom at Balt, put what of your Men you can in the Gallies. Shew this Instruction to the Officers on board them, which they are to consider as a particular Order to them to come down with their Gallies. You are to furnish what Guns or other Necessaries you can from the *Defence*, to the Gallies and Majr [Nathaniel] Smith is also requested to give them what Assistance he can, you will also come down in one of the Gallies yourself. We are &ca

1. Council Letter Book (1777–1779), 147, Md.Arch.

INTELLIGENCE REPORT ON THE MOVEMENT OF VICE ADMIRAL HOWE'S FLEET ¹1777 Information Recd from Capt Thos Timson, the *Nancey* this 17 Augt

That Last Thursday the 14th Inst As he was Lying Abrest of Isaac's Shoals Near Cape Charles, in Company with a Arm'd Brig, Capt Blith, and a Galley Capt Sanders Both belonging to the State of Virginia,² with Sundr[y] orther Vesals, when they discoverd the Enemeys fleet, Standg in from Sea, th[e]y Counted destincly Sixty Saill and many Others that th[e]y Could not Count, att Dusk in the Eavening, then on the mast head of the Brig See the Whole fleet Standing into the Capes with the Wind S.E. & Tide

of Flood Att this time the Brigg and Galley gott under way, firing Signal gun's to Alarm the Countrey, Capt Timson says he thinks th[e]y Both sent into Chirrystone to Watch the Enimeys motions, Capt Blith Sent his Whale Boat to Williamsbourg to inform them of the fleet – the fleet being Large and Night Coming On Could not discover the Quantity of Man of Ware, amongst them, there Was three Saill of do Friggets had layed between the Capes for Some time before, –

Capt Timson Say's he Attempted to gett out the Same day before he See the Fleet, that was Standing in, A man of Ware lying on the tale of the Midle ground, which Sent two Boats, to take him, which Oblig'd him to turn Back and Anchor by the Brigg.

Thomas Timpson And^w Vos

1. Red Books, XIV, 56, Md.Arch.

2. Virginia Navy Captains Francis Bright, brig *Northampton*, and Celey Saunders, galley *Lewis*.

18 Aug.

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

Monday [Portsmouth] this morning the Wind NNE We hove
Augt 18th up and Came to Sail with a fine Breas at 8 pm the [wind]
[1777] dyed away so Came to anchor at marvelhead

1. Conner's Journal, MM.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY ¹

At a Meeting of the Governor and Council of Safety

Hartford August 18th 1777–

Application was made by Capt Samuel Chew for a Number of Men to Inlist from The Forts at N London &c on Bord his Brig *Resistance*, and on Consideration Resolved that the Men Cannot be Spared without Damage to the Service.

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

New-York Gazette, MONDAY, AUGUST 18, 1777

New-York, August 18.

The 9th Inst. Capt. Johnson, of the Ship *Mary*, mounting 14 Guns, sailed from the Hook, for Jamaica, in company with the Sloop *Dolphin*, Capt. Mason, of 10 Guns. In the Afternoon of the same Day, they were attacked by a Rebel Privateer of 18 Guns, and full of Men.¹ A hot Action ensued, which continued upwards of six Glasses, when the Pirate was obliged to sheer off, with considerable Loss. For want of Ammunition, the Vessels were obliged to return. One Man only on board the *Mary* was wounded, for whom the Merchants in Town have made liberal Provision, as an Encouragement to Seamen in general to behave spiritedly, in the Defence of Merchant Vessels.

1. Not a privateer, but the Continental Navy sloop *Providence*. See Journal of Marine Lieutenant John Trevett, August 31.

JOURNAL OF H.M.S. *Apollo*, CAPTAIN PHILEMON POWNOLL ¹

August 1777
Monday 18

At Sing: Anchor off Rappahanock River
at 5 AM the Sigl to weigh, weighed as did the fleet, our
Sigl to come under the Adml Stern.
Lt Airs, half past Noon the Adml Bore away and made the
Sigl to get into his Wake, having got into Shoal Water,
we anchor'd Pr Sigl, at 2 pm had orders to go [to] Wi-
comoco River's Mouth to hinder the Boats and Gallies of
the Enemy from coming out, anch'd in $\frac{1}{4}$ less 3 fms, with
the *Vigilant*, *Senegal*, and our Gally, row'd Guard off the
River Mouth, came on board some Negro Men and
Women

1. PRO, Admiralty 51/52.

JOURNAL OF H.M. SLOOP *Dispatch*, LIEUTENANT CHRISTOPHER MASON ¹

August 1777
[Monday] 18th

New Point Comfort WbN 5 or 6 Miles
at 5 A.M. weigh'd pr Signl $\frac{1}{2}$ past 6 the *Roebuck* md
our Signl to come within hail - N.B. Hoisted a White
Flagg at our Main Top Mast Head as a direction to the
Fleet - Saw several Galleys in Shore one of which fired two
Shot at us, at 8 Anchor'd with the small Bower in 13
fm veerd to $\frac{1}{3}$ of a Cable Smith's Point WNW great
Wiccomacoa SW $\frac{1}{2}$ W Watts Isld NEbE & Point Lookout
NEbN $\frac{1}{2}$ past 8 departed this Life Jams Clegg Marine
at Noon pass'd by us the Adml & Fleet -
Fresh breezes & cloudy Wr at 5 P.M. committed the Body
of the above deceas'd to the Deep

1. PRO, Admiralty 51/253.

JOURNAL OF H.M.S. *Winchelsea*, CAPTAIN NATHANIEL BATEMAN ¹

August 1777
Monday 18

NW point of the Caicos SbE 5 Leagues
Modt & Cloudy, at 2 AM tkd Carpenters employ'd fish-
ing the Main Topmast at 6 saw a sail, gave chase, the
NW point of the Grand Caicos South 4 Leagues at 4
gave over chase, & hauled up to the Northward at 12
Tkd The NW point of the Grand Caicos SE 6 Leagues
at 4 PM wore ship at 5 saw 2 sail, gave chase $\frac{1}{2}$ past 6
fired a Gun & brought too the chase, hove too hoisted
out the Yaul and sent her on board the chase, found one
a Ship from Cape Francois bound to havre de Grass, the
other a Polacre ² from Cape Francois but found by her
lading she was bound to America, sent a Petty Officer and
5 men on board, & brought a French Captain & 10 men

on board of us, & order'd her down to Jamaica hoisted
in the Yaul, & made sail to the Southward

1. PRO, Admiralty 51/1067.

2. *La Providence*, with wine and cordage, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

19 Aug.

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

Trans on Tuesday Augt 19

[Marblehead] This day attende with Light winds to the South ward
So that we Cant Git out our pinnis is gone to Salem with our people that
is Sick and Sevrals others is gone to Sea their frinds we Shifted our Birth
and went further up the harbour

1. Crowninshield's Journal, MassHS.

RESTRICTION ON ENLISTING NEW ENGLANDERS FOR MASSACHUSETTS
PRIVATEER SCHOONER *Resolution* ¹

[Boston, August 19, 1777]

Know all Men by these Presents that We Daniel Martin & John Blake
of Boston in the County of Suffolk & State of Massachusetts Bay Merchants,
Major-part Owners of the Private Vessel of War called the *Resolution* &
Jeremiah Obrian of Machias in the State of aforesaid, Mariner, & Com-
mander of the said Private Vessel of War, are holden & stand firmly bound
& oblig'd unto Henry Gardner Esqr Treasurer & Recr General of the State
aforesaid in the full & just Sum of Two Thousand Pounds to be paid to the said
Henry or to his Successor in Office to & for the Use of the said State; to the which
payment well & truly to be made We bind Ourselves, Our Heirs, Execrs and
Adminisrs firmly by these Presents; Sealed with Our Seals, dated this Nineteenth
Day of August 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 and 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 the Massachusetts Bay – If therefore the above
bounden Daniel, John & Jeremiah shall not Inlist or take on Board said
Vessel of War any Inhabitant of any of the New England States, other than
the State of the Massachusetts Bay aforesaid, then this Obligation to be null
& Void, otherwise, to remain in full Force & Virtue –

Signed, Sealed & Delivered
in Presence of –
Timo Austin Jno Furnass

Daniel Martin
John Blake
Jeremiah Obrien

1. Mass.Arch., vol. 139, 137.

REPORT ON THE CONDITION OF MARYLAND NAVY ROW GALLEY *Baltimore* ¹

The present condition of the Galley *Baltimore*. August 19th. 1777. is, that there belongs to said Galley twenty six men, besides commissioned Officers; we are ready for bending sails, but they cannot be made in less than Eight days, wanted two Anchors, cannot have done the iron work of the Gun carriages, Guns wanting a boat wanting, the Vessel wants boot-topping, & painting, iron ballast wanting, Muskets, Bayonets, Cutlasses, &c. &c.

[Lieutenant] James Anderson

1. Red Books, XIV, 53, Md.Arch.

JOURNAL OF H.M. SLOOP *Dispatch*, LIEUTENANT CHRISTOPHER MASON ¹

August 1777

Going up the Chesapeake Bay

[Tuesday] 19th A.M. The Adml & Fleet got under Way fired 2 Six Pounders 12 four Pounders & 3 Swivels shotted at different Vessels to make them bear away to avoid the Shoal, Wash'd between Decks with Vinegar.
Fresh breezes & cloudy Wr with Thunder Squalls ½ past 12 P.M. weigh'd & came to Sail, at 3 P.M. Anchor'd in 10 fm off Patowmack River, at 5 Weigh'd & came to Sail, at 8 Anchor'd off Patuxan River in 12 fm

1. PRO, Admiralty 51/253.

JOURNAL OF CAPTAIN JOHN MONTRESOR ¹

19th [August, Chesapeake Bay] The fleet and army much distressed for the want of fresh water, having been for some time put to an allowance, but not so much so as the horse vessels, having been obliged to throw numbers of their horses overboard.

1. Scull, ed., *The Montresor Journals*, 440.

SURVEY AND VALUATION OF CAPTURED PENNSYLVANIA PRIVATEER SHIP
Oliver Cromwell ¹

Copy

Pursuant to an Order from James Young Esqr Vice Admiral of the Red &ca &ca &ca dated the 19th Augt 1777 To Us Directed.

We Andrew Anderson, Master Shipwright of His Majesty's Yard at English Harbour; Samuel Webb, Master Shipwrights Assistant; Daniel Anderson, Master of His Majesty's Ship *Portland*; John Smith, Master of His Majesty's Ship *Seaford*, Fabian Spurrier, Master of His Majesty's Ship *Ariadne*; William Tauranac, Carpenter of His Majesty's Ship *Seaford*, Lewis Lane, Carpenter of His Majesty's Ship *Ariadne*; William Welch, Carpentr of His Majesty's Sloop *Fly*; and Domingo Figarella, Boatswain of His Majesty's Yard at English Harbour; have been on board the Ship now in English Harbour (lately Called the *Oliver Cromwell*, an American Rebel Ship

taken by His Majesty's Sloop *Beaver*, and Condemed as prize in a Court of Vice Admiralty at Grenada) and have taken a Strict and Careful Survey of the Said Ship and thoroughly examined the Condition of the Hull, Masts &ca, also the Rigging, Sails and Different Stores; (an Inventory and Condition of which, we have hereunto annexed;) We have likewise set a just and equitable Value on the whole to the best of our Judgments; We find the Hull of the said Ship to be in a very good Condition the Beams & Timbers &ca are of a Proper Scantling and the whole part together in a Workman like manner, except the Method of fixing the Beams, which as the Deck has been raised, are placed directly over one another, and Consequently will be a great Hinderance to the Stowage of Men and Stores; her Masts, Rigging, furniture and Stores are Partly Unserviceable, some good and others much Worn as may be seen in the Inventory and she is of the following Dimen- tions and Tonnage. Vizt

Length on the Deck	Eighty Eight feet
Length of Keel for Tonnage	Seventy three
Breadth Extreme	Twenty Six feet, Six Inches
Depth in the Hold	Thirteen feet
Height between Decks	Five feet, four Inches
Burthen in Tons	Two hundred & 64 $\frac{33}{94}$ Tons

Moreover it is our opinion that the said Ship is capable of carrying one Hundred Men and Fourteen Guns carrying Six pound Shot and We Value her at the Sum of Two thousand pounds Sterling.

Finally we declare that we have taken and made the said Surv'y and Valuation with such care and Assiduity that we are Ready (if Required) to make to the Impartiality of our proceedings.

Given under our Hands at English
Harbour Antigua, this 19th Augt 1777

Signed,	And. Anderson	Samuel Webb	D: Anderson
	Jn ^o Smith	Fab: Spurrier	W ^m Tauranac
	Lewis Lane	W ^m Welch	Domo Figarrella

Boatswains Stores

The Standing Rigging much Worn, the
Stays and some of the Shrouds Knotted
and Spliced, the Running Rigging
part good and part much Worn

Flying Jibb	One	$\frac{2}{3}$ rds Worn
Spritsail Course	One	$\frac{1}{3}$ ditto
ditto	One	Uns'ble
Topsail	One	Repairable
Fore Course	One	$\frac{1}{2}$ Worn
ditto	One	Uns'ble
Topsail	One	"
ditto	One	$\frac{1}{2}$ Worn
Gallant Sail	One	$\frac{1}{3}$ Ditto
Main Course	One	New

ditto	One	Repairable
Topsail	One	New
ditto	One	Uns'ble
Gallant Sail	One	$\frac{1}{2}$ Worn
Royal	One	New
Mizon Course	One	$\frac{1}{2}$ Worn
ditto	One	Uns'ble
Topsail	One	$\frac{3}{4}$ Worn
Staysail Fore Top	One	New
ditto	One	$\frac{1}{3}$ Worn
Main	One	Uns'ble
Top	One	"
Gallant	One	$\frac{1}{3}$ Worn
Middle	One	"
Mizon	One	Uns'ble
Top	One	Repairable
Studding Sail		
Fore Top Gallt	One	New
Main	Two	$\frac{2}{3}$ Worn
Top	One	"
ditto	One	Unsble
Gallant	One	New
Brigs Fore Course	One	$\frac{1}{2}$ Worn
Main Sail	One	"
Ensign Red	One	Uns'ble
Pendant	One	"
Compasses Brass Box	Two	Serviceable
Wood ditto	Three	Uns'ble
Copper Kettle D'ble,		
no Covers	One	Ser'ble
Cable 13 $\frac{1}{2}$ Ins	One 100 fathm	Uns'ble
13	One 100	Serviceable
Hawser 7	Sixty	Uns'ble
Rope 3	Sixty three	New
Rope 2 $\frac{1}{2}$	Eighty Fathm	New
1	One Hundd & 20	"
Glass $\frac{1}{2}$ Watch	One	Uns'ble
Hour	Two	"
Minute	Two	"
$\frac{1}{4}$ ditto	Two	"
Anchor Best Bower	One	Serviceable
Small ditto	One	"
Kedge	One	"
Hooks Cann	One pr	"
Fish	One	"
Travellers Jibb Boom	One	Repairable
Tar	One & half Bll	Serviceable
Blocks Cat	Two	"
Boat Yawl	One	Repairable
Jolly	One	Repairable
Buoy Cann	One	Serviceable

Carpenters Stores.

Bowsprit, Masts, Yards, Caps & Trussle
 Trees Complete and Serviceable
 Except the Main Mast & Yard



Mizon Top Yard and Gaffe and the Bowsprit Cap	}		Unserviceable
Fore Top Mast Spare		One	"
Main ditto		One	"
Yard		One	"
Yards Driver		One	"
Boom Jibb		One	"
Studding		Six	Serviceable
Bell Watch		One	"
Boom Irons on the			
Yards		Four	"
Hoops		Eight	"
Fire Hearth Complete		One	"
Stantions Iron Single		Thirty	"
Leather Liquor'd		One & half Back	"
Bittacle		One	"
Bars 1/2 Capstan		Ten	Uns'ble
Chests Arm		Three	"
Pumps Hand fitted		Two	Serviceable
Hook		One	"
Spears		Two	"
Stantions		Two	"
Boxes Lower		Two	"
Upper		Two	"
Brakes		Two	"

[Endorsed] No 4. Copy of the Report of Survey & Valuation of the
Beavers Prize, late the *Oliver Cromwell*

1. PRO, Admiralty 1/310.

DEPOSITION OF THOMAS WARNER ¹

Copy
Saint Vincent

Before the Honorable Thos
Hackshaw Esquire one of
His Majestys Council for
Said Island -

Personally appeared Thomas Warner of the Said Island Esquire who being duly Sworn on the Holy Evangelists of Almighty God, deposeth and saith, that on the 15th and 16th or 17th of June last past He this Deponent was shewn in the public Prison at St Pierre at Martinico, a great Number of Prisoners being English Sailors and who one Bingham employed as and styling himself the Agent of the American Congress, told Him this Deponent were seventy two or seventy three in Number and Said they Should not be released untill the Americans should be discharged by the English from their Prisons and said He the said Bingham would send them over to America in a Brigantine called the *Sturdy Beggar*: This Deponent further Saith that the Sailors spoke to Him and Said that they were Starving and dying each meal there. But as he the Said Deponent was the only English Gentleman present and all the People at St Pierres appeared to be violent

friends to the American He this Deponent thought it not prudent to hold any further Conversation with them.

Signed/

Thomas Warner

Sworn before me this

19th of Augt 1777

Signed/ Thomas Hackshaw

Vera Copia

Valentine Morris

1. AMAE, Correspondance Politique, Angleterre, vol. 526, 207, LC Photocopy.

20 Aug.

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

August 1777

Isld of Holt North dist 2 Lgues

Wednesday 20

AM at 3 tack'd – saw a Sail to SSW – the *Hope* in Sight – at 5 took a Schooner fm New England bod to Liverpool – made Sail – at 8 Mount Desart Rock ESE 3 Lgues – First pt moderate & clear Wr middle & latter pts fresh Breezs with thick fogs – at 1 PM saw a Sail to the SE – made the *Hope's* Signl to chase – Saw a Sail to the Et wd – Wore & gave Chase – at 6 fir'd a Shot & brot too the Chase wch prov'd the Brig *Two Brothers* ² bod fm Newfoundld to Barbadoes with Fish wch had been taken by the Rebel Privateers *Active* & *Speedwell* – at 12 tack'd & made Sail –

1. PRO, Admiralty 51/762.

2. Actually *Three Brothers*, Thomas Johnson, master, taken on July 25 by the two Massachusetts privateers, condemned as lawful recapture in Nova Scotia Vice Admiralty Court on September 17, N.S.Arch., vol. 496, Vice Admiralty Register, vol. 6, 1777–82, 48–52.

SAMUEL ELIOT, JR., TO GOVERNOR JONATHAN TRUMBULL ¹

[Extract]

Hond Sir

Boston 20th August 1777 –

I have the pleasure of inclosing a Copy of Captain Hardings letter, of 8th July, by the Prize Brig *Honor* – which is safe arriv'd at Bedford in Dartmouth – The Papers relating to her, I suppose, are in Dartmouth, her loading I hear consists of Beef, Pork, bread, butter, and Cheese – a very valuable Prize. – As these articles are wanted for your Army, and as it is much easier to convey them to New London from Dartmouth, I shall tarry in Boston untill I have your Excellencys perticular orders about them – I dispatch'd my Brother, to take care of her, and to prevent any Embezzlement – the same attention will be paid as if I was on the Spot – I must request my directions as early as possible, and Should think it more for the Interest of the Captors, and Owners to have her dispos'd of as soon as convenient. . . .

1. Conn. Arch., 1st Series, IX, 186, ConnSL.

PENNSYLVANIA NAVY BOARD TO COLONEL LEWIS NICOLA ¹

Sir,

State Navy Board [Philadelphia] August 20th 1777

The Board request of you a Sergeants Guard to protect the combustibles and fire Vessells belonging to the Continent now lying on and at Jones's and Thomsons Wharves below the Sweeds Church in Southwark where there is a Guard House belonging to this State provided for their reception.

1. Navy Board Minute Books, vol. 2, Pa.Arch.

JOURNAL OF CAPTAIN JOHN MONTRESOR ¹

20th [August, Poplar Island, Chesapeake Bay] The fleet 28 days from Sandy Hook. . . . Several horses thrown overboard from the different Transports. . . . It's remarkable in the Bay the multitude of crabs that swim nearly to the surface of the water. The Fleet caught thousands.

1. Scull, ed., *The Montresor Journals*, 440-41.

21 Aug.

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

Thursday at 4 am hove up and Came to Sail out of marbelhead With
 Augt 21 the Wind at South We got as farr as Necks Mate at
 [1777] 2 pm it Being high Water we Came to anchor parted
 with our Small Bower Cable let gow the Best Bower
 Brout up at 9 pm hove up turnd up as far as Spectul
 [Spectacle] island and there Came to anchor again thus
 ends our Cruise

1. Conner's Journal, MM. Crowninshield's Journal adds: "thanks Be to God we are Safe a Rived to the port ware we Belong This a true Copey of Benjamin Crowninshield[s] Journal on Board the *Boston* Frigate Hector McNeill Esqr Commandore" MassHS.

THOMAS SHAW TO GOVERNOR JONATHAN TRUMBULL ¹

Sir

New London August 21st 1777 -

I am sorry to trouble your excellency but necessity obliges me. I want four or five hundred weight of Pistol powder for Musketts on board the Continental Brig *Resistance* without which we cannot sail. Should be glad you would give me an order for Five hundred weight and will either replace it or be accountable therefor as you judge best. In behalf of Nathel Shaw Junr I am [&c.]

Tho^s Shaw

1. Conn. Arch., 1st Series, IX, 325, ConnSL.

MASTER'S LOG OF H.M. BRIG *Halifax* ¹

August 1777

Norwark Islands North 4 Miles

Wednesday 21st AM at 6 saw a schooner to the Wt Wd Weihd and came to sail stood for the Long Island shore at 9 the schooner

Run into Stanford Harbr Made the Tender signl to Chace Takd & stood In for Stanford at 10 Anchord off Ship Hand point Sent the Boats Mannd & Armd wt the Tender Under the direction of the Master to Cut the schooner out at 1½ past 11 perceiv'd the Boats Towing out the schooner and the Rebels fiering on them wt two Field pieces and Musquetry

Fresh Breezes and fair Weather PM at 1 saw a ship to the Westwd standing to the Eastwd at 2 the Boats and Tender Returnd with the Chace a Light schooner belonging to the Rebels The Yaul having Recd a 4 pd shott through her Hoisted her In Weihd and stood for the Long Island shore at 3 spoke Hs Mjs Ship *Syren* at 4 Anchord off the NE part of Loyds Neck, In Co the *Syren* & *Neptune* Schooner at 6 Weihd as p signl in Co the *Syren* and *Neptune* sent the Tender & Prize in to Huntington bay at 1½ past 8 Anchord off Setaukett, and sent the Boats In to the Harbr at 10 the *Swan* Joind Co & Anchd at 11 the Boats Returnd wt Intelagence the Rebels had been over the Morning but drove off by the British Troops

1. PRO, Admiralty 52/1775.

GEORGE WASHINGTON TO THE PRESIDENT OF CONGRESS¹

Sir

Neshamini Camp August the 21st 1777.²

From the Time, which has elapsed, since Genl Howe departed from the Capes of Delaware, there is the strongest reason to conclude, that he is gone either far to the Eastward or Southward, and with a design, to execute some determined plan. The danger of the Sea, – the injury his Troops & Horses must sustain from being so long confined, – the loss of time so late in the Campaign, will scarcely admit a Supposition, that he is merely making a feint, and still intends to return either to Delaware or the North River without performing some enterprize first, in Another Quarter. The probability is in favor of a Southern Expedition; Because he has been seen, since his departure from the Capes, off Sinapuxent, steering a Southern course, – and because, had his destination been to the Eastward, his arrival there from the general state of the winds, must have announced It before this, or his Fleet would have been discovered by some of the Cruisers on that Coast. If he is gone to the Southward, he must be gone far that way; For had Chesapeake Bay been his Object, he would have been there long since, and the Fact well established. Beyond that, there is no place short of Charles Town, of Sufficient importance to engage his attention. The extensive commerce – the vast accumulation of Military and Other Stores in that Town, and its dependencies, with the eclat it would give his Arms, if he should unfortunately take it, afford him stronger inducements to direct his Operations there, than he could possibly have elsewhere.

Matters being thus circumstanced, an Important Question arises, How this Army is to be employed. If his Intentions are such, as I have supposed them, It appears to me, that an attempt to follow him, would not only be fruitless, but would be attended with ruinous consequences. The distance is so immense, that General Howe might accomplish every purpose he had in view before we could possibly arrive to oppose him, and so long a march, thro an unhealthy climate at this season would debilitate and waste a principle part of our Force. Added to this, after we had made a considerable progress, he might easily reembark his Troops, and turn his Arms against Philadelphia or elsewhere, as he should think proper, without our being in a condition to give the least aid.

As these, and many Other reasons, which will readily occur to Congress, will shew the impracticability of our counteracting Genl Howe in that Quarter, with any good effect, we have no Other Alternative left, than to remain here idle & inactive, on the remote probability of his returning this way, or to proceed towards Hudson's River, with a view of opposing Genl Burgoyne, or making an Attempt on York Island, as the situation of Affairs shall Point out. A Successful Stroke, with respect to either, would be attended with the most signal advantages, and would be the best compensation we could make, for any Losses we may sustain to the Southward. Besides these considerations, if after all our conjectures and reasoning upon the Subject, Genl Howe should be gone to the Eastward, to cooperate with Mr Burgoyne, the Army will be, by the movement proposed, so far on its way to prevent, I hope, the success of his Enterprize.

The above reasons led me to call a Council of General Officers this morning, to take the Subject of removing the Troops from hence into consideration, and I am happy to inform Congress they were in Sentiment with me upon the Occasion, as they will perceive by a Copy of the proceedings then had, which I do myself the Honor of laying before them. Nevertheless, as it is a movement which may involve the most important consequences, I have thought proper to submit it to Congress for their deliberation and decision. If it is deemed expedient, we have perhaps not a moment to loose, in carrying it into execution; and under this persuasion, I have sent Colo Hamilton, one of my Aids, who will have the honor of delivering this, to bring me the result of their Opinions.

As the Northern department has been all along considered as separate and in some measure distinct; and there are special Resolves, vesting the command in particular persons, in case it should hereafter appear eligible to unite the Two Armies, it may perhaps be necessary that Congress should place the Matter upon such a footing, as to remove all scruples or difficulties about the command that could possibly arise on my arrival there. This I request, from a disposition to harmony, and from my knowing the ill & fatal consequences, that have often arisen from such controversies, and not from the most distant apprehension, that one would take place upon such an event. The Thing, However is possible and to guard against it can do no injury. I have the Honor to be with great respect Sir [&c.]

G^o Washington

P.S. That I may not appear inconsistent – to advise & to act, before I obtain an Opinion, I beg leave to mention that I shall move the Army to the Delaware, to Morrow Morning, to change their Ground at any rate, as their present Encampment begins to be disagreeable and would injure their Health in a short time. Our forage also begins to grow scarce here.

1. Papers CC (Letters from Gen. George Washington, 1775–84), 152, IV, 521–24, NA.

2. Washington wrote another letter to Congress the same day:

[Extract]

I am this moment honored with yours of this morning containing several pieces of intelligence of the Fleet's having been seen off the Capes of Virginia on the 15th instant. I shall in Consequence of this information halt upon my present ground, till I hear something further.

Colo Pinkney of South Carolina paid me a Visit two days ago, he informed me that the Military Stores in Charles Town and the Neighbourhood were immense, and that he did not believe that the Governor or commanding officer there, had had the least intimation of the Fleet's having stood to the Southward, and he seemed very apprehensive that if Charles Town was their object, they would find them lulled into security and quite unprepared for an attack.

As I cannot yet think Genl Howe seriously intends to go into Chesapeake, I would by all means advise that an Express be immediately dispatched (if one has not already gone) to warn them of their danger – to let them prepare in the best manner for defence, and to advise them to remove all supernumerary Stores

Papers CC (Letters from Gen. George Washington, 1775–84), 152, IV, 517–20, NA.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Thursday, August 21, 1777

Congress took into consideration the report of the Marine Committee:

Resolved, That if, upon due consideration, jointly had by the navy board for the eastern department, and the governor and council of war for the State of Rhode Island, and for which purpose the said navy board are directed to attend upon the said governor and council of war, the preparing fire-ships be judged practicable, expedient, and advisable, the said navy board immediately purchase, upon as reasonable terms as possible, six ships, or square-rigged vessels, at Providence, in the State of Rhode Island &c., the best calculated for fire-ships; that they employ proper persons to fit and prepare the said fire-ships with all possible expedition; that the said navy board provide proper materials therfor, and employ a proper captain or commander, one lieutenant, and a suitable number of men for each of the said ships or vessels, of approved courage and prudence; and that notice be given to all the commanders of the continental ships and vessels in the port of Providence, to be in readiness to sail at a moment's warning: That, as soon as the said fire-ships are well prepared, the first favourable wind and weather be embraced to attack the British ships and navy in the rivers and bays of the state of Rhode Island &c.: that the officers of the continental navy there favour, as much as possible, this design, and use their utmost efforts to get out to sea, and proceed upon such cruize, or to such ports as the said navy board, or the Marine Committee, shall appoint or order.

Resolved, That the governor of the said State of Rhode Island &c. and the council of war of that State, be acquainted with the foregoing resolves;

and that they be requested to afford every assistance in their power in effecting the above purposes.

Resolved, That General Spencer be made acquainted with the foregoing resolves, and that he be instructed, as far as possible, to favour, the said designs, by such attacks or feints as he may judge proper with the troops and boats under his command.

Resolved, That secrecy, as much as possible, be recommended in carrying into execution the foregoing resolves.

Resolved, That the sum of 4,000 dollars be paid to the officers and men on board every fire-ship or vessel which shall actually set on fire and destroy any one of the enemy's ships of war, in any of the bays, rivers or harbours, in the State of Rhode Island &c., of 20 guns or upwards; and 3,000 dollars for every ship or vessel of war under 20 guns; and 1,500 dollars for every transport; the proof of the execution done to be certified by the [commodore] commander or commanding officer, or by the oath of such person or persons as may be witness to the fact.

Resolved, That the rewards aforesaid, shall be divided in the following proportion: one-fourth to the captain or commander of such fire-ship or vessel, one-seventh to the lieutenant, and the remainder to the crew, to be equally divided amongst them.

Ordered, That the Marine Committee collect the best intelligence and instructions they can, respecting the best method of constructing fire-ships, and send the same to the Navy Board of the eastern department.²

1. Ford, ed., *JCC*, VIII, 659, 661-62.

2. These resolves were sent by John Hancock to the Continental Navy Board of the Eastern Department and the Rhode Island governor and Council of War on August 25, Papers CC (Letter Books of the Presidents of Congress), 12A, II, 256, NA.

LEESON SIMMONS TO PENNSYLVANIA NAVY BOARD ¹

The Honorable the State Navy Board, Port Penn, Agst the 21, 1777.
Gentlemen,

At 6 o'clock this morning we discovered one of the Enemies Ships & 2 Schooners abreast of Bombay hook, at 2 o'clock this afternoon Capt Alexander the Frigate *Delaware* hove out a signal for getting under way, sending the smallest vessel ahead with himself in the sentor and the other Ships with the fire vessels in the rear, the wind S.W., a moderate gail, they have just cleared the lower end of the Iland, we have half an ower ago discovered another of the Enemies Vessels, an do amagin that the other 2 Ships I was informed ware below are not out of Site of them; should the Fleet ingage, which I mack no doubt they will, shall Dispatch another express as soon as I can discover what Ships they are ingaged with. I am, Gentlemen [&c.]

Leeson Simmons

This day half after five, in the afternoon, the Enemies frigate that lay at ancor in sight gose under way Standing Down our fleet under all Sail in chase, the smallest vessel about a mile and a half from them.

1. Hazard, et al., eds., *Pennsylvania Archives*, 1st series, V, 538-39.

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

August 1777

Friday 21

Fortescue Island SEbE $\frac{1}{4}$ E

At 5 AM sent the Schooners in Shore at 7 fir'd two Guns as Sigls for them to return At 8 Weigh'd & run farther up at $\frac{1}{2}$ past 9 anchd off Bombay hook in 6 $\frac{1}{2}$ fm muddy bottom Lower part of Bombay hook SW $\frac{1}{4}$ W Throughout Modte & fine Wr at 3 PM Fir'd two Guns (As Sigls to our Tender) on seeing twelve Sail and Rebel Vessels ² working down the River at $\frac{1}{2}$ past 4 Weigh'd & Sailing down the River the Buoy got foul of the heel of the Ship & was cut away. Fir'd a number of Guns as Signals at 5 Shoal'd our water, soon after found the Ship aground on the upper part of the Cross ledge the Rebels at the same time Tack'd and stood up the River The Schooner being on shore was taken by the Rebels with 14 days Provision for the Men & two Tons water Cask ³ Carried out the Stream Anchor with 3 Hawasers to the SW at 10 the Ship floating we cut the Hawasers & stood to the NW

1. PRO, Admiralty 51/675.

2. Fleet commanded by Captain Charles Alexander, Continental Navy frigate *Delaware*.

3. Reported from Philadelphia, August 28:

On Saturday last arrived here a tender, mounting 6 carriages and 8 swivel guns, belonging to the *Pearl* frigate taken by the barges of the ship and schooner *Delaware* in sight of the *Pearl*, who was chased by Capt. Alexander, from near Reedy Island, to three miles below Bombay Hook.

Maryland Journal, September 2, 1777.

CAPTAIN GEORGE COOK TO GOVERNOR THOMAS JOHNSON ¹

May it Please Your Excelcy

[Baltimore] 21st Augst 1777 –

Yeasterd in the fore Noon gott the Ship within the Chain and Moored her, whare She is ready to Bring Springs on her Cables and Act in the defence of this place

I went on Shore as soon as in my power, to inform my Self of the Situation of the Galley's and made the Capts of them Acquainted with Your Instructions to me, and Afterwerd then of Every Assistance in my power to give them; Capt Mathew's of the *Independence* have forty five men with Officers Onboard, with Every thing Necesserey Excepting Gun's, and I purpose to Suply him with gun's for his Want from the *Defence*, and Shall gett two Twelve poundrs from the point tomorrow in the After Noon, Only Waites for the Carriages to be finished, they have Only Six Eighteen poundrs att the fort which I think full little a Nuff for that place. Majr Smith offerd to Spair two, Should I think it nessesserey but Shall refane takeing of aney till I have the pleasure of hearing from You, the Majr inform'd me of plenty of Large Shott in this place in different hands which he purposes haveing colected together, but no Small Shott for grape or Cross Barr, Capt David's Galley I Expect will be gott read[y] in two day's from this, he Say's, that he has not a bove Six men Exclusive of Officers,

I have inclosed you the Seatuation of Capt Walkers Galley² taken from the Officer Onboard; she is badly Calculated for a Galley, and Cant fight Larger Gun's foreward for her Bow Gun's, then Six or foure pounders, and have no ports in her Stern for Gun's, so that she is of littly use as a Galley, and I think will not be gott ready in Less then Eight or teen day's, the men Onboard of her to be put onboard of One of the Other Galley's, and what men I Can Spair from the Ship will Man David's & Mathew's Compleatly and those two may be ready in three day's, I am informd by Capt Mathews that De Course have fifty men at Chester, if not wanted there they would be Serviceable here. I have the Honr to Be Your Exelcys [&c.]

George Cook

1. Red Books, XIV, 54, Md.Arch.

2. *Baltimore*.

WILLIAM LUX TO GOVERNOR THOMAS JOHNSON¹

Dear Sir

Inclosed is The Lieuts Letter – we could get no Express & I send Harry. This Morning about 9, or half after, the Van of the Enemy appeared above the Bodkin, in sight of Town from the Crt House Steeple, and the Hill above the Church. they were on the Eastern Shore standing up the Bay and have so continued, just now (10 minits ago) I saw them from the Church Hill and they seemd the Rear division being composed chiefly of small Craft with a few large Ships, as they appeard to the naked Eye for I had no Glass, and the distance very Considerable. Capt Nicholson says he counted 150 Sail from his Maintopmast Head. – As they are obliged to go above the Mouth of the River to clear the Bodkin Shoals, before they can stand in to the Mouth of the River, we cannot yet determine whether they mean to come here, or not, but I shoud suppose not, because I think if they had, their Headmost Ships must have hove in Sight coming up the River before now. – Your Letter was sent Express by an Officer to Congress at 2 oClock, and we wrote them of the Enemy being in sight, & standing up the Bay. I am [&c.]

Thursday 15 Minits past 3 oClock

Will^m Lux

21 August. 77.

1. Red Books, XVI, 125, Md.Arch.

GOVERNOR THOMAS JOHNSON TO THE PRESIDENT OF CONGRESS¹

Annapolis Thursd. Mornng. 7 oClock

21 Aug. 1777.

Sir.

Three Ships of War hove in Sight of this place Yesterday about Sunset; a large Fleet is extended about 15 or 20 Miles below till this Morning, the largest of the three Ships has now got above Annapolis the whole Fleet is under Sail and in Sight they amount to more than one hundred Sail² there appears to be amongst them a good many heavy Ships this Fleet seems to be more than equal to any Design of plundering or to destroy this Town or Balt. it may possibly be intended to run to the Scheme which has been said

to be entertained of cutting off the Eastern from the Western Shore by establishing a Line of Communication between the two Bays. I am Sir [&c.]

Th Johnson

1. Papers CC (Maryland and Delaware State Papers, 1775-89), 70, 277-30, NA.
2. Later the same day Johnson wrote Hancock increasing his estimate of the size of Howe's fleet to "at least two hundred & sixty Sail", Papers CC (Maryland and Delaware State Papers, 1775-89), 70, 215-18, NA.

JOURNAL OF THE MARYLAND COUNCIL ¹

[Annapolis] Thursday 21 August 1777.

The British Fleet having this morning passed Annapolis and consisting of upwards of two hundred & Sixty Sail as said to have been counted by some and as estimated generally. The Governor proposed to the Council as a Question for their opinion whether the small number of Militia already in Town should be kept and others called in and preparation made with a view to defend this place or the Town and Forts evacuated and the Guns and Stores endeavoured to be removed and secured. The Governor and Council were unanimously of opinion that Annapolis cannot be defended by any force which may probably be collected against the force the Enemy may at any Time bring against it and that therefore the Town and Forts ought to be evacuated and the Guns and Stores removed and Secured - Major [John] Fulford was consulted on this question whilst the same was under Consideration and was of the same Opinion as the Governor and Council.

1. Proceedings of the Governor's Council (20 March 1777 - 31 March 1779), 89, Md.Arch.

MAJOR CHARLES STUART TO HIS FATHER, THE EARL OF BUTE ¹

[Extract]

Chesapeake Bay, on Board a Transport, Aug. 21, 1777

I was not entirely wrong in my conjecture Gen. Howe intended going to the South. We sailed from Sandy Hook on the 23rd July and arrived at the Delaware the 30th, stood up that river for some hours, when, as if it were a feint to perplex Washington, we put back to sea the middle of the same night, and on Friday got between Capes Henry and Charles (two Capes that form the entrance of Chesapeake Bay), and are this day off Annapolis steering for Baltimore.

During our voyage various reports have been spread concerning Burgoyne, but one in particular seems to have weight, as it is mention'd in all the rebel newspapers; it says that he has had an action with their Northern army at Fort Amherst (formerly Fort Ann), wherein their army was totally defeated, and their General Schuyler surrendered.

Our movements to the Chesapeake seem to indicate that Gen. Howe has hopes, or assurances, that Maryland will return to obedience; it is probable that that part of Maryland, Virginia, and the lower Delaware Counties situated on the peninsular form'd by the Delaware and Chesapeake, may answer these expectations, as in general they have been well

affected, and as they are so situated that no rebel army wou'd venture there when very few ships are left for their protection, but the Western Coast of this Bay, from all I can learn, are very averse to a reconciliation. They have hoisted the rebel Colours, and the arm'd vessels we have observed are too strong proofs of this unreasonable enmity. . . .

1. *New Records of the American Revolution. The Letters, Manuscripts and Documents sent by Lieut.-Gen. Sir Charles Stuart, to his Father, the Earl of Bute, 1775-79 and Letters of General Howe, General Clinton, and other Officers to Sir Charles Stuart, during the Revolution, 1779-81* (privately printed, n.d.), 34-35.

GOVERNOR PATRICK TONYN TO GOVERNOR JOHN RUTLEDGE ¹

(Copy)

Sir/ Council Chamber St Augustine the 21st August 1777.

I received your Letter of 5th August with the enclosures by a Flag of Truce, to which I have done due honour.

I pass over the Reflection you were pleased to throw upon His Majestys Servants in America for their ill treatment of Prisoners, conscious that they are groundless.

My Personal knowledge of the two great Officers His Majesty hath been pleased to honour with the supreme Command in America will not admit of the least suspicion of ill treatment to deluded Men their Prisoners. The well established Character of the English Nation for humanity and generosity I doubt not will remain unsullied in this unhappy Contest.

The Prisoners brought into this Province have been treated with great tenderness, several have been permitted to walk about the Town at large, many have been allowed to retire to their places of Abode upon their Parole, several promised, that they would procure one of our People to be exchanged for them, some of whom have not fulfilled their Engagements.

The Masters, Mariners, and Men in general of Merchant Vessels, who have been brought into this Province have been permitted to be at large, and to go where they chose.

Your threats of using with Cruelty Captain Lofthouse, or any other Person, whose misfortune it may be to fall into your hands, shall never intimidate me to sacrifice my honour, or the public Interest. I hope I shall never retaliate Cruelties upon the deluded Men, who may become Captives to His Majesty, or to punish the innocent for the Errors, or faults of the Guilty.

I mean not to irritate or to insult, I hope however you will excuse me for saying that there is a great difference between Mr Lofthouse the Master of a Merchant Vessel, and Mr Pickering the Commander of a Vessel of War in Arms, and Rebellion against his Majesty. – but suppose them in similar Circumstances, in that respect, why should a Man, who conducts himself with prudence, and discretion be cruelly treated, because another man behaves with impropriety and insolence. I never heard of Pickering untill I received your Letter, as I am not acquainted with the particular circumstances of his being taken, I decline being any ways concerned in his Exchange.

There is in this Province Mr Engs Master of the *Franklin* taken by Lieutenant Ellis of the *Hinchinbrook* off your Bar, he being the Master of a Merchant Vessel can not be deemed an improper Exchange for Loft-house.

Mr Engs with some others for particular circumstances have been confined in a healthy and airy situation, and directions have been given to supply them regularly with a reasonable allowance of Provisions at the Kings Expende.

Messieurs Freeman and Westcott I gave liberty six months ago to leave this Province, and they have been gone since that time. If you are not satisfied to grant Messieurs Kennedy and Bethune the same indulgence, rather than they should suffer as Prisoners I will take them in Exchange.

I shall in a few days send Mr Engs and some others of our Prisoners belonging to your Province with a Flag of Truce.

Mr Warner the Pilot of this Port, arrived here some time ago, I shall send by the Flag Mr Richard Stevens in Exchange for him, he might have broke his Parole, but I might with the same Justice demand that you would return Mr Logan who voluntarily and unasked engaged upon his honour to procure one of our people in your Custody to be sent in his stead.

I shall only observe, that with respect to Mr and Mrs Logan, and Messieurs Perronnean and Bellenger, who arrived in the *Betsey and Jenny* from London, that I did not consider them Prisoners of War, that with respect to the Logans they had my Passport to go to Georgia or Carolina, that I wished for their departure for their Convenience long before they went, and that I desired it might be understood by the two last, that I neither considered them as Rebels, or Prisoners of War, that they had liberty to go when, and where they pleased except to the Colonies in Rebellion into which I could not permit them to pass. If they were friends of Government it would expose them to persecution as they were at that time expelling all such from their Provinces, and that if they were not it would be strengthening his Majestys Enemies.

His Majestys Proclamation and my Proclamation forbid all intercourse, correspondence or connection with the Colonies in Rebellion, and I shall never encourage or permit this Province to become the Channel of unnecessary Correspondence with People, who are hostile to, and Opposers of his Majestys Government.

For the satisfaction of the Inhabitants of this Province, I expect you will send as you have offered all the Letters, that came by Lofthouse for this Province under a Cover directed for me. I am Sir [&c.]

Pat: Tonym.

[Endorsed] In Govr Tonym's (No 43) of 18th Sepr 1777.

1. PRO, Colonial Office 5/557, 358-60.

JOURNAL OF H.M.S. *Lowestoffe*, CAPTAIN WILLIAM LOCKER ¹

August 1777

At Anchor off Heneago [Great Inagua Is.]

Thursday 21st

At 2 AM hauld up Foresl & lay too At 3 Filld Mn Topsl
at 7 Brot up wt the Small Br in 8 fm NW Point Hene-

ago NNWt distce 2 Miles At 11 Saw a Sail in the NW
 Qr Made the Sloops Sigl to Chace People empd getting
 Up Mn Top sal Wooding & Watering the Ship –
 Pleasant Breezes & fair Wr At 3 PM The Sloop ret'd with
 the Chace A Sloop² from Charlestown South Carolina
 bound to Cape Nichola Mould with Rice at 6 Sent a
 Midshipman & 8 Men on board At 8 Sailed for Port
 Royl –

1. PRO, Admiralty 51/4247.

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

22 Aug.

JOHN BRADFORD TO JOHN HANCOCK¹

[Extract]

Boston 22d August 1777

... the Marine board² is not organiz'd here, the marine department
 Suffers for want therof, the *Boston* has been arriv'd About a Month – at an
 Eastern port, and is now coming up our harbour. I deplore the loss of the
Hancock Frigate, Several of poor Manleys men have got here from halli-
 fax I have reason to believe he has done honour to his Country. The *Lee*
 Capt Skimmer has been sail'd about a Month, I am daily expecting the
 Arrival of some prizes from her tho we've not heard from him since he
 sail'd. I verily believe if had he been in the Frigate in a certain Situation,
 we shou'd not have lost either of the Frigates. I look on him to be Equal
 in Judgment & Spirit to any man in the Northern Department, he carries
 a strict Command and yet his Men merely Idolizes him. I shou'd be glad to
 obtain an Order on the Commissary here for Pork for the Navy – if the
Boston fits out soon, its not in my Power to Supply her with that Article
 unless some shoud be sent in, there being none to be purchased in this
 State ...

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

2. Continental Navy Board of the Eastern Department.

JOHN BRADFORD TO THE MASSACHUSETTS COUNCIL¹

Honble sirs

Boston 22nd Augst 1777

Mr William Jasper being employed to make Surgeons Instruments for
 the Navy, Which he cant perform for the Want of Materials, he Applys for
 ten pounds Cast Steel, Six smooth files half round, Six half Round Bastards,
 four flat files of different Sizes.

I pray the honble Board wou'd be pleased to Order the above Articles
 may be deliver'd him he paying for them, and you will Oblige Honble
 sirs [&c.]

J Bradford

[Endorsed] In Council Augt 22d 1777 Read & Ordered that the Board of
 War be and they hereby are directed to deliver Jno Bradford Esqr Agent
 10 lb Cast Steel Six smooth Files half round & Six half round Bastards &

four Flat Files of different Sizes for Surgeons Instruments for the Navy in the Continental service – Said Bradford paying for the same

Jn^o Avery Dy Secy

1. Mass.Arch., vol. 167, 179.

NICHOLAS BROWN TO JOSIAH HEWES ¹

[Extract]

Providence Augst 22nd 1777

. . . The Bearer Mr George Olney goes on purpose to Carry the Accots for Buildg the 2 ships of War here,² who acted As Clark in that Transaction & is a Worthy Modest Young Gentleman, What a grait pittey it is they had not gone far out before Newport was Block up as Advised by the Comte & Council of war when the Capts & princple Offecers Acknow[ledged] they was as ready for the seas 9 Mos agone er now, & more hands belonging to them, Tho' a very grait Expenche has been Accrung upon them ever since, ~~They might have gone.~~ . . .

1. Brown Papers, JCBL.

2. Continental Navy frigates *Providence* and *Warren*.

JOHN HANCOCK TO CAPTAIN JAMES NICHOLSON ¹

Sir,

Philada Augt 22d 1777.

As the Enemy's Fleet are in Chesapeak Bay and may possibly turn their Views agt Baltimore, or at least make an Attempt to seize the Shipping in that Harbour, I have it in Charge from Congress to inform you, that it is their desire, in Case your Vessel cannot be saved from falling into the Hands of the Enemy otherwise than by destroying her, that in this Case you should destroy her, and at the same Time save as much of her Tackle, Apparel, & Stores as you possibly can.

Being thoroughly persuaded of your Zeal and Attachment in the Service of the United States, I make no Doubt of your exerting yourself on this and every other Occasion when called upon, in a Manner becoming your Character & the Trust reposed in you by your Country. I am, with Respect, Sir [&c.]

J H. Presid

Captain Nicholson Commander of the Continenl Frigate *Virginia* at Baltimore.

1. Papers CC (Letter Books of the Presidents of Congress), 12A, II, 252-53, NA.

CHARLES CARROLL OF CARROLLTON TO GOVERNOR THOMAS JOHNSON ¹

[Extract]

Dear Sir/

22d Aug. 1777.

Mr Deards, who got here late yesterday evening, brought me the first authentic intelligence of the enemy's grand fleet being in our Bay. An express passed thro' this place tuesday morning with an acct that part of the Enemy's fleet was off the Mouth of Potowmack: I could not persuade myself that this fleet was any thing more than some ships sent to pillage & collect

Stock: but it seems that Howe's army is on board this fleet, & it is now plain he means to land at the head of the Bay: perhaps he will form an encampment in the isthmus or narrow neck of land between the two Bays, & thus inclose the Peninsula lying between Chesapeak & Delaware Bays: from thence he may flatter himself with recruiting his army with the disaffected & supplying it with provisions. – Pray let me know your determinations. Do you think it proper to call the assembly? can it meet, if you call it? I suppose the Enemy's shipping will endeavour to cut off, if it can be done, the communication between the two shores. Imagine the Militia, or a part of it, will be called out & sent to the head of the Bay? but what magazines are formed there for their support? & what can be collected to feed our militia, & Gen. Washington's army in the space even of 6 weeks? Imagine Howe's intention is to do what I have mentioned above, & when his army is refreshed to move towards Philada

1. Etting Autograph Collection, Signers of the Declaration of Independence, HSP.

MAJOR NATHANIEL SMITH TO GOVERNOR THOMAS JOHNSON ¹

Sir Baltimore the 22d August 1777 –

I Recd your three different letters by Express the Fleet Appeard off the mouth of this River before the last came to hand, cant yet tell what their intentions is. the headmost Ship, which from her Carrying a Flag at her maintopmast head, Suppose to be the Admiral has come too in the mouth of the Channel comming to this place, a few minuets ago, the wind now at S.W. a Small Brease dont imagine they will be Up this Night. – General [Andrew] Buchanan is doing all he can to git the Militia togeather hope they Will turn Out Well. Capt Nicholson is down here With all his men which has Nearly mand Our Lower Battery: I am not So well prepared as I coud Wish but Shant give Up the Fort, Without giving them Some trouble. I am sir [&c.]

Nath^l Smith

P.S. Since Righting the Above, Observe the whol Fleet is Comming too off the mouth of the River Yours &c N Smith

1. Brown Books, V, 52, Md.Arch.

JOURNAL OF H.M.S. *Apollo*, CAPTAIN PHILEMON POWNOLL ¹

August 1777
Friday 22

At Sing: Anchor off Hollands Bay
at 7 AM weighed as did the Admiral and fleet, our Signal to come under the Admirals Stern, made sail to the *Roebuck* ahead, who made a Sigl for the Adml to Anchor, having not water enough.
[PM] Our Boats on board the *Roebuck*, to be placed on the different Shoals, at 2 Anchor'd in $3\frac{1}{4}$ fatms, weighed and run for the Entrance of Elk River, till 3 fms and then came too, the *Roebuck* and many Transports anchor'd here, the Admiral and large Ships below us.

1. PRO, Admiralty 51/52.

CAPTAIN JOHN DAVID TO CAPTAIN GEORGE COOK, MARYLAND NAVY SHIP
*Defence*¹

Sir/ Galley *Conqueror* August 22nd 1777 –
This morning we waid from Rock Creek Stood down to the Bodkin
Saw the fleet all Lying in the Chanall of Patapscoe Sent the Barge to the
Northerd to see if any was father up the Bay She saw a Sloop which we
think was a guide for the fleete which got under way in form and Stood all
up the Bay in forme we Leave You to Judge where thay bound – there is
a great Number of them Ten or Twelve Ships of War and one Galley, I
hope you will send us some fresh Provision and little Coffee & Veneger for
we have nothing to Eat but Salt Meat. I am Sir [&c.]

John David

1. Red Books, XIV, 51, Md.Arch.

Maryland Journal, TUESDAY, SEPTEMBER 2, 1777

Williamsburg, Aug. 22.

It may not be unworthy of observation with what calmness we now
hear of the approach of a fleet of two hundred sail. Two years ago a tender
with half a dozen three pounders would have excited more consternation
among the people than so formidable an armament does at present. Such
are the glorious fruits of independence, which has delivered our minds
from those shackles which an accustomed tyranny had imposed on them.

23 Aug.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY¹

At a Meeting of the Governor and Council of Safety held at

Hartford 23rd August AD 1777

This day Mr Jonathan Woodworth Prize master of Brigantine *Honor*
bound from Dartmouth in England to Newfoundland Taken by the *Oliver*
Cromwell Seth Harding Esqr Commander on the 8th July last in Lat: 45.
Long: 34. is Safe arrived at Dartmouth New England, came before his Ex-
cellency and Council of Safety, and reported the Cargo as follows viz 2
chests Tea – 15 hhd Porter – 1 Case Linens – 8 bbls Pitch – 5 bbls Tar – 3
Cask Leather and Cloathing – 50 Thousand wgt Bread & flour – 2 Tons
Cordage – 2 pipes Port wine – 120 bbls pork – 120 bbls Beef – 180 Firkins
Butter.

A Letter made out and forwarded to the Marine Board respecting the
Continental Ship of War building at Middletown in this State under the
direction of Capt John Cotton.

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

GOVERNOR JONATHAN TRUMBULL TO SAMUEL ELIOT, JR., BOSTON¹

Sir

Hartford August 23d 1777

I congratulate you on Capt Hardings Success, he has sent into Bedford
a Prize Brigantine called the *Honour* John Jackson late Master with a
Valuable Cargo –

we depend you will take Charge of her, & pursue proper measures for her Condemnation with your wonted Prudence & Dispatch, as Part of her Cargo is very valuable, & lying at Bedford may be attended with some risque, we have given Mr David Trumbull Orders to receive Six Cart Loads of the most valuable Articles, & transport the same into this State, which you will please to Order him delivered accordingly – Capt Harding was in the midst of a small fleet of merchantmen, 15 Sail under a weak Convoy, should he be so fortunate as to send in any more of them, we shall depend upon your Care to pursue such measures as necessary.

You will please to advise me of what is Needfull from Time to Time & believe me Sir your [&c.]

1. Conn. Arch., 1st Series, IX, 184, ConnSL.

JOHN JAY TO ROBERT MORRIS ¹

Dear Sir

Kingston 23 Augt 1777

Mr Deane in a Letter of the 28 May, after recommending an attack on the Greenland fishery & Hudson Bay Trade, desired me to communicate the following Plan to Congress vizt “To send three frigates loaded with Tobacco to Nantz or Bordeaux, equipped in the best Manner and on their Arrival hide the chief of their Guns and appear as Cruizers. Intelligence may be had every week what the station of the British Fleet is, and how the Coast is defended, and a sudden Blow may be struck which will alarm & shake Great Britain to the Center. This Plan will appear bold & extravagant – so much the more likely to succeed as it will be unexpected, & the plundering and burning of Liverpool or Glasgow would be a most glorious Revenge, And believe me it is very easily effected – I dare put my Life on the Issue of it, if left to my Management, and I can get good Men to execute.”

This was a favourite Plan of Mr Dean before he left Philadelphia, and I confess I wish the Experiment may be tried. The greatest Difficulty I fear would be to get the frigates well manned &c safe to France – I am Sir [&c.]

John Jay –

1. Berol Collection, CUL.

MINUTES OF THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL ¹

Philada, Saturday, Aug. 23, 1777.

The Navy Board informed the Council by Letter, that the Continental Navy Board, had requested that “Three of our armed Gallies & Two fire Vessels” may be sent down to the assistance of Capt. Alexander, & requested the order of Council thereupon. –

On consideration Agreed, That the request of the Continental Navy Board, be complied with; but that it be recommended, to the State Navy Board, to inform the Gentlemen aforesaid, that the Council think it necessary to observe, that the Gallies are not constructed for rough water & that they hope the Boats will not be run into unnecessary danger.

1. Supreme Executive Council Minute Books, vol. 6, 110–11, Pa.Arch.

PENNSYLVANIA NAVY BOARD TO CAPTAIN THOMAS MOORE ¹

Sir, State Navy Board [Philadelphia] August 23d 1777
 The board request you, with the Captains [Nathan] Boys and [Isaac] Roach of the Gallies,² and Captain [Griffith] Jones of the fire Ship *Strumbelo* to proceed with the greatest dispatch and join Captain Alexander³ whose orders you and the others above mention'd will strictly obey – Capt [Martin] Wirt will deliver you one hogshead of rum and as much beef and pork with bread for six weeks cruise for all the vessells under your command which you'l see them provided with – At Reedy Island apply to Captain [Leeson] Simmons or Mr Benjamin Hall who will supply you with what fresh provisions you will have occasion for – Captain Alexander has orders to take particular care that you are not order'd too low down or into ruff water than your Vessells will be sufficient to be safe in.

1. Navy Board Minute Books, vol. 2, Pa.Arch. Moore commanded row galley *Hancock*.

2. Commanding, respectively, *Franklin* and *Congress*.

3. Alexander commanded the Continental Navy frigate *Delaware*, and was in charge of the expedition down the Delaware River and Bay.

MAJOR NATHANIEL SMITH TO GOVERNOR THOMAS JOHNSON ¹

Sir Fort at Whetstone Augt 23d 1777.
 The last of the enemies Ships weighed Anchor yesterday morning at half after eight OClock & Stood Up the Bay: am informd this day by two Gentlemen from the head of the Bay that they have landed 200 men on Presuse [Spesutie] Island, Supos'd for Stock. Mr Garthes of this place cros'd Susquehannah at 5 OClock last evening, Says one Divission of the Fleet was Standing for the Head [of] Elk the Other for Susquehannah or Charles Town. – its probable After landing their men, they may Attempt our Fort, if it Shoud be the Case will give them as warm a Reception as in my Power. – have been informd that its the General oppinion of the people at Annapolis that they [ca]nt hold that place, against So large a Fleet as is Above Us – if thats the case, woud it not be best, to try to save this – by Sending Some of the 18lb guns by land here, We have much the Advantage as nothing Larger then a Frigate can git Up. if the Gallys had their guns they woud in my Oppinion be Able to Prevent the enemie landing in the Ferry Branch Above Us – & wou'd be in a Very Safe Place as the Water is Very Shoale, Up towards Elk Ridge & the Channel Crocked – youl See by my last Return I am Very Weak as to guns having only 6.18 pounders – think if the Gallies had their Guns, & I had Ten 18 pounders more With the Assistance of the Frigate & *Defence* We cou'd Prevent them from taking this place by Water, the men Under my Command are all in high Spirits – Shoud be glad to have your Oppinion & Instructions by Return of Express. I am Sir [&c.]
 Nath^l Smith

1. Brown Books, V, 50, Md.Arch.

North-Carolina Gazette, FRIDAY, AUGUST 29, 1777

Wilmington, August 23.

On Thursday last arrived in this Port, the Letter of Marque Brigantine

Resolution, belonging to this Part of the State, and commanded by Joseph Meredith; accompanied by a large Ship called the *Polly*, Capt. Thomas Collart, bound to Jamaica from the Mississippi, which he met with in his Return home, in Lat. 30, Long 75, and which he has conducted to a good Anchorage in Cape Fear River. There is no Doubt of her being a Prize, and will sell to a considerable Amount, being well fitted, and loaded with a Cargo very suitable to the West India Market.

24 Aug. (Sunday)

RICHARD BULKELEY TO CAPTAIN SIR GEORGE COLLIER, H.M.S. *Rainbow* ¹

Sir

Secretarys Office Halifax 24th August 1777.

Your Letter dated the 17th of this Month from His Majestys Ship *Rainbow* in Machias Harbor, & address'd to the Lieutenant Governor & Council, was received Yesterday; & I have the Honor on their behalf to acknowledge the Signal Service You have done for the Frontier Settlements, in that part of this Province; by the readiness & zeal wherewith You have pursued the Views of this Government; in destroying the Preparations which the Rebels had been making at Machias to attempt an Invasion; – for this Service, Sir, executed with that Alacrity, which You have always shewn for the Kings Service on this Station, the Lieutenant Governor & Council request You will accept their best Thanks. I have the Honor to be respectfully Sir [&c.]

Rich. Bulkeley Sec. Prov.

(Copy)

[Endorsed] No 2 In Sr G. Colliers Letter of 9 Octo

1. PRO, Admiralty 1/1611, 79.

CAPTAIN JOHN PAUL JONES TO ROBERT MORRIS ¹

Hond Sir,

Portsmouth August 24th 1777.

Yesterday Genl Whipple shewed me a letter which he had just receiv'd from you by return of Express wherein you mentioned my having Orders for France, I apprehend you allude to my former Orders from the Secret Committee, as I have receiv'd none lately to that Effect, as the *Raleigh* and *Alfred* have proceeded for France, should any Enterprize be adopted there I dread the thoughts of being set under that Mans command, who tho' he may be a good Carpenter, is by no means conversant in an Enterprize, or in the Art of War; and indeed I cannot consider any Man as my Senior Officer who durst not step forth at the beginning in such Ships as the *Alfred* then was, nor will I ever draw my Sword under the Command of any Man who was not in the Service as early as myself unless he hath merited a Preference by his superiour Services or Abilities. If the principle with Whom I was connected behaved out of Character and was incapable as was certainly the Case, I am ready to prove before you and the World, that I have not merited the heavy Stigma of being Superseded by thirteen Persons whose superiour Pretentions either as to Services or Abilities are at best Presumptive, for Heavens sake dear Sir, guard me against such Connections, which would be far worse than death. I know I can prove by my Conduct that I have not

merited to be superseded, give me but an Opportunity of proving it, I ask no more.

Altho' I assisted Captain Thompson with some hands, I expect to have the *Ranger* at Sea within a fortnight.

I am in the Sincerity of my Heart with Perfect Esteem Honored Sir
[&c.]

Jn^o P Jones

1. Papers of John Paul Jones, 6623, LC.

CAPTAIN JOHN PAUL JONES TO CAPTAIN HECTOR MCNEILL ¹

My dear Sir,

Portsmouth August 24th 1777.

I am happy to hear of your safe arrival at Boston. – I am almost in readiness for Sea, so that I cannot hope for the pleasure of seeing you in Boston before my departure; you will oblige me much by a Copy of your prisoner's scheme of quartering the Officers and Men in different rates of the Enemies Navy and what he conceives to be their duty respectively. – Thompson and Hinman are gone; and by the Accounts of Fishermen off the Isle of Shoals, the *Raleigh*, sails very fast – I am sorry you went to Boston ² – why could not you and I have a Frolic together, – the *Boston* would have been refitted here as soon as the *Ranger*, will be ready, had we bent our Course Eastward as the others have done. – I am at a loss for Top swivles – I wish you could Spare me those of the *Boston* – as they could easily be replaced at the Air Furnace, before you will be in readiness. – I will hope to hear from you shortly, and in the mean time with my respect to your Family I sincerely am, – My dear Sir, [&c.]

Jn^o P Jones

1. BMS.

2. McNeill had put into Wiscasset July 16, 1777, and had then proceeded down the coast in the *Boston* by easy stages, with stops at Falmouth and Portsmouth, reaching Boston on August 23.

CAPTAIN JOHN PAUL JONES TO MARINE CAPTAIN MATTHEW PARKE ¹

Sir

Portsmouth 24th August 1777.

Yours down to the 21st is with me. – with respect to the Swivels unless they can be done this week the time will not now Admit to have them Cast – therefore desire Captain Bradford to Apply for Captain McNeills or any other Eight Short Swivels fit for Tops and Send them here without loss of time. – Should not Colo Fraizer continue determined to proceed in the *Ranger* the Qr Cask of Wine will be more than Sufficient for my own Stores – however I have sent you two hundred Dollars – to pay Major Swan &ca but the Wine must be Bottled and Sent round here immediately Other wise you are not to take it. – you had no Orders to purchase for the *Ranger*, – therefore need not have laid out the Money which was given you for another purpose especially as the Agent was on the Spot.

I want the Sewing and Whipping Twine in the possession of Captn Bradford which was purchased by Captn Roach for the *Ranger* – their being none here at present to finish the light Sails. – I sent you a large Packet P

the last post inclosed to Messrs Livingston & Turnbull but, as you make no mention of the receipt of it – I fear those Gentlemen must have left Boston before the Mail reached it. – the Packet contained letters of great importance to my friend Mr Hewes. – I have written to the post Master and desired him to put the packet into your hands. – should he do so you are to break it Open and forward the Packet for Mr Hewes under a cover directed for the Honble Robt Morris Philadelphia. – Your letter contained an Order from the Master of the *Alfred* to his Wife for the Delivery of my Copper Stove. You must Apply for the Stove with or without the Order – and endeavour to procure from 40 to 60 Sea Hatts or if they cannot be had – send as many Dutch or Kilmarnock Caps for the Seamen. – My Old St George's Ensign was forgot at Captain Bradfords – let it be Sent. – Mr Cairns will oblige me by Sending Deep Sea and lead Lines – I believe we want little else in his way except what was lately Ordered – The Topsail Sheets are Made and the Topsails Bent. – When these things are Shipt you are to return here as soon as possible and bring with you the Agent's Account of Money Supplied me as Commander of the Sloop *Providence* and ship *Alfred* – Also the Invoice of Slops & Cloths sent round here for the *Ranger*. – the Cartridges Mr Wallingsford tells me are Suited to the Muskets. – You are not to loose a day or hour at this important Season – I have not Sat down myself except at Mails [*sic*] or to write letters since I took this Command. – should Mr Livingston be gone for Philadelphia you may Apply to Mr Russell – Mercht and ask him whither he hath been requested by Mr Livingston to Accept of my Agency. – I have not the pleasure of being Personally acquainted with Mr Russell – but am so much pleased with his Character that I would give him the preference and Use my influence with the Officers and Men in his behalf. – should you not return here this week write me P Thursdays post – every letter you send by the Stage costs three times the postage.

You must procure for me a Waste Book and Ledger of about two or three quires of good paper – Also a half a Ream of different Sorts of post and writing paper, a Small Box of good wafers – an Almonick – Six Books of large Sized writing paper containing one or two quires each unrulled. – And ask the post master to let me have two glasses for the pewter Ink stands which I had sometime ago from his Old Man – as those I recd were on arrival Broken and others cannot be procured here – I am Sir [&c.]

J.P.J.

1. Papers of John Paul Jones, 6621, LC.

ADVERTISEMENT FOR A DESERTER FROM CONTINENTAL NAVY BRIGANTINE
*Resistance*¹

Twenty Dollars Reward

Deserted from the Brigantine *Resistance*, Samuel Chew, Commander, Samuel Culver; He is a lusty well set Man, of a down, or Indian shade, is by Trade a Mason, and is supposed to be lurking about Groton. Whoever will take up the said Deserter, and send him on Board the above named Brig,

or secure him in Gaol, that I may have him again, or send him on Board any of the United States Ships, so that he may serve the Time he Inlisted for, shall be intitled to the above Reward, and all necessary Charges paid by
 Samuel Chew

Brig *Resistance*, New London, August 24, 1777.

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

HENRY MARCHANT TO GOVERNOR NICHOLAS COOKE ¹

[Extract]

Honored Sir,

Philadelphia August 24th 1777 –

I have by no Means been unmindful of the unhappy Situation of the State of Rhode Island. A very large Body of the Enemy long since took Possession of near a quarter Part of that State, and altho' the Enemy have called off from Time to Time great Part of their Forces there, Yet Their having gained a Possession, aided still by Their Ships; the Force of the State with the small Aid received from Our Sister States have not yet enabled Us to dislodge the Enemy. – In the mean Time, the whole Trade and Commerce of the State, as well as the Continental Ships have been blocked up. –

Taking into Consideration that the Enemy have seen proper to make this Campaign so far to the Southward and Northward as I am in Hopes will give an Opportunity to raise a sufficient Force of Millitia and State Battallions to induce Our State joined by Massts and Connecticut to make an Attempt upon Rhode-Island: – And in Order to give a Spring to such a hoped for Design; and wishing at least to get Our Shipping and Continental Navy out to Sea, – I ventured to draw up the enclosed Resolutions and to prefer Them to Congress: – They were by Congress referred to the Marrine Committee, and obtaining a favourable Report from that Board, I finally got Them passed by Congress nearly as I had at first drawn them up.²

If They should be thought by the Navy Board for the Eastern Department and the Councill of War of Our State, to have been idle, inexpedient or unadviseable, I shall but have lost my Pains, not doubting but they will be candidly considered. – If on the other Hand, They should meet the Approbation of the State I have the Honor to represent, I shall feel myself amply rewarded: – And should They prove efficacious in delivering Our Trade and Commerce and the Continental Navy, from its present Embarrassments my every Wish will be unspeakably gratified. – I thought I could not well answer it to the distressed State of Rhode-Island &c to remain an Idle Spectator of the Calamities to which it has been reduced without receiving any Continental Aid, while so many Thousands have been expended in the particular Defence of Delaware Bay and River; – Not less than ten Fire Ships, besides several large Gallies having been ordered by Congress, exclusive of very great Continental Assistance in constructing and raising of Batteries &c. &c. –

I would by no Means however wish to see the publick Monies expended

in Our State, without a hopeful Prospect of its being really beneficial. – And I would therefore strongly recommend that it be first well considered. – I doubt not You will have the same Resolves inclosed to you by the President; ³ but I have hitherto made it my Duty to transmit you all Resolves that respect Our State – I could wish the Hints I offered some Time past, of sending out two armed Briggs on a Cruize, and to France for Cloathing &c four Our Soldiery may be thought worthy of Attention; especially if Our Harbour should be opened –

Just as Congress as well as Genl Washington had concluded Mr How had most certainly sailed for South Carolina, and an Expedition was forming four Our Army, and some of Them had began to move again Eastward, An Express denounced, Mr How's Appearance with a Fleet of 260 Sail almost up to the Head of Cheaspeak Bay, Genl Washington immediately ordered his Army to march this Way – The main Body of His Army this Morning passed thro' this City. – From the State House We had a fair View of Them as they passed in Their several Divisions – The Army alone with the necessary Cannon and Artillery for each Division, exclusive of Their Baggage Waggons, Guards &c which took another Rout, were upwards of two Hours in passing, with a lively smart Step. . .

It is just reported that How has begun a landing about seven Miles below the Head of Elk. . .

1. Letters to the Governor, vol. 11 (1777–78), R.I.Arch.

2. The Marine Committee reported on Marchant's resolutions on August 21. See *Journal of the Continental Congress* entry of that date.

3. Copies of the resolutions were sent by Hancock to Governor Cooke and Rhode Island Council of War on August 25. Letters to the Governor, vol. 11 (1777–78), R.I.Arch.

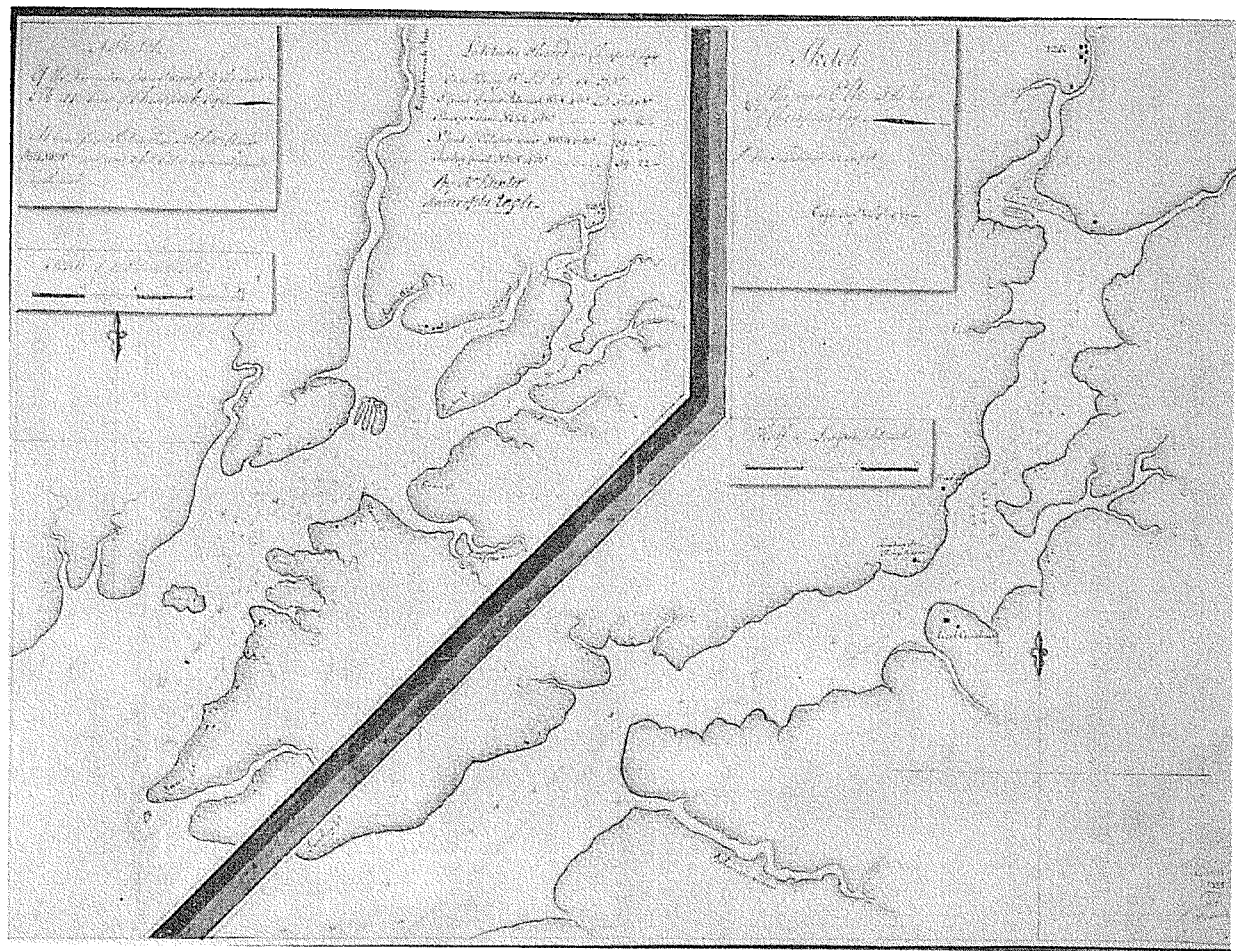
JOURNAL OF H.M.S. *Liverpool*, CAPTAIN HENRY BELLEW ¹

August 1777
Sunday 24th

In Delaware Bay [Anchored near the Brandywine]
at 5 AM Do Mr Barry came onbd with a Flag of truce
from Philadelphia ½ past do Saw severl sail of Vessels
coming Down the bay towards us (they being) the Rebell
Squadron ½ past 7 Mr Barry ret'd to his Flag of truce
at 8 Do being flood made the Signl & weigh'd with the
Camilla & *Pearl* & gave chace to the Rebels at 9 Do the
Rebel Squadron consisted of ten sail (Vizt) 5 Ships, 2
Briggs, 2 Sloops & 1 Schooner ² Tkd & Stood up the Bay
with all the Sail She could Set at noon Still in chace
of the Rebels, they about 9 or 10 miles ahead of us.
Do wr PM Still in chace at ½ past 1 Do being very
little wind the tide almost Done & not the probability of
coming up with them, Anchord about 3 Miles above the
upper middle in 6 fm Bombay hook NWbW about 8
miles at 6 Do the Rebels almost out of Sight.

1. PRO, Admiralty 51/548.

2. Fleet commanded by Captain Charles Alexander, Continental Navy frigate *Delaware*.



AQUILA HALL TO GOVERNOR THOMAS JOHNSON¹

[Extract]

Dr Sir

I have sent express to let you know the Enimys Fleet now lays off[f] the mouth of Elk River and down towards Sassafras river. I have been watching them this day or two and have Ordered the Militia to Assemble at Swan Town this day. I was there yesterday with a few men, and there was a Brigg, a Sloop, a Gondola, and one or two small Craft pased by Swan Town, about a Mile Above the Place and then the Brigg and Sloop returned back, but the Gondola and a small vessel went up to the mouth of Susquehannah and then returned to the Fleet as did all the rest, If a few Cannon had been Planted at Swan Town they might have Prevented the Vessels from going by Swan Town; after the Vessels had returned to the Fleet Captn Francis Holland with two of my sons, Two of the Paca's and two or three more passed over to Spesutie Island with intent to drive off what Stock they could, but before they return'd with a Parcel of Cattle there came a Sloop and Schooner two Armed Vessels and Anchored opposite a sand bank where Captn Holland was Obliged to drive the Cattle by within Abt $\frac{1}{4}$ of a mile of the Vessels and as soon as the Enemy saw Captn Holland enter the beach they sent off[f] a boat with men to head him, and at the same [time] began to play on him & men with Cannon ball & Grape shott which drove the Cattle back and then Captn Holland was Obliged to retreat down the Island where I sent Canoes to take them off, the Tenders Continues at Anchor yet, and I Intend this day to make another tryal to gett some of the stock off[f], If no more Vessels comes to Assist those that are there then is a fine Parcel of stock on the Island and its a Pity it should fall into their hands. . .

Sunday 10 OClock August the 24th 1777. Aquila Hall Lt. Harf[or]d Coty

1. Red Books, XVIII, 102, Md.Arch.

HENRY HOLLINGSWORTH TO GOVERNOR THOMAS JOHNSON¹

[Extract]

Honord Sir

Head of Elk 24 Aust 10 oClock [1777]

I take the Liberty to informe you that the British fleet is now Laying in the Head of the Bay they are situated from Turkey Point to Howels in an oblong forme on Board of one of the Largest Ships is a Blew Flagg which induces me to think Admaral How is on Board, there are two or three Small armd yessles gone into the mouths of Susquehanah and North East pehaps with intent to stop Susquehanah Ferry the Mouth of Elk River and Sasiffrass is intirely shut up as the Fleet Lays as thick as possible before them, there appeard Last Evning a Disposission to Land as a Number of Boats ware Hoisted out, there is many Light Horses on Board very evident to be seen and from every appearance at present they intend to Land on Bohemia and the Southeast Side of Elk River there is more stores hear than can possibly be remov'd in time I fear . . . I have taken the Liberty to acquaint Congress of our Situation, and that of the Fleet, being

Imbouldend thereto by the Nesessety of the case and my Situation.² I shall use every means in my powr to remove the Stores and Flatter my selfe the Militia will come in time to seport this Post. I am [&c.]

H Hollingsworth

1. Red Books, XVIII, 47, Md.Arch.

2. Hollingsworth wrote two letters to John Hancock on this date, Papers CC (Letters Addressed to Congress, 1775-89), 78, XI, 227-30, 231-32, NA.

“GENERAL DISPOSITION PREPARATIVE TO THE LANDING OF THE
[BRITISH] ARMY”¹

The *Vigilant*, *Swift*, *Senegal*, *Sphynx*, *Apollo* and *Roebuck* are to form the advanced Detachment of the Ships appointed for covering the Descent. The Captains will take their Stations in the Order of Succession annexed for proceeding up the Elk at Day-Light to-morrow Morning, or as soon after as the Signal for that purpose is made from the Ship in which the Admiral is embarked. They are to be prepared with Stern-Cables and Springs, for taking their Covering Stations according to the Appointments that will be timely signified in the Progress of the Operation.

And for greater Expedition in the Conveyance of those Orders, a Boat from each Ship is to attend the Admiral, who will be forward with the leading Ships, to give the further Directions in these several Respects necessary.

Captain Duncan will command the Flat-Boats.

The Troops of the First Debarkation will be ready for embarking in the Flat-Boats by 3 o’Clock to-morrow Morning; at which time the Night-Signal for embarking them will be made, if the Weather is suitable for the purpose.

As soon as the Troops of the First-Debarkation are assembled in the Flat-Boats, the Boats are to rendezvous with them onboard the *Roebuck*, there to wait for further Orders.

If the Weather should in the mean time prove unfavorable for Landing the Troops, the Signal for countermanding the Landing will be made by the Admiral; and the Troops are in that Case to be carried back to their respective Ships. The Boats are to wait alongside the several Transports for further Directions.

The Flat-Boats with the Troops proceeding up the Elk are to follow the Covering Ships.

The Transports of the Second and Third Debarkations, Artillery, Horse-Ships &c, are to succeed, according to the Orders that have been already communicated.

The particular part of the Shore on which the Landing is to be made; The Placing of the Covering Ships and other Arrangements regarding the general Conduct of this Service, will be regulated in the Progress thereof as Circumstances may require.

Given onboard His Majesty’s Ship the *Eagle* off of Elk River the 24th day of August 1777.

Howe

To Captain Philemon Pownoll
 Commander of His Majesty's
 Ship the *Apollo*.
 By Command of the Vice Admiral
 Josh Davies

[Enclosure]

North

Vigilant

Swift
Sphynx

Senegal
Apollo

Roebuck

 Flat-Boats with First Debarkation

 Transports with Second Debarkation

 Transports with Third Debarkation &c &c

1. Simcoe Papers, CL.

JOURNAL OF H.M.S. *Apollo*, CAPTAIN PHILEMON POWNOLL ¹

August 1777 Moor'd in the Elk River
 Saturday 23 at 11 AM the Adml weighed and cross'd a bar of $3\frac{1}{2}$ fms
 water.
 First part mod. and Sultry with Rain and Lightning, latter
 clear and Sultry PM our boat rowing Guard all night,
 Sunday 24 AM many Transports about, the *Eagle* and the other two
 Deck Ships above 2 Miles below us not being able to come
 any higher up, being no more than 18 feet water where we
 lay, at 10 the Admiral came up in his Boat, many People
 seen on the Shore, but did not appear to be armed.
 Mod: and Sultry with lightning and Thunder in the
 Night, PM the Flat Boats prepared to disembark the
 troops, weigh'd the Stream anchor and warped the Ship a
 little higher up; departed this Life Mr Jas Sandilands
 midshipman

1. PRO, Admiralty 51/52.

JOURNAL OF H.M.S. *Eagle*, CAPTAIN ROGER CURTIS ¹

August 1777 At Anchor off the River Elk –
 Saturday 23d at $\frac{1}{2}$ past 10 AM weigh'd & came to sail, stood upwards
 towards Turkey Point and pass'd over a mud Bank with
 20 feet on it. $\frac{3}{4}$ past 11 Anchd in 7 fm soft Ground, veer'd
 to $\frac{1}{2}$ a Cable & Steadied with the Kedge.
 The first part Modt breezes, with thunder, lightening &
 rain, Middle light airs & Cloudy, latter little winds &
 do at $\frac{1}{2}$ past Noon made the *Augusta*, *Somerset*, *Non-*

such & Isis's Sigls to Anchor, carried out the Kedge Anchor to steady the Ship, at 10 Slip'd the Kedge Hawser, & carried out the Stream Anchor to the NW, made the Sigl for the Lieutnt of the York Sloop –

Sunday 24th

The first & Middle parts Modte & Cloudy, the latter light breezes & fair, at $\frac{1}{2}$ past 5 Sent two Officers, 12 Flat Boats & a Gally on service, at 6 made the Sigl for the Capt of the *Sphynx* –

1. NMM, Admiralty L/E/11.

MASTER'S LOG OF H.M.S. *Nonsuch* ¹

August 1777

Sasafras point SWbS 1 Mile

Sunday 24th

AM employ'd Sounding but Cou'd not find Water to Join the Adml at Noon sent 2 Lieuts with petty Officers & Men for a Gun Boat & 11 flatt boats to Attend the Army

1. PRO, Admiralty 52/1880.

MASTER'S LOG OF H.M.S. *Somerset* ¹

August 1777

Pooles Island SW 4 or 5 miles

Sunday 24th

AM at 11 the Adml made our Sigl to Weigh Weighd & Came to Sail Do receivd on Board a Pilot the Adml made our Signal Came to with the Stream anchor in 5 fathom the Est Point Spiesutie Island NbE $\frac{1}{2}$ E 4 or 5 miles Sasafras Point SW $\frac{1}{2}$ W $\frac{1}{2}$ a mile Turkey Point NE $\frac{1}{2}$ E 2 Leagues Opend a Cask of Pork 114 Contg 320 Short 13

First part fresh Breezes & Cloudy, Middle hard Squalls with thunder & Lightning & Rain Do let go the Small Bower run to $\frac{1}{2}$ a Cable P.M. the Adml & All the Fleet Anchord in the mouth of the Elk Punishd Robt Dalzell with 12 lashes for Drunkeness mand 13 flat Boats with 10 men a Coxen & Petty Officer Each and Sent them on Duty with Lieutenants [John] Polkinghorne & [William] Meeks Do all the Transports & Adml Howe with his Flag on Board the *Roebuck* Sailed up the Elk

1. PRO, Admiralty 52/2000.

BRIGADIER GENERAL ANDREW BUCHANAN TO THE PRESIDENT OF CONGRESS ¹

Sir,

Head Quarters Baltimore 24 August 1777.

Capt John David of the *Conqueror* Galley who was dispatched to watch the Enemy is returnd and reports that he had proceeded in Sight of them, as far as Pooles Island where he landed with 20 Men Armd, and Colo Richard Lloyd came over to him and informd him that he counted the Fleet as they past his House, & that they consisted of 200 odd Transports, & 30 Vessells of War – That the Transports all went up Elk River Yesterday

Morning, and most of the Armd Vessells 5 of which of the largest lays from Sarsafra up to Turkey Point across the Bay, the others appear to have gone up to Turkey Point and above it. That the Fleet went in four divisions Guarded by the Ships of War all round, and in the midst as in the annex Plan, the *Roebuck* aHead Sounding, with small Vessells which she placed on each Shoal or Point. —

Roebuck a Tide ahead
Van

three large Ships of 50 & 60 Guns

Frigate	Division of Transports	Frigate	Division of Transports	Frigate
Frigate	Transports	Frigate	Transports	Frigate
Frigate	Transports	Frigate	Galley	Frigate
Frigate	Transports	Frigate	Transports	Frigate
Frigate	Transports	Frigate	Transports	Frigate
	Galley			

Three Capital Ships

That there was many Transports with Troops, some with Horses & some with Hay. That the Transports consisted of Ships, Snows, Brigs, Schooners & Sloops. I thought this Intelligence of consequence and therefore transmit it by Express. I have the Honor to be Sir [&c.]

An^d Buchanan

1. Papers CC (Letters Addressed to Congress, 1775–89), 78, II, 233–36, NA.

WILLIAM AYLETT TO JARED TRACY, BOSTON ¹

Sir

Williamsburg Augt 24th 1777.

The Briggs *Defiance* & *King of Prusia*, after a long delay, longer I think than was absolutely necessary, are ready to depart, & intend attempting to Escape in the Approaching dark Nights. I wish them Success & hope to God they will arrive Safe they have been now more than A month reparing at Portsmouth. the expence attending the repairs & additional Supplys since my last will be furnished you by Capt Paul Loyal one of the Gentn who Superintends the Continental Ship Yard in this State, & I have desired him to give you his Oppinion respecting the Brigg *Defiance*, it being my Oppinion that She was sent out under an Idea of her falling into the Enemies hands, for the Capt Acknowledgees that She left her Port in a leakey condition & without proper Sails, both as to number & Condition and it is my Oppinion that the Continent ought not to pay for the time it has taken to repair her, or to Sustain the loss of part of the flour which was dam[age]d by their neglecting to pump the Vessel in due time. I fear the whole of this flour will be injured by long lying in a hott hold, altho it was good when I examined it about three weeks ago.

I fear Six of your Vessels will fall into the Enemies hands to wit. Taylors, Atwoods, Riggs, Jas. Perkins, Trasks & Stephen Lows. they are blocked up by the Enemies fleet at the head of Elk, where they were sent with Indian Corn & where they have been unaccountably detain'd. they

left this the last of June indeed Taylor & Atwood received their Loads early in June and were long detained by the Enemy and Contrary winds at York. Trask about the last of June, Low a little After & Perkins about the middle of July. the first of them has had time enough to have been back from Boston, While they have been laying there Witham, Bennett & Hunt got back just before the fleet appeared in our Bay, they say the Vessels lay at Elk a fortnight before – A Single Article was taken out of them. these three I hope will be ready to depart in a few days, this flour business I fear will be productive of great loss to the Continent as besides the detention & loss of Vessels, there is a large qty of flour Stored that I fear will perish. I am Sir [&c.]

William Aylett

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

GOVERNOR RICHARD CASWELL TO STATE TREASURERS¹

State of North Carolina

Richard Caswell Esqr Governor &
Commander in Chief of the said State

To either of the Public Treasurers –

You are hereby required to pay to Henry Toomer or Order two thousand pounds Currency, for the purpose of paying off the Crew of the *General Washington* (a Country Ship) and for fitting out the said Ship for which the said Toomer as Commissioner of the Ship aforesaid is to Account with the Public, for your so doing this shall be your Warrt

Given under my hand & Seal at Arms
at Newington the 24th day of August
Anno Dom. 1777.

R Caswell

1. Treasurers and Comptrollers Papers, Military Papers, NCDAH.

VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS¹

Sir

Antigua 24th of August 1777.

Please to acquaint my Lords Commissioners of the Admiralty, that Yesterday arrived here His Majesty's Brigantine *Badger*, by whom I have received the Several dispatches for the different Governors, which I will forward to them by the earliest opportunity. I have also received Copys of Lord Germain's Letters to the Governor of this Island, from which I perceive His Majesty's Intentions are to give the whole Value of the Prizes taken by the Non Commissioned Vessels to their Owners, unless the Owners of those I have Caused to be Seized by pertinaciously persisting in the Prosecuting of the Suit against me, for having acted in the discharge of my Duty, should remove the favorable sentiments His Majesty entertains for them, and Render themselves unworthy of so particular a mark of His Royal Favour; whether they will or not by this Conveyance I shall not be able to acquaint their Lordships, as I make use of the Opportunity of the *Badgers* going to Jamaica to send this by the first Packet from thence. I beg to observe to their Lordships, that the Owners of None of the Non Commissioned Privateers

except the *Hamond*, attempted the Prosecution of any suit against me, though they were detained the same Manner as she was, and most of their Men: They were always very glad to have their Vessels returned back to them on asking for, and promising not to fit them out again as Cruizers, which promise they never kept, as some of them were twice taken and released again.

The *Hammond* was a second Time taken and they might have had her then for asking, as I never refused giving her up; but they took another Method, as their Lordships have already been informed. As She had not taken any thing, the Owners of Her cannot partake of His Majesty's Goodness, therefore they Yet may Obstinate persist; for the Two Extraordinary Verdicts they have Obtained, they may think will make up to them for their Want of Success. I sincerely wish they may not; and that every thing may be amicably settled, I beg leave to return my thanks to their Lordships, for their directions to their Solicitor to take the Cause in Hand, neither myself nor Captain Dumaresq have yet payed any Money, but have been obliged to keep out of the Way 'till we heard from England.

Their Lordships being so good as to Confirm the Commissions I gave in consequence of Captain [Thomas] Wilkinsons Death, Captain [Thomas] Windsor now takes the Opportunity of Returning to England, by the Packet from Jamaica; and I have appointed Mr [John Auriol] Drummond first Lieutenant of the *Portland* to the Command of the *Beavers Prize*, late the *Oliver Cromwell* Rebel Privateer, who will sail the first Week in November with a Convoy for England as I cannot Get Guns fitt for her here; of which I wrote their Lordships by the *Camel*. I have received Petitions from the Islands to appoint a Convoy after the Hurricane Season is over, and as I have reason to believe it will be a very large one, I must also send home the *Grasshopper* with them; I am sorry to find that Captain [William Clement] Finch pursuant to his Orders did not Join the Tortola Ships, it might be owing to bad Weather as it is dangerous going among the Virgin Islands at this Time of Year, and it is impossible to beat up from the Island Tortola to join the Convoy at the Place of General Rendezvous; so that the whole must go to them.

I further have the Pleasure to acquaint their Lordships that (as the *Portland* is in Port for the Hurricane Months) I have Manned a Couple of Sloops as Tenders with a Petty Officer to go out occasionally and that they have taken a Privateer called the *Black Snake* a Schooner of Eight Guns and Forty Men (Twenty four of whom are French) and Carried her into Barbadoes. She made no Resistance though only one of the Sloops got up with her after a Chace of Eight Hours, I have appointed Mr Newsam the Midshipman who Commanded her to the Vacancy made by Mr Drummonds going into the *Beavers Prize*, and also Mr [William] Peacock Lieutenant of the *Beaver* to be second Lieutenant of the *Portland*, all which I hope their Lordships will approve of.

The Several Reports of the New *Endeavour* and *Oliver Cromwell* I will transmit to their Lordships by the first Conveyance. I am Sir [&c.]

Jam^s Young

many things Necessary with which I would not take up your time at present – Shall now proceed to mention some things which respect my Self more particularly.

In my former Letters I gave you the Outline of our Late Cruize, without entering into a circumstantial Account, or giving my Opinion of men, & things with that freedom I now propose to indulge my Self in this.

I take the Liberty to assure you, That when I enter'd into the Continental Service I had not one Single thought whither I Should be placed the third or the Thirteenth upon the List, my ambition was fully Satisfied when I was favour'd with a Commission placing me where I now am – and Altho I did then foresee that one day or other I might possibly fall under the Command of one man, whose Ability I had reason to doubt – yet I was determined that happen whensoever it might – I would Obey and follow his instructions with all that Zeal which becomes a faithfull Servant to the Publick, who will never neglect or loose Sight of his duty for any private view whatever – With these Sentiments I enter'd into the Service and have constantly made them my practice ever since – my conduct on our late cruize under the Command of Capt Manley will Abundantly prove the truth of what I here advance, for Never did a Pilotfish follow a Sharke, or a Jackall follow a Lion, with more Assiduity and Complisance then I follow'd him at Sea for Six or Seven weeks (chiefly in bad weather Latitudes) – and that without any regular System of Signals, or instructions for my direction during which time he led me into Severall Scrapes by his misconduct – and at last left me in one to Shift for my Self.

I hold it criminal to asperse the character of any man, much more the Absent, and in some cases Scarcely Justifiable to Speak all the Truth for which reasons were I not under a Necessity I Should now Say Verely little of Capt Manley – but inasmuch As I find my Self involved in a chain of difficultys by his blunders & misconduct, I must in justice to my Self Say, That he is totally unequall to the Command with which he has been intrusted – he being ignorant, Obstinate Overbearing and Tyranical beyond discription – a man under whose command none can live with pleasure but such creatures as himself – and those Also must be of his own making – Such is That Fellow of yesterday, Mr Stephen Hill whom he promoted over all Other Officers heads to Command the *Fox*, who by his ignorance and Misconduct lost her at last, for had he Tack'd when Capt Manley and my Self Tack'd on the Enemy he might have weather'd them whilst we were engaged with the *Flora* or had he kept the wind with me even after Manley left us, & Tack'd to the South'd from us he might have Escaped – but to bear away, & run to Leward with all the Sail he could crou'd when a Third Ship of the Enemy was then in Sight to Lewward discover'd the most Stupid ignorance in Nature.

All these things will Abundantly appear when ever a court martial happens, which god Grant may be Soon.

I have been curst with another composition of the Fool and Knave, I mean a certain Mr Palmes who had a Commission as Capt of Marines on board the *Boston* which Commission he has destroy'd by casting it into the

fire. his disobedience to orders & frothy foolish conduct Obliged me to lay him under an arrest – but as there is no means here of bringing him to a Court martial I shall leave it to you how to deal with him – in the mean time I shall take Notice of him another way. I am Gentlemen [&c.]

Hector McNeill

1. Captain Hector McNeill Letter Book, MassHS.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR ¹

[Boston] 25 Augst 1777

Order'd That Capt Clouston land four 6 pounds & take off four 4 pounds out of the *Penet*

Order'd That the Comy store One hundred hhds Salt at Medford & the remainder in this Town out of Prize Brig *Friendship* –

Order'd That Capt Batoon of the prize Brig *Friendship* deliver Mr Alcock One hundred hhds Salt out of said Brig on Accot of the Captors –

Order'd That Capt Hopkins procure a cool Store for Forty pipes Wine brought from the prize Vessel at the Eastward by Capt Harper –

Order'd The Comy return Capt [Nicholas] Devereux two Teirces Beef one & half Barrel Pork Two hundrs weight Bread Forty pounds Flour one Keg Pease $\frac{3}{4}$ Firkin Butter Thirty five pounds Butter say Candles, expended on Board after she was taken, & now cleared by Court of Admiralty ² –

NB Fourteen days chd by Colo Glover for Attende on the prize Brig *Peter & Jane* to be taken out of the next Return for Attende on the Board –

Order'd That Capt Hopkins deliver Capt Clouston two pipes Wine out of the prize Brig –

Order'd That Colo Glover's Bill against the prize Brig *Peter & Jane* £41 . 4 . 10 be paid

1. Mass.Arch., vol. 148, 483–85.

2. The prize brig *Phoebe*, the cargo only being condemned.

JOHN BRADFORD TO THE MASSACHUSETTS COUNCIL ¹

Honble Sirs

Boston 25th Augst 1777

I am Sorry I'm Oblig'd to be thus troublesome to the Board, But I am Again Call'd upon by the Continena Agent for the New hampshire State, for the undermentiond Articles, for the use of the Ship *Ranger*, Which Colonel [Thomas] Crafts is Ready to furnish, Receiving an Order from the Honble Board for that purpose, pray your honours to Give the Necessary Orders [&c.]

J Bradford Contl Agent

60 Hand Grenades fill'd

50 fuzes

30 double Stocks, for false fires filled

[Endorsed] In Council Augt 26t 1777 Read & Ordered – That Colo Crafts be and he hereby is directed to Deliver the above Articles to the Continental

Agent John Bradford Esq he paying a reasonable Price for the same And said Crafts be directed to pay the Same into the Treasury of this State –
Jn^o Avery Dpy Secy

1. Mass.Arch., vol. 173, 361.

CAPTAIN SAMUEL CHEW TO LIEUTENANT GEORGE CHAMPLIN ¹

Capt Champlin

Please to Apply to Thos. Shaw Esqr for about 5 more Sheets and Send them to me by the boat. I am Ec

Sam Chew

Brig. *Resistance* Monday 10 oClock Mornng

[Endorsed] Received of N Shaw Junr four hundred & fifty 5 dollars for Capt Chew

N London Augt 25 1777

Geo Champlin

7 half sheets 65 each is 455

1. Nathaniel and Thomas Shaw Letters and Papers, Portfolio 13, NLCHS.

CONTINENTAL MARINE COMMITTEE TO LIEUTENANT JOHN STEVENS,
SCHOONER *Lewis* ¹

Sir

[Philadelphia] August 25th 1777

Your Letter of the 18th June advising your arrival at Charles Town with 500 Stand of Arms has come to hand, and we are pleased with your success. The Commercial Committee has now given Orders to the Agents to load your Vessel with a convenient Cargo which you must receive and proceed therewith to the Island of Martinico where you are to deliver the same as the said Agents shall direct.

When this is done you must again return to Charles Town where the Agents will employ your Schooner agreeable to orders now given them, therefore you must follow such directions as they give you in future advising us when you arrive. We doubt not you will be extreemly cautious to prevent your Vessel from falling into the hands of the enemy and that you will be diligent for dispatch in Port and at Sea. Wishing you success We are Sir [&c.]

1. Marine Committee Letter Book, 101, NA.

CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT TO
CAPTAIN JAMES JOSIAH, CONTINENTAL NAVY SHIP *Champion* ¹

Sir/

[Philadelphia]

Captain Alexander having received Instructions from us to make an Attack on the Enemy's Ships in Delaware Bay, if he shall judge proper, you are to assist him in this Enterprise by every Means in your Power; After which Captain Alexander, Captain [Isaiah] Robinson & Captain [Benjamin] Dunn will immediately proceed to Sea. – As you will then be the oldest Officer you are to take the Command of the Remainder of the Fleet, & conduct them with all Expedition into the Cape May Channel: When there, you are to exert the utmost of your Endeavours to keep the same open, so

that American Vessels from Sea may come up that Channel to this City, & those bound from hence may get to Sea.

As we know your Ship is but weakly mann'd, you are to divide Captain Brewster's [Peter Brusstar] Crew & yours in such Manner that each may be equal in Number and Strength, which we think may answer the Purpose, tho' not so fully as we could wish.

We hope you will have Opportunities whilst in the Cape May Channel of encreasing your Strength by Enlistments. –

We shall expect to hear from you as often as Occasion shall require.

Wishing you good Success, we are Your Friends

Continental Navy Board 25th Augt 1777

Fra^a Hopkinson

1. FDRL.

CAPTAIN CHARLES ALEXANDER'S SIGNALS FOR THE FLEET IN THE DELAWARE ¹

[August 25, 1777] ²

Signals By Day from the *Delaware* Frigate

Dutch Jack at the fore top Galant Mast Head for the *Andrew Doria*

Chasing Signals.

to the	$\left\{ \begin{array}{l} \text{NE a French Jack} \\ \text{NW an English Jack} \end{array} \right\}$	at the Mizen Peek
to the		

A Pendant at the Ensign Staff for Captn to Come onboard but if their Should be any Vessels Signal out it is only for the Capt of Such Vessel

The Signal to be hoisted when in Distress, a French Jack 6 Foot below the Pendant

To get under Way Continental Jack at the Main top Galant Mast Head

To Anchor Continental Jack at the fore top Galant Mast Head

To Heave too French Jack at the Mizen top mast Head

On Discovering a Strange Sail if a Ship the Ensign to be hoisted at the Main top or top galant Mast Head if any Other Vessel on the Staff; to be hoisted & Lowred for Each Strange Vessel Seen Leaving 2 Minutes between each hoisting & Lowring

To leave off[f] Chase & Join the Squadron A Yelow Pendant above an English Jack at the fore top galant Mast Head to be repeated by the Vessels between me & the Nearest Chasing Vessels by an Ensign at the Main top or top Galant Mast Head till She Discovers it –

To Engage Contintal Jack at the Mizen top Mast Head observing if their Should be any Vessels Signal at the same time Hoisted there is none to Engage but the Vessels that the Signal is for; the Next Largest Vessels to be ready to fall into the Line in case of Necessity

To Cover the Fire Ship intended to Grapple your Signal & a White Pendant under it You are then to give your Attention to her

To draw off from the Enemy a French Ensign at the single Jack Yard Arm

To Speak with the *Delaware* the Jack to be hoisted above the Pendant Ship *Hecla* to grapple Continental Jack above a french Jack at the fore top Galant Mast Head

Brig *Vulcano* do do do Dutch do do do
By Night.

To get under way 2 Lights of Eaqual Heighth at the Ensign Staff

On Discovering an Enemy 1 Light at the Ensign Staff & 2 false fires and if not answered by the Other Vessels with 1 Light at the Ensign Staff you are to fire 1 Gun

To Engage 2 Lights of Eaqual Heighth in the Main Shrouds & 1 Gun & Each Vessel to keep 1 Light in the Main Shrouds whilst Engaged

Signal in Distress 3 Lights Triangle in the Main Shrouds & 3 false fires

To Speak with the *Delaware* 1 Light at each arm of the Cross Jack fore Yard

To Anchor 3 Lights at the Ensign Staff one above the Other

Note you are to observe when the general Signal is Hoisted if their Shou'd be any Other Signal Hoisted it is only for that Vessel that the Signal belongs to

To Draw off from the Enemy 4 Lights one Above the Other at the Mizen Peek

Signal to know The Guard Boats and they you to hoiste a Jack at each mast head they will hoiste a Jack or Ensign at their main mast or Spreet head then you are to hall down the Jack that is hoisted forward if they shew their Colours first the same Signals as before to be repeated.

By Night.

fire Ship to grapple 3 Lights of eaqual hight in the main Shrouds

Do Brig do 4 do do do

At the same time the Largest vesels not engaged to cover the Vessel that's to Grapple going a head will Prevent your seing the Signal Observe that

1. FDRL.

2. Signals are undated; dated here to agree with orders to Captain James Josiah.

RICHARD HENRY LEE TO THOMAS JEFFERSON ¹

[Extract]

Phila August 25. 1777

. . . After Gen. Howe had long raised the curiosity of this part of the world, to know what could be his view in imbarcking his army and coasting it for 5 weeks in a most oppressively hot season; at length, he appears at the very head of Chesapeak Bay where he remains with more than 200 sail of Vessels—His Troops not yet landed that we know of, but imagined they were put on shore yesterday. We are left yet to guess his object. It may be supposed either for this City, or to conduct a line from the Chesapeak to Newcastle and thereby inclose a large tract of Country between that Bay, Delaware, and the Sea. Let his plan be what it may, Gen. Washington, with

a gallant Army is gone to enter a Caveat. The General with his Army passed thro this City yesterday, and they made a fine appearance . . .

1. Lee Family Papers, UVL.

JOURNAL OF H.M.S. *Camilla*, CAPTAIN CHARLES PHIPPS ¹

- Augt. 1777 Cape Henlopen Light House S $\frac{1}{4}$ E 4 or 5 miles
distance from the Shore 2 miles
- Thursday 21st at 6 AM Saw 4 Row Gallies go into Lewis Town Creek
First Part Light Breezes, Middle and Latter Do and Hazy
at 5 PM Saw a Sail Standing in, Weighed and Came to
Sail, Gave Chace made and Shortned Sail Occasionally, at
6 Bt too the Chace, Proved a Schooner from St Augustine
and Bound for Nyork, Came in Here for Protection being
a friend to Govermt, Tkd and Stood in, $\frac{1}{2}$ past 7 Anchord
with the small Bower in 4 fathom Water, in Old Kill Road,
Veered $\frac{1}{3}$ of a Cable
- Friday 22nd at 11 Saw a Signal on Board the *Pearl* to Join Her, An-
swered Weighed and Came to Sail up the River
Fresh Breezes and Hazy Weather, Light House South 2
Leagues at 1 PM Joined Company with the *Pearl* who
Informed us of a Rebel fleet Comeing down the River,
Anchord with the Small Bower in 7 fathom Water Veered
 $\frac{1}{3}$ Cable, Weighed and Came to Sail up the River, $\frac{1}{2}$
past 8 Anchord with the Small Bower in 6 fathom water
Veered $\frac{1}{3}$ of a Cable
- Saturday 23d $\frac{1}{2}$ past 4 AM Saw a Small Sail Standing down the River
towards us, with a white flag at His Mast Head, at 6 the
Above Sail Anchord here Proved the *Messcutter* James
Barry with a flag a Truce from the Congress, made a
Signal to the *Pearl* to Join us, at 7 fired 2 Nine Prs as
Signal Guns, at 8 Anchord Here the *Pearl*, at 9 Saw a Sail
in the Offing Suposed to be the *Liverpool*
Light Breezes and Hazy Weather, Cape Henlopen Light
House South 4 Leagues at 9 PM Came in and Anchord
Here His Majestys Ship *Liverpool*
- Sunday 24th at 6 AM Saw 8 or 10 Sail of Rebel Vessells ² Comeing
down the River, got all Clear for Engaging them, at 8
Weighed and Came to Sail up the River, made and
Shortned Sail Occasionally in Company the *Liverpool*
and *Pearl*, at 9 Saw the Reble fleet Tkd and Stand up the
River and Crouded all the Sail they Could, the fleet Con-
sisted of 4 Ships, 3 Brigs, 2 Schooners & 2 Sloops, at 8 AM
Dismissed James Barry who came with the Flag a Truce
Light Winds and Cloudy Weather, Egg Island Light House
EbN 3 to 4 Leagues standing up the River In Chace of
the Rebel fleet, at 1 PM a Signal on Board the *Liverpool*

to Prepare to anchor, Shortned Sail and Anchor'd with the small Br in 6 fathom Water, Veered $\frac{1}{3}$ of a Cable, in Compy the *Liverpool* and *Pearl*
 Monday 25th at 4 AM Weighed and Came to Sail in Company as before, Employed turning to Windward down the River, saw 3 Sail of the Rebel fleet up the River, at 9 Anchor'd with the small Bower in 6 fathom Water, Veered $\frac{1}{3}$ of a Cable in Company as before Lost Sight of the Rebel fleet Egg Island Light House NEBe

1. PRO, Admiralty 51/157.

2. Fleet commanded by Captain Charles Alexander, Continental Navy frigate *Delaware*.

JOURNAL OF H.M.S. *Roebuck*, CAPTAIN ANDREW SNAPE HAMOND ¹

August 1777 Turkey point NNW $1\frac{1}{2}$ Mile
 Monday 25th at 3 AM made the Signll for the Troops to Embark in the Flat Boats, at 5 the Flatt Boats with Troops assembl'd near us, at 6 Hoisted Ld Howes Flag, at 7 Weigh'd & made the Signll for the Transports to Weigh, at 12 Anchor'd in the Elk Ferry point NE $\frac{1}{2}$ a Mile and part of the Troops landed

1. PRO, Admiralty 51/4311.

JOURNAL OF H.M.S. *Sphynx*, CAPTAIN ANTHONY HUNT ¹

August 1777 At Single Anchor off Turkey Island
 Sunday 24 Employed as the Service required.
 Little Wind and Cloudy Wr at 9 PM: weigh'd and tow'd to the NEt up the River Elk, at $\frac{1}{2}$ past 10 Anchord with the Bt Br in 3 fms,
 Monday 25 Moord Head and Stern off Cecil Court House in the River Elk –
 at 3 AM: the Signal on board the *Roebuck* for the Troops to be ready to Land, at 4 Weighed and Stood up the River in co the *Apollo*, *Swift*, *Senegal*, *Vigilant* and Several Armd Vessels, at 10 Anch'd of Cecil Court House in the River Elk in order to Cover the Landing, Flat boats Employed Variously Landing the Troops on the North Side –
 Little Wind and Cloudy Wr [PM] Flat-boats Employed landing the Troops &ca &ca

1. PRO, Admiralty 51/922.

JOURNAL OF H.M. ARMED SHIP *Vigilant*, CAPTAIN JOHN HENRY ¹

August 1777 At Anchor up the Elk River
 Monday 25 at 1 AM weighed and Towed farther up, at 3 Anchd in $4\frac{1}{2}$ fms, by the Small Bower, $\frac{1}{4}$ Mile off Shore, at 5 AM

weighed and came to Sail, at 6 the Adml came on board & hoisted his flag at the Foretopmast head, all the fleet of Transports following, at 10 Anchd in 12 feet Water, to cover the landing of the Army, Cecil court house SbW $\frac{1}{4}$ Mile off Shore, at 10 the Adml and General went on Shore with the Army, at 11 Struck the Admirals flag, which was hoisted directly on board the *Roebuck*, the Army Landed without Opposition –

Do Weather flat Boats disembarking the 2d division of the Army out of the Transports, at 8 much thunder, lightning and rain, our Boat rowing Guard –

1. PRO, Admiralty 51/1037.

JOURNAL OF H.M.S. *Eagle*, CAPTAIN ROGER CURTIS ¹

August 1777

Moord off the River Elk

Monday 25th

at 5 AM hauld down the Flag, & hoisted the Pendant, at 7 saw the Flag flying on board the *Roebuck* to the NE, observ'd her & part of the Fleet get under weigh, hoisted the Colours, at 11 the Transports weigh'd & stood up the River Elk, Anchd here the *Somerset* & *Isis*, pay'd the Ships sides with Varnish of Pine –

The first part fresh breezes & fair, Middle Modte with thunder, lightening & Rain, latter little winds & Cloudy. Paid the Bends with Tar, Sailmakers Empd repairing Sails –

1. NMM, Admiralty L/E/11.

JOURNAL OF AMBROSE SERLE ¹

Monday 25th [August]

This Morning the Troops landed, without the least Opposition, about 7 miles from Turkey Point on the Western Shore of the River Elk. We anchored near the Place of Landing. Two men were hanged, & 5 severely whipped, for plundering. . .

1. Ambrose Serle Journal, HUL.

VIRGINIA NAVY BOARD TO COMMODORE WALTER BROOKE ¹

Sir/

You are desired to give Orders to the Captains of the different Vessels in the Naval Service to keep the Strictest Watch on the Enemy as it is more than Probable that they will be attacked by some of their Armed Vessels as soon as they have Landed their Troops. You are desired to Station at Hamp-

ton the *Norfolk Revenge*, *Hero* & *Henry* Gallies and grant as few furloughs as possible during this Time of Danger. –

Navy Board }
25 Aug 1777 }

Signed

Jn^o Hutchings 1 Comsr Pro tm

1. Navy Board Letter Book, VSL. Similar alert orders were sent to other Virginia Navy officers.

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

August 1777

Moored at the Pitch Kettle Moorings in English Harbour Antigua

Monday 25th

Do Weather sailed hence the *Badger* for Jamaica. The *Oliver Cromwell* was bought into His Majesty's Service and Commission'd² Mr Jno Auriol Drummond was appointed Captain, Mr John Newsam Lieut Mr Richd Rowe Master & John Hamilton Qr Master was Appointed Gunner, Mr Robt Boyle Nicholas was appointed 1st Lieut of the *Portland*, Mr Peacock of the *Beaver* and Mr Daniel Martin Gunner, Mr John Aylmer appointed Lieut of the *Beaver*.

1. PRO, Admiralty 51/711.

2. Renamed *Beavers Prize*.

RICHARD HARRISON TO THE MARYLAND COUNCIL¹

[Extract]

St Pierre Martinique 25 Aug 1777

. . . I have been waiting with Impatience for the papers concerning the Cargoe of the schooner *friendship* which Mr Vanbebbber had sold in Curaçoa, as well as a state of some other Matters at Statia that it is absolutely necessary to transfer into your Accot here before it can be rendered in regular form – These I have not been able to procure an Accot of the disagreeable & perplex'd situation of Mr Vanbebbber, who you doubtless know was confined in the Fort at Statia for three or four Weeks, during which time he had sufficient Employment to think of and provide for his personal Safety, which he at last effected on the Night of the 7th or 8th ulto by evading the Vigilance of his keepers & flying to St Croix, from whence he embarked a few days after and is I hope now safely landed in America— Ever since he has been gone I have been settling our Accounts, & with the assistance of Mr James Smith with whom he left his Books & papers, & who I expect up here in a few days, I hope soon to have them all finally adjusted; that is to say closed and the Ballances transferred into my own private Books – when they are to be paid, must depend on you. . . .

Inclosed is Accot sales of the *Mollys* last Cargoe, Nte Proceeds at your Credit £1244.9.9 – Also Accot Sales of the *Friendships* last Cargoe Nte Proceeds £770.10.10½. – You will find the Charges on the latter very high, the principal of which is for transvoiding the Flour into french Casks – This however I found to be absolutely necessary not only to freshen the Flour but to procure a sale for it – for being obliged to export it. I could prevail

upon no body to purchase that would run the Risk of carrying it off in the American Barrells – Upon the whole I think you considerable gainers by it, as it has turned to much better Accot low as the sales are, than I some time ago expected.

We have now here a 64 Gun Ship & 5 frigates lately arrived from France, & several others are shortly expected – This naval armament seems to announce some hostile Intention on the part of the French; and indeed it appears to me almost impossible that they can remain idle Spectators much longer – Next Spring I think at farthest they will begin to unfold their designs if not sooner, especially if our Affairs should take an unfavourable turn in America But whatever may be their Views their Ships will be of great use to us here, as they will at least serve to protect our trading Vessells from the British Cruizers which are very numerous in these Seas & injure our Commerce much, particularly among the Leeward Islands.

Mr Vanbebbers Connection with me ceased when he left Statia all the debts we owed are of course thrown upon me here; it is to this place then that you will be pleased to order the Vessells that are to relieve me, not only on that Accot, but as a place also that [they] may come to with the least Risk – Hoping soon to see some of them arrive, I am with the truest respect and Attachment [&c.]

R^d Harrison

Tobacco 70 a 80/ – PCt

Flour sound & Fresh 66/ . p barrl

Corn 6/ a 7/6 p bushl

Hhd Staves £13. 4/ . p M.

1. Red Books, XVI, 128, Md.Arch.

26 Aug.

TRIAL AND CONDEMNATION IN NOVA SCOTIA VICE ADMIRALTY COURT OF THE
RECAPTURED BRIGANTINE *Active*¹

Cause

Maximilian Jacobs Esqr Commander of his Majestys Ship
of War the *Amazon*, VS. the Brigantine *Active*

21st July 1777 Libel filed and Entered and Order made thereon as on
file.

Registers Office July 24. 1777.

Lawrence Crump Purser of his Majestys Ship of War the
Amazon being duly Sworne Deposeth that on or about the
19th of July Inst being then on the Coast of Nova Scotia
they fell in with a Brig which they gave Chace to Several
hours, that they came up with her and took possession of
her, & found she was in possession of the Rebels, who had
taken her on her Passage from Quebec to England, & was
proceeding with said Brig for Boston in New England, that
she was in Ballast when the *Amazon* took her, that he does
not know of any papers that were found on Board her, that

he understood her Name was the *Active*, that one Enoch Taylor was the Rebel Prize Master of her, & that she is now in this Harbour of Halifax.

Law^r Crump

Sworne before me the Day and Year
first above written. Charles Morris Junr Regtr

Registers Office 26th July 1777.

Enoch Taylor being duly Sworne Deposeth that he belonged to the Schooner *Speedwell*, a Privateer fitted out from Boston New England, Commanded by one Jonathan Greeley Mounting 8 four pounders, 8 Swivels, & had thirteen hands Men and Boys on Board, that on or about the 20th of June last being on a Cruize in said Privateer, they fell in with a Brig called the *Active*, being then to the Eastward of the Grand Banks of Newfoundland & in the Latitude 48°, which Brig they took and found she had been at Quebec last fall with Provisions, & was when taken Bound to Liverpool in England one [blank] Clark Master of her, that she had 8 four pounders, 8 Swivels, a Chest of Small Arms, 10 Barrels of Powder, the best part of a Suit of Sails, which he the Deponant understood was for the Brig, some Balls, Cartridges, Pistols, & Cutlasses, all which they put on Board the Privateer, that they also took out the Master Mate and all the hands, except three lads, that one Thomas Smith was put on Board Prize Master, who had Orders from the Captain of the Privateer to proceed to Boston with said Brig or any other Port in New England he could get into, that on or about the 20 July Inst being off of Cape Sable, they fell in with a Ship called the *Amazon* Commanded by Capt Jacobs who retook the said Brig & brought her into this Port, and the Deponant further Deposeth that he understood said Brig was a hired Vessel, That he does not know what became of the Papers, but Supposes the Captain of the Privateer took them.

Enoch Taylor

Sworne before me the day and Year
first above written Charles Morris Junr Regtr

11 Augt 1777

Court opened by making Proclamation as usual, The Libel, Order, & Return thereon read, the Evidence taken before the Register also read: The Judge then ordered Proclamation to be made for all Persons Claiming property in the Brigantine *Active* and her Appurtenances to Appear & Assert their Claims and defend their rights to the same. Alexander Brymer Esqr Agent Victualler Appeared and Declared the Brig was Apprais'd at Double her Value & therefor beg'd leave to withdraw the Claim he had filed in Court. The Warrant Issued by this Court to Asser-

tain the Value of the said Brig & return thereon made,
read as follows:

Nova Scotia Court To John Newton, Samuel Cotnam & W H. South
of Vice Admiralty Esquires & Mr John Loader Master Builder in his
 Majesty's Dock Yard Halifax.

Greeting.

Whereas Maximilian Jacobs Esqr Commander of his Majesty's Ship of War *Amazon* did some time in the Month of July Inst retake a certain Brigantine called the *Active*, from the Inhabitants of some of his Majesty's Colonies now in open Rebellion which said Brig with her Cargo on Board are now under Libel in this Court for the one 8th part thereof, to be paid to the said Captors for the retaking & bringing the same safe into this Port of Halifax. These are therefore to impower & require you or any three of you to make a true and just Appraisement & Valuation of the said Brig her Boats, Stores, Tackle, Apparel, & Furniture as also her Cargo if any on Board, & make report thereof on Oath into the Registers Office on the first Day of Augt next at 12 oClock at noon together with this Warrant, and also to Certify your Opinion whither it would not be for the Advantage of the Owners to have the said Brig and Cargo Sold, should no Claimer appear to take Charge of the same.

Given under my hand & the Seal of the said
Court at Halifax the 24th Day of July Anno
Dom 1777.

P Curiam Charles Morris Junr Regtr

Pursuant to an Order from the Court of Vice Admiralty we whose names are hereunto Subscribed, have been on Board the Brigantine *Active*, & taken a Strict & Carefull Survey of her Hull, Masts, Yards, Standing, & running Rigging, Anchors, Cables, Sails, &ca & find as follows vizt -

The Hull Burthen 125 Tons with Masts,

Yards, Standg & running rigging worth	350	...	...
One Cable of Eleven Inches almost new	33	...	...
One Cable of Eight Inches Do Do	16	...	...
40 Fathom of Eleven Inch Cable	7	...	...
3 Anchors Wt 20 Ct	30	...	...
Cabin & Ships Stores, & Fire Hearths	8	...	...
Water Casks Ten N	5	...	...
Seventy Fathom of four and a half Inch			
Towline	4	10	...
Decayed Shrouds in the Hold	2	...	...
A Suit of Sails half Worn	50	...	...

505. 10. ...

And we further Declare that we have taken this Survey with that Care and Equity, that We do make Oath to the Impartiality of our Proceedings, & give it as our Opinions that it would be to the Merchants Advantage (if not Claimed within the time Allowed by Law, that said Brig should be Sold, there being no Persons here to take proper Care of her, without a great expence.

Jn^o Newton
Sam^l Cottnam
W H South
John Loader.

The Advocate General then moved the Court that as no Person could be found to take Charge of the Brig & pay the 8 to the Captors agreeable to Law, that said Brig and her appurtenances might be Sold, & the 8th & Charges paid, & the remaining Seven Eighths lodged in Court for the Owners. The Court having taken the aforesaid Motion into Consideration. Ordered, That the said Brigantine *Active*, her Boats, Stores, Tackle, and Furniture, be Sold at Public Auction, under the Direction & Management of the Collector of his Majesty's Customs in whose Custody the said Brigantine is, & that he the said Collector do render to this Court a true and just Account of Sales thereof, and that he do pay the Monies arising by such Sales into the hands of the Register of this Court for their further Consideration & determination in the Premisses. The Court Adjourned to Saturday the 23d Int at 11 oClock A.M.

23d Augt 1777. Court Opened by making Proclamation as usual
The Advocate General then moved for a Decree in this Cause that the Captors might be paid An Eighth of the Amount of Sales of the Brigantine *Active* agreeable to Act of Parliament. The Judge then Ordered the following Decree to be pronounced. for Decree Vid. the files. Halifax 13 Augt 1777. Account of Sales of the Brig *Active* taken by his Majestys Ship *Amazon*, Sold by Order of the Court of Vice Admiralty & Settled with Charles Morris Esqr Register of said Court.

The Brig <i>Active</i> and Appurtenances	310	—	—
Charges Vizt			
Bill of sale	10	—	—
Cryers fees & Advertising	10	—	—
Commissions	9	6	—
		10	6
		299	14
Halifax 25 Augt 1777.	Errors Excepted	Ja Browne	

The Amount of Sales of the Brigantine <i>Active</i>	310	—	—
Auctioneers Coms 3 P Cent, Advertising 10/- Bill of Sale 10/-	10	6	—
	299	14	—

The Eighth & Charges to be Deducted:

One full Eighth to the Captors	37	9	3
Judges fees on Condemnation to pay an 8th			
15 Sterling	16	13	4
Advocate Generals Bill	7	—	—
Warrant of Appraisement	1	1	—
4 Appraisers at 2¾ ea.	4	13	4
Light House dues	3	10	—
Wharfage	3	6	6
Collectors Bill for Masters Attendance,			
his own Trouble &ca	4	10	—
Petits Account for Labour, Shifting Ballast,			
Dryg Sails, his own Attendance	8	5	6
Copy of the Case and Sundry Papers	1	6	8
Poundage 5 P Ct receiving Custody & paying			
out the Money	14	19	8½
	102	15	3½
	186	18	8½

Remains for the Owners or Insurers One hundred and Eighty Six Pounds, Eighteen Shillings & Eight pence half penny. Examined and Allowed this 26th day of August 1777.

(Signed) Rich Bulkeley.

Memo/

a state of this Case given to Mr Butler and also to Mr Abbot who were appointed agents for Insurers Merchants and others in England —

1. N.S. Arch., vol. 496, Vice Admiralty Register, 1777-1782, vol. 6, 16-20.

AMERICAN PRISONERS ON BOARD H.M.S. *Flora*, CAPTAIN JOHN BRISBANE,
FROM RETAKEN H.M.S. *Fox* ¹

[Extract]

[August 26, 1777] ²

Mens Names.	Qualities	D. D.D. or R.	Time of Discharge.	Year	Whither or for what Reason.
Alexr Kilmarnick	Ab	D	9th July	1777	S: Book
Soln Coomb	Ab	D	9th July	"	Lord Stanly Prison Ship
Benjn Hutchins	Ab		9th July	"	
Wm Neal	Ab	D	9th July	"	S: Book
Wm Johnson	Ab	D	9th July	"	Lord Stanly Prison Ship
Geo. West	Ab		9th July	"	
Josh O'Brien	Ab	D	9th July	"	S: Book
Rd Payne	Ordry	D	9th July	"	Lord Stanly Prison Ship
Adam Freeman	Ab	D	15th July	"	Halifax
Jno Craddock	Mar				
Hanabel Broadstreet	Cook				

Mens Names.	Qualities	D. D.D. or R.	Time of Discharge.	Year	Whither or for what Reason.
Nehemh Orgood	Ab	D	9th July	1777	<i>Lord Stanly Prison Ship</i>
Wm Ingerson	Ab				
Chas Williams	Ab				
Saml Cavenor	Ab				
Reuben Emerson	Ab				
Ebenezar Colson	Ab	D	9th July	1777	<i>Lord Stanly Prison Ship</i>
Thos Cutter	Ab				
Northern Broadstreet	Mar				
Wm Cross	Ab				
Abm Plumket	Mar				
Caesar Lee	Ab	D	15th July	"	<i>Lord Stanly Prison Ship</i>
Josh Lawrence	Ab				
Thos Berry	2d Lts Mt				
	Servant				
Zacha Dod	Mar				
Laburn Spray	Mar	D	9th July	"	<i>Lord Stanly Prison Ship</i>
Elijah Goldthwaite	Ab				
Henry Connell	Grs Crew				
Aholiat Phelps	Mar				
Saml Maugrage	Ab				
Josh Harrington	Ab	D	9th July	1777	<i>Lord Stanley Prison Ship</i>
John Wood	Mar				
Jereh Brown	Ab				
Israel Banlch	Mar				
David Muckleroy	Ab				
Timy Lunt	Cooper	D	9th July	1777	<i>Lord Stanly Prison Ship</i>
Cuff Wood	Ordry				
John Ganet	Ab				
Lemuel Woodburry	Ab				
Patk Brien	Ab				
Patk Burn	LM	D	10th July	"	<i>S: Book</i> <i>Syren</i>
Josh Downs	Mar				
Jno Elliott	Ab				
Inerean Lebetter	Mar				
Henry Davis	Ab				
John Potter	Mar	D	9th July	1777	<i>Lord Stanly Prison Ship</i>
Rd Carlton	Ab				
Andw Fielding	Ab				
Gilbert James	Ab				
Thos Glover	Ab				
Thos Barker	Ab	D	9th July	"	<i>S: Book</i> <i>Lord Stanly Prison Ship</i>
Josh Richardson	Ab				
James Smith	Ab				
Wm Munroy	Ab				
Geo. Barry	Ab				
Ebenr Beal	Pilot	D	9th July	"	<i>Lord Stanly Prison Ship</i>
Saml Denown	Mar				
Jno Baptist Guillum	Surgns				
Merchenet	Mate				
John Connell	Ab				
Gideon Woodwill	Crs Mte	D	10th July	"	<i>Syren</i>
Joseph Mitchell	Do				
Jas Sawyer	Do				

1. PRO, Admiralty 36/7809.

2. Date is on portion of document not included in this extract.

MASTER'S LOG OF H.M. BRIG *Cabot*¹

August 1777

Sunday 24th

Cape Negro Wt 0 Miles

at 2 PM Saw the *Milford* fire a gun at a sail she chaced to the SW sent a boat on board a Schooner from Halifax bound to Cape Forchew they informed us of being chaced that Morning by a privateer off the Ragged Island at 4 PM saw a sail to the Etward about 4 leags off being little wind mannd & Armed the pinace Commanded by Mr Cribben & chaced her a light breeze springing up set all Sail & followed the boat the chace put before the wind at 7 PM Lost sight of the boat & chace light airs stood off and on all night

Monday 25th

The boat Not Returning at 9 AM fired 1 gun as Sigl for the boat thick fog at 1½ [past] 9 Cleared up Saw 2 Sail Close in with the Ragged Island Set all Sail & gave chace at 10 Come up with the chace which proved to be the *Success* sloop belonging to Halifax which the pinnace had retook from the Rebbles the Other Schooner from Liverpool

Fresh Breezes & hazey at 3 PM Anchd in Green harbor in 5 fms at 4 the sloop Run on a ledge of Rocks Sent a Boat to assist the Sloop but being falling water Could not get her off at 11 Sent more men on board the Sloop got out 3 Anchors a Stern the Tide riseing Verry little could not Move her at 4 PM sent the pinnace to Serch the small Creeks & Harbors for the Privateer & them that run from the Sloop at 7 she Returned without any Information -

Tuesday 26th

at 4 AM got ashore boats along side the sloop & began to lighten her at 7 sent the Pinnace Mannd & Armed to a little Harbor & other Creeks having Information of the Rebles being thereabouts fresh Breezes and Cloudy got 5 Boat loads of Cole out of the Sloop -

Fresh Breezes & hazey latter fresh Breezes and foggy At Anchor in Green Harbor at 2 PM hove the Sloop off without any Damage at 3 saw 2 Boats going across the Harbor sent the Yaul Mannd & Armd in pursuiet of them at 6 the boats Returnd having Recd no Intellagence at 7 got the Coals on board the Sloop and got her Ready for Sea at 9 hoisted the boats in & cleard for sea.

1. PRO, Admiralty 52/1636.

MASTER'S LOG OF H.M.S. *Milford*¹

August 1777

Tuesday 26th

Latt Obs 43° .00''No Long 56° .59'' [at Sea]

Light Breezes & thick foggy Wr at 1½ pt 4 [AM] Saw the Cutter whom fired 3 Guns Do Saw a Sail to the Soward

Made Sail & Gave chase 6 Made the Cutter's Signal & fired a Gun Do the Cutter Standing towards us Light Breezes & Cloudy at 1½ past 8 Bro't too Main top sail to the Mast & Spoke the Cutter with a Brig in Company whom she had taken at 8 P.M. (Whitch was the Guns that was then heard) whitch was taken by a privateer Schooner belonging to Salem & taken on the Banks of Newfound Land She proved to be the Brig *Juno* Laden with fish took the Prisoners Out & Sent a petty Officer & 5 Men to take Charge of her at 10 filled Main top sail & Stood to the Wtward the Prize & Convoy in Compy at 11 Bro't too & spoke the prize at 12 modt & Hazy
 1½ past 12 [PM] Sent the prize to Halifax Do Made Sail the Convoy in Compy 1 Modt Breezes & Hazy the Cutter & Schooner in Compy ¼ past 2 Saw the Land bearing No about 5 or 6 Leagues 3 Opend a Cask of Beef Contents 84 peices 4 Do Wr the Westernmost Land in Sight NW about 5 Leags

1. PRO, Admiralty 52/1865.

CAPTAIN SAMUEL CHEW TO NATHANIEL SHAW, JR.¹

Received of Nathl Shaw Junr Continental Agent the Brig't Called the *Resistance* One Hundred & Fifty Tons Burthen, My Self Commander fitted out by Shaw for & On Accot of the United States of America, Mounting Fourteen Four Pounder Cannon, Twelve Swivells, Sixteen Blunder Busses, Fifty Small Arms &c with Sufficient Amunition Stores, Sails, Rigging & Every Necessary for a Four Months Cruise – now Lying in the Port of New London ready for Sailing. Having Sign'd two Receipts of This Tenor & Date New London Augt 26th 1777
 Pr Sam Chew

1. Nathaniel and Thomas Shaw Letters and Papers, Portfolio 13, NLCHS.

MINUTES OF THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL¹

Philada, Tuesday, Augt 26, 1777

The Navy Board having represented to Council that Commodore Hazlewoods Pay during the time of his attending & directing the fitting of the Fire Ships & Rafts, & recommending it to the consideration of the Council to make him a handsome allowance for his extra trouble & great attention to that department; thereupon

Ordered, That Commodore Hazlewood, be allowed & paid for his extra service in fitting out the Fire Ships & Fire Rafts, the Sum of One hundred Pounds –

1. Supreme Executive Council Minute Books, vol. 6, 112, Pa.Arch.

LIBEL FILED AGAINST PRIZE SCHOONER *Pearl's* TENDER IN PENNSYLVANIA
ADMIRALTY COURT ¹

Port of Philadelphia }
Pennsylvania, ss.

To all whom it may concern.

Notice is hereby given, that a Court of Admiralty, for taking cognizance of and trying the justice of captures of vessels, made pursuant to the Resolves of the honourable Continental Congress, and brought into this port, will be held at the State house, in the city of Philadelphia, on Friday, the 12th day of September next, at ten o'clock in the forenoon of the same day, then and there to try the truth of the facts alledged in the bill of Charles Alexander, Esq; Commander of the *Delaware* frigate (who, as well, &c.) against the schooner, or vessel, called the *Pearle's* Tender, burthen about 50 tons, with her tackle, apparel, furniture, guns, &c. To the end and intent that the owner or owners of the said schooner, &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.

August 26, 1777.

By order of the Judge,
Andrew Robeson, Register.

1. *Pennsylvania Gazette*, August 27, 1777. The *Pearl's* tender was tried and condemned as a legal prize in the Pennsylvania Admiralty Court, September 16 and sold for £770 on October 1, 1777, Colonial-Revolutionary Manuscripts Collection, Admiralty Court Papers, 1776-83, HSP.

JOURNAL OF CAPTAIN JOHN MONTRESOR ¹

26th [August, Elk River] The Shoalness of the Elk convinced the Rebels that our fleet would never navigate it, but through the great abilities of our Naval officers it was happily effected as the bottom was muddy and the ships on it were cutting channels through it for each other.

1. Scull, ed., *The Montresor Journals*, 442.

WILLIAM PACA TO SAMUEL CHASE ¹

[Extract]

[Chestertown, Maryland, August] 26 [1777]

. . . Our Bay Side abounds with dead Horses from the [British] Fleet. . . .

1. Red Books, IV, 103, Md.Arch.

JOHN DORSIUS TO THE CONTINENTAL MARINE COMMITTEE ¹

Gentlemen

Charles Town So Carolina Augst 26th 1777

I advised the 8th June that the Frigate *Randolph* was brought down from the Ship-yard after which she was twice Struck with Lightning & her Mainmast Shattered each time in such manner as to Require a New one, a Conductor is since fixed to the Mainmast, these Accidents together with the backwardness of Seamen entering onbd has caused the detention of this Ship

in Port She is well fitted now & Several Privateers havg just arrived a Number of Men entered out of them so as to make up about Two hundred exclusive of Officers, the adva they engaged for is

Twenty Dollars p Man Bounty

Ten Dollars p do I agreed to Adva in part of Prize Money that may become due on the Cruize and

Twenty Dollars Bounty offered by this State

Capt Biddle has been onboard for ten days past & dropped down into Rebellion Road in order to embrace the first fair Wind & proceed on a Cruize I have procured Shipping to make Remittances to Mr S. Ceronio at Cape Francois, therefore don't stand in need of the *Randolph* for that purpose, & Capt Biddle observing the frequent Visits the Enemy make on our Coast, & take prizes so as to injure trade much, intends to stay on this Coast between this & St Augustine which I hope will meet your approbation, as Trade is carried on to a great extent here, when no interruption from Cruizers & the other States benefit by it Capt Stevens in the Continental Schooner *Lewis* arrived here the 10th June from Martinique with 20 Chests of small Arms, he was Confined by Sickness for sometime after his arrival & his Vessell laid up, he is Recovered & I have bought the Brig *Chance* a fine Bermudas built Vessell for £15,000 & given the Command to him, she is to mount 8 three Pounders, Six of which I bought with the Vessell & two are taken out of the Schooner *Lewis*, she will carry about 350 barrells of Rice & is very suitable to Run between this & Cape Francois, as soon as she is hove down & Caulked I shall load her with Rice, Tobacco & Indico to address of Mr Ceronio for Accot of the United States, the Com[missio]n Capt Stevens had in the Schooner will answer I think if endorsed by our President on the back that the Command is given him in the Brig but shall be glad if you'l please to send a New One for to be delivered on his Return The Schooner *Lewis* I have loaded with Salt by Permission from the President on Accot of the United States for No Carolina, she sailed this Morning, in order to get Tobacco in Return which will answer better than any other trade for so small a Vessell if she can be kept constantly in it, Tobacco is an Article much wanted for the Vessells I load on Contl Accot to make their Cargoes of greater Value than what can be done with Rice - I shall soon transmit the *Randolphs* Accots & am [&c.]

John Dorsius

1. Papers CC (Letters Addressed to Congress, 1775-89), 78, VII, 117-18, NA.

GOVERNOR BERNARDO DE GÁLVEZ TO GOVERNOR PETER CHESTER, PENSACOLA ¹

[Extract]

Most Excellent and Dear Sir:

New Orleans, August 26, 1777

I received Your Excellency's estimable letter of 1 June of this year,² in which you were pleased to explain the sentiment caused you by the notice of the seizure of the English boats on the Misisipy [Mississippi], and how little you expected this action in the midst of the deep peace and good harmony which prevailed between our two nations . . . before I appre-

hended the English Boats, Spanish ones were seized on the Lake [Pontchartrain] by the English war sloop *West Florida* . . .

I would gladly answer all the points in Your Excellency's esteemed letter if it were not a repetition of what I have answered already to the Gentlemen Commissioners of Your Excellency,⁸ who in their name and that of your nation have made the same representations, and which I have answered; all will come to Your Excellency's attention and I hope that you will be satisfied. . . .

1. AGI, Santo Domingo, Legajo 2547, 641-42, LC Photocopy. The two governors had exchanged charge and counter-charge about smuggling and interfering with their respective nationals and vessels on the Mississippi and lakes in the New Orleans area.
2. AGI, Santo Domingo, Legajo 2547, 633-40, LC Photocopy.
3. Lieutenant Colonel Alexander Dickson and John Stephenson, members of the West Florida Council, carried Governor Chester's June 1 letter to New Orleans and opened a correspondence with Governor Gálvez. Dickson and Stephenson made a lengthy report to Governor Chester on the results of their mission, September 29, 1777, PRO, Colonial Office 5/631. A copy is in UFL.

27 Aug.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR ¹

Boston 27 Augst 1777

Order'd The Brig *Penet* be dld Mr Pierpont for a prison Ship paying for her at the Rate he hires others -

Order'd That Capt Hopkins strip the Brig *Penet* & deliver her to Robert Pierpont Esqr -

Order'd The Comy deliver Mr Pierpont one Cable & Anchor suitable for the Guard Ship taking the Weight & making Return -

1. Mass.Arch., vol. 148, 488-90.

DIARY OF FREDERICK MACKENZIE ¹

[Newport] 27 Augt About 4 o'Clock this morning a Brig was discovered passing the Battery at Fogland ferry. She had almost passed the battery before she was seen owing to a thick fog, and there was only time to fire two shot at her before she was again observed by it. A few minutes after the Guns were fired: The *Kingsfisher* Sloop, stationed in the Seconnet, discovered a large ship very near her, under a pressed sail. She immediately Slipped, got under way, and fired her bow chace at the Enemy, who immediately altered her course and run directly on Shore to the Northward of Seconnet point. The *Kingsfisher* followed and came to an anchor at a small distance from her. She then fired a good many shot into the Rebel ship, which having obliged her people to take to their boats and row to the shore, the *Kingsfisher* sent her boats on board with an intention of bringing her off if possible; but as it was Ebb tide, and she had run on shore with great force, and all sails standing, it was found impracticable, and therefore orders were given to burn her, which was soon done effectually, and about 5 o'Clock she blew up. She proved to be a Rebel privateer, mounting 20.6 prs on her Main Deck, and 2.3 prs on her quarter deck; besides 16 Swivels, and a num-



Captain Samuel Chace, Jr.

ber of small arms. She was a new ship, well fitted, and clear for action.² Our people found a light burning in the light room in the Magazine. She did not fire a shot; but after her people quitted her, a continual fire of Small arms was kept up from the Shore on the *Kingsfisher's* boats, without any effect. The brig which was in Company made her escape, as The *Kingsfisher* was fully employed in destroying the Privateer.³

Great praise is due to Captain Graeme and his ship's Company for their conduct and activity on this occasion. The want of spirit on the part of the Rebels was very conspicuous. It is probable she had not less than 150 or 200 men on board; and for a vessel of that force to run ashore from a Sloop of War of 14 Guns and about 90 men, without firing a shot, was perfectly scandalous.⁴ She was Commanded by one Chase, and it is supposed came down from Taunton River.

1. *Mackenzie's Diary*, I, 170.

2. *Oliver Cromwell*, Captain Samuel Chace, Jr., commissioned August 4, 1777, was owned by Nicholas Brown and William and Joseph Russell. In a letter to his wife dated "Thursday Eve [August 28]," Joseph Russell wrote: "We have lost the Ship *Oliver Cromwell* in passing by the East Side of Rhode Isld—she was oblig'd they say to Run ashore & the Man of Warr burnt her. the Loss is great to us—but hope our luck will be better one of these Days.—Capt Chace they say is lost all he hade in the World", Shepley Papers, vol. 9, 57, RIHS.

3. Continental Navy brigantine *Hampden*.

4. The *Providence Gazette*, August 30, 1777, reported that Captain Chace had only 23 men on board.

Connecticut Journal, WEDNESDAY, AUGUST 27, 1777

New Haven, August 27.

Monday Morning the British Ship *Swan*, and three Tenders, came to off Milford Farms, about nine Miles from hence, where they landed about 40 men, with an Intention, as is suppos'd, to take away some Cattle, but on the Approach of the Enemy they were driven off by the Owners; they remained on Shore about 20 Minutes, in which Time they were busily employed in breaking the Windows, Doors, &c. of Mr. Merwin's House, and destroying his Beds and Furniture, but on the Peoples assembling they took to their Boats, and went off with great Precipitation, taking with them two Hogs, and a few Cheeses. A few Shots were exchanged with them and our People, after they were in their Boats, but we don't learn that any Execution was done on either Side.

JOHN BROWN, SECRETARY OF THE CONTINENTAL MARINE COMMITTEE, TO
JAMES MAXWELL AND PAUL LOYALL¹

Gentlemen

[Philadelphia] August 27th 1777

The Honorable the Marine Committee has ordered me to communicate their apprehensions for the safety of the Frigates now building by you for the Continental Service; should the enemy attempt to destroy them on their return or during their continuance in Chesapeake Bay. They request that you will give your opinion on this head, and should you think it necessary

to form any plan for the preservation of those Vessels wherein their interposition or assistance will be required please to inform them thereof. I am Gentlemen [&c.]

By order of the Committee
John Brown Secy

1. Marine Committee Letter Book, 101, NA. Maxwell and Loyall were in charge of the construction of two Continental Navy frigates at Gosport, Virginia.

PETITION TO VICE ADMIRAL CLARK GAYTON ¹

To Clark Gayton Esqr Vice Admiral of the White, & Commander in Chief of his Majesty's Fleet at Jamaica &c

The petitioners John Morris Esqr Mr Hugh Inglis, Mr Arthur Clarke, on the part of his Wife Katherine, & Mr John Morgridge humbly sett forth.

That your Petitioners, late inhabitants of the Province of So Carolina & Georgia, suffering under the present Anarchy in America did embrace the earliest opportunity of removing from it, and availing themselves to the permission given by the People of So Carolina, did sail from the Port of Charles Town on the 12th of July last, in a French Brigg, for the Port of Cape Francois in Hispaniola, as the only means of getting to this place, and arrived at the said Port of Cape Francois on the 9th Instant.

There your Petitioners there hired a small French Sloop nam'd the *Cooper*, now in this Port, for the purpose of conveying themselves and baggage to this place, and sailed from Cape Francois the 17th August Instant,

That your Petitioners had no sooner left the Port in the said Sloop, than they were boarded by a boat with 12 Arm'd Men, within two Miles of the Fort, who took possession of their Vessel, and carried her down to a Sloop about two Leagues to the leeward, which was Arm'd with Ten Carriage Guns & twelve Swivels, having Eighty Men onboard, all Foreigners, tho' under American Colours.

After standing off Shore for about an hour, both Vessels Tack'd and put into Port Francois, about three Miles from the Town of the Cape.

Your Petitioners were immediately sent onboard the Pirate Vessel, where they continued from the morning of the 19th to the Evening of the 20th during which, the whole of their baggage, was sent onboard the Pirate, and every thing valuable, but wearing apparel, was taken from them, as specified in the inclosed account, which your Petitioners are ready to attest; after which they were order'd to proceed on their voyage, and arriv'd here the 23d instant.

The Pirate Vessel as far as we cou'd learn is called the *Fanny*, a Sloop about 80 Tons, American built & Commanded by a Frenchman Nam'd Hegue, there was also onboard two French Gentlemen Monsieur Courtan & Monsr Banan known to be residents at Cape Francois & suppos'd to be part Owners.

The Capt'n Shew'd no Commission, and when asked whether he had any, answer'd it was of no consequence that his Vessel had been plunder'd

and robbed by an English Man of Warr, and that he was determin'd to retaliate upon the first English he shou'd Meet.

As your Petitioners flatter themselves the Viciousness of the Act, will clearly appear, from the few Matters of fact herein stated, they have only to request you will be pleas'd to consider their sufferings, and make no doubt but you will endeavour to obtain them such redress, as you may judge them entitled to as British Subjects, and your Petitioners as in duty bound shall ever pray

Dated, Kingston Jamaica

August 27th 1777

John Morris – Commsr for
the Port of Charles Town

Hugh Inglis Arthur Clarke John Morgridge

[Endorsed] A true Copy – Arthur Clarke

1. PRO, Admiralty 1/240.

28 Aug.

AMERICAN PRISONERS FROM CONTINENTAL NAVY FRIGATE *Hancock*,
BRIG *Cabot* AND RECAPTURED H.M.S. *Fox* ON BOARD H.M.S. *Rainbow*,
CAPTAIN SIR GEORGE COLLIER.¹

[Extract]

[August 28, 1777]²

To what ship belonging	Mens Names	Qualities
<i>Fox</i>	Frans O'Neal	Ab
	Charles Still	Ordy
	Henry Paston	Pursers Servant
	Geo. Dawson ³	Ab
<i>Hancock</i> Rebel Frigate	Willm Dominy	
	Joseph Barret	
	Bartian Keazer	
	Thomas Millet	
	Nathl Byles	
	Willm Perry	
	Ebenezer Cleves	
	Willm Phipps	
	James Ranger	
	Alexr Ryan	
	David Day	
	Henry Hotchkins	
	John White	
	Robt Cooper	
	John Adam White	
	Peter Jennis	
	Geo. Storey	
	Benjn Burn	
	Jeremh Efrand	
	John Long	
	Thomas Green	
	Willm White	
	Corns Turner	
	John Cairnes	
	Wiswall Stephens	
	John Bell	
	Philemon Noble	

To what ship belonging	Mens Names	Qualities
	Stephen Saywood	
	Solomon Silas	
	Thomas Lee	
	Thomas Anson	
	John Harris	
Fox	Henry North	Boatsn
	Thomas Dixey	Gunner
	Willm Steel	Steward
Prize Cabot	Geo. Douglas	
	John Jackson	
	Thomas Legarr	
Fox	John Fife	
Hancock Rebel Frigate	Elisha Fuller	
	James Corbett	
	Abm Williams	
	John Edwards	
	Patrick Hughes	
	John Lemon	
	John Dugar	

- 1. PRO, Admiralty 36/8108.
- 2. Date is on portion of document not included in this extract.
- 3. Next to Dawson's name is notation "Supposed to be a Deserter from the *Niger*."

WILLIAM WHIPPLE TO ROBERT MORRIS ¹

[Extract]

Portsmouth, Aug. 28, 1777

The *Raleigh* (after waiting a fortnight for a Wind) sailed the 22d accompanied by the *Alfred*. She seem'd to go very fast through the water & I have been since informed by some Fishermen who saw her 7 or 8 Leagues off, that she could spare the *Alfred*, her small sail, and some of her courses. Capt Thompson was greatly at loss what to do. His Ship barely manned for defence, and no probability of increasing the number, the Enemies Ships so exceedingly thick on the Coast, that there is the greatest Chance of falling in with a number of them, on the other hand, the time spending, and the Crews of both Ships growing uneasy, being thus situated and no one here authorized to direct him what to do, he had a consultation with the Officers of the two Ships, the result he transmitted to the President and I hope it will be approved, for tho' I did not presume to advise him I must confess I fully approved in my own mind, the determination, as the best method in his situation, that could be adopted for the Public good.

I never had an opportunity of knowing anything of Capt Hinman till he came here, & as I had formed an opinion of him not the most favorable (and that without any just cause, or indeed without any cause, except the general Prejudice I had taken to Commodore Hopkins's Officers) I think myself bound in justice to say, that from the opportunity I have had of observing his conduct, I am fully convinced he is an exceeding good Officer. He is very judicious & active, an Excellent disciplinarian & at the same time possesses the intire Confidence & even the affection of his Officers & men. I

am in great hope these ships will Retrieve the Honour that the American Flagg has suffer'd the loss of, by the ill conduct of some others. The *Ranger* will sail in about ten days if she has a Wind, Capt Jones tells me he has more than 100 men on his Roll & has a fair Prespect of filling up his Complement in a few days. Are you not mistaken in supposing Capt Jones has orders to go to Europe. He tells me he has received no such orders, since he took charge of the *Ranger*, however he will go thither unless he receives orders to the Contrary. . . .

1. Stan V. Henkel's Catalogue No. 1183, *The Confidential Correspondence of Robert Morris*, letter no. 99 (Philadelphia, 1917).

**"A MUSTER ROLL OF ALL OFFICERS SEAMEN & MARINES BELONGING TO THE CONTINENTAL ARMED SLOOP *Providence*
 COMMANDED BY JOHN PECK RATHBUN ESQR FROM JUNE 19. 1777 TO [AUGUST 28, 1777]"¹**

830

Number	Names	Stations	Time of Entry Year Month	Wages per month	Run, Dead, Sick or Discharged	Pro- motions	Cash Advanc'd	Slops Advanc'd
1	John Peck Rathbun	Captain	1777	48				
2	Joseph Vesey	1st Lieutenant		24				36/
3	Daniel Bears	2nd ditto		24				
4	George Sinkens	Master	June 19	24				
5	John Trevett	Capt Marines		30				
6	William P Thurston	1st Mastrs Mate	July 1st	15			£10 10 -	
7	William Gregory	2d ditto do	" 15				3 8 -	
8		3d do						
9	[Ebenezer] Richmond	Surgeon	July 24	21 $\frac{2}{3}$				
10	James Rogers	Purser	Apl 1st			from Clerk to Purser Augt 1		
11	Saml Bailey	Clerk	June 19	12				23/
12	Oliver Whitwell	1st Midshipmn	July 8	12			72/	
13	Joseph Deveber	2d ditto	" 30	12			78/	
14	Thomas Pain	Steward	July 22	10				36/
15	Lillibridge Worth	Gunner	" 1st	13				
16	John Webster	Boatswain	June 19	13				8/
17	Thomas Brewer	Carpenter	24	13				15/
18	Amos Potter	Gunners Mate	June 19	9			60/	
19		Boats do		9				
20	Andrew Brewer	Carpts do	June 24	9				
21		Surgs do		13 $\frac{1}{3}$				

AMERICAN THEATRE

22	Andrew Burnet	Cook		June 24	8½			
23	Richard Grinnell	Armourer		[Torn]	9			
24	Peleg Avery	Coxswain		[Torn]	[Torn]	Run July 25. 1777		
25	James Bridges	Cooper	1777	June 26	9		62/	
26	John Willson	Sail maker	do	" 24	10		60/	
27	Joseph Claghorn	do mate	do	July 1	8½		48/	
28	Joseph Stewart	Gunr Yeoman	do	" 24	9		48/	36/
29	Francis Simons	Mastr at Arms	do	" 30	9		42/	
30	Alexr Ballingall	Qur Master	do	" 24	8½		60/	
31	Dowty Randall	do	do	July 18	8½		54/	
32	James Clarke	Serjt Marines	do	May 3	8		48/	78/
33	Toby Jacobs	Seaman	do	June 19	8	Run July 17. 1777	108/	
34	Anabony	ditto	do	" 19	8		51/	51/
35	Thomas Perfect	ditto	do	" 19	8		48/	15/
36	William Nichols	ditto	do	July 20	8		48/	15/
37	John Nichols	ditto	do	" 16	8		48/	
38	Isaac Read	ditto	do	" 8	8		48/	36/
39	Edward Clanning	Marine	do	June 19	6¾	Promoted to Seaman	78/	36/
40	Joseph Weeden	do	do	" 26	6¾		36/	15/
41	James Vial	Marine	do	July 24	6¾			
42	Barzillai Luce	ditto	do	June 24	6¾	Sick Quartrs July		
43	Danl Paddock	Seaman	do	July 1	8		48/	15/
44	Nichols Stoddard	do	do	" 1	8	reduc'd to a marine	40/	76/
45	Thomas Allen	Marine	do	" 1	6¾		40/	51/

Number	Names	Stations	Time of Entry Year	Month	Wages per month	Run, Dead, Sick or Discharged	Pro- motions	Cash Advanc'd	Slops Advanc'd
46	Thomas Collins	ditto	do	" 8	6 $\frac{2}{3}$			40/	15/
47	John Tinckom	ditto	do	" 1	6 $\frac{2}{3}$			48/	
48	Esek Whipple	ditto	do	" 1	6 $\frac{2}{3}$			48/	
49	Joseph Shaw	ditto	do	June 19	6 $\frac{2}{3}$				20/
50	Saml Browning	ditto	do	July 14	6 $\frac{2}{3}$			42/	27/
51	Seth Baker	ditto	[Torn]	[Torn]	[Torn]			40/	
52	Thomas Bailey	Boy	[Torn]	[Torn]	[Torn]				
53	John Shaw	Seaman	[Torn]	[Torn]	[Torn]			48/	36/
54	Andrew Burnet	Boy	1777	June 19					
55	Samuel Wood	Seaman	"	July 29	8		Reduc'd to a marine	48/	36/
56	Samuel Woggs	do	"	" 29	8			48/	
57	Thomas Hay	do	"	" 29	8			48/	
58	Thomas Connant	do	"	" 29	8				
59	Zaccheus Hinckley	do	"	" 29	8				
60	Benj Harding	Marine	"	" 29	6 $\frac{2}{3}$			42/	15/
61	Nathl Arnold	do	"	" 26	6 $\frac{2}{3}$		Promoted to Seaman	48/	36/
62	Joshua Joy	Seaman	"	" 26	8			48/	36/
63	Elnathan Lake	Marine	"	" 24	6 $\frac{2}{3}$	Run July 25. 1777			
64	Stephen Read	do	"	" 30	6 $\frac{2}{3}$			48/	
65	Michael Wiser	Coxswain	"	" 31	9			60/	
66	Tristram Luce	Pilot	"	" 26				96/	
67	Henry Stoddard	Marine	"	" 31	6 $\frac{2}{3}$				

68				
69				
70	William Howell	Seaman	"	Augt 1
71	Solomon Hallet	ditto	"	" 1
72	Thomas Hawes	Landsman	"	" 11
73	James Blossom	ditto	"	" 1
74	James Morton	Seaman	"	Augt 11
75	Richard Sampson	ditto	"	" 11
76	Robert Falle	ditto	"	" 11
77	William Sinnett	Boy	"	" 11
78	Imml Dunsaps	Seaman	"	Augt 28
79	Joseph Allen	marine	"	[Torn]

Bedford July 31. 1777
 I Certify that the above & foregoing is a true Muster Roll
 James Rogers

1. Miscellaneous Manuscripts, RIHS.

ADVERTISEMENT TO SETTLE THE ACCOUNTS OF THE CONTINENTAL NAVY
FRIGATE *Raleigh* ¹

All Persons having any Demands on the Continental Frigate *Raleigh*, are requested to bring their Accounts immediately to the subscriber, in order for Payment. Those who neglect it will be excluded therefrom.

John Langdon, Agent.

Portsmouth August 28, 1777.

1. *The Freeman's Journal*, Portsmouth, N.H., August 30, 1777.

COMMODORE WILLIAM HOTHAM TO JEREMIAH POWELL ¹

Sir

Preston off New York 28th August 1777.

I this day sent onboard the Cartel Vessel *Speedwell*, a like Number of Men of the same Quality with those which were received from her, a List of them is delivered to Mr Hussey who is Charged with Negotiating the Exchange, and I am to observe to You, that the whole in our Possession have been sent, which were desired in return; And that the Major part of the rest appear upon the Books here, to belong to your State [Massachusetts].

I must at the same time add that I hear with much Concern, the Treatment of the Officers lately brought Prisoners into your Province by the *Boston*,² is by no means such, as the Humanity You suppose me to possess, would lead me to shew to any Prisoners here, or as from the Rank they hold in the Kings Service they are entitled to expect.

I shall therefore be inclined to hope that from this Representation more Lenity will be shewn to those Gentlemen in future. I am Sir [&c.]

W Hotham

1. Mass.Arch., Revolutionary Rolls, VIII, 97.

2. Officers from H.M.S. *Fox*.

MASTER'S LOG OF H.M. SLOOP *Haerlem* ¹

August 1777

Moor'd off Weltch Point Elk River

Wednesday 27

AM Sent a Boat with a Petty Officer and 5 Men Arm'd to take off a Flatt Boat belonging to the Rebles [*sic*] which was surrounded by the Rebles and taken Loos'd sails to Dry

Light airs and Cloudy PM came off a Flagg of Truce for some things for our People sent a Party of Men Arm'd and took our boat off again

Thursday 28

AM weigh'd and warp'd further up the River with a Number of arm'd Vessels and Small Craft with Baggage &c at 9 Came to with the small bower and steadied with the Kedge Anchor AM at 4 weigh'd and tow'd and row'd up to Plumb Point Emp'd occasionally and stopping the Boats that pass from going on shore

1. PRO, Admiralty 52/1789.

VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS¹

Number 37.

Eagle Elk River

Sir

August the 28th 1777

I informed You in my last Letter of the 9th of July that the part of the Army intended by the General for a particular Service was embarked.

I put to Sea from Sandy Hook with the Fleet, consisting in the whole of Two Hundred and Sixty seven Sail, the twenty third of the same Month; being the earliest Opportunity the Weather would admit. But having frequent Calms, and otherwise constant South West and Southerly Winds in the mean Time, the Progress of the Armament was so much retarded, that We were not advanced along the Coast so far as the Delaware before the 29th; Nor off of the Capes of Virginia, the Destination of the Fleet, until the 14th Instant.

The Wind then changing to the Eastward, the Fleet proceeded on and anchored next Day within the Entrance of Chesepeak Bay. By the Attention of Captain Griffith commanding in the Rear, and the general good Disposition of the Masters of the Transports, the Passage was effected without Separation.

Captain Hamond, who had acquired a very correct Knowledge of the Navigation, was withdrawn from the Delaware, the *Roebuck* being replaced by the *Liverpool*, and charged with the Care of stationing proper Pilot Vessels to mark out the Channel up the Chesepeak Bay. The Fleet with that Assistance, being by the chief Pilot Mr William Warren Hayton, safely conducted up to the Head of the Bay, anchored between the Sasafras and Elk Rivers the Twenty-second.

Having attended the General to reconnoitre the adjacent Shores next Day, the Descent was fixed to be made on the 25th in the Elk.

The Debarkation of the Army was to be made on this Occasion in five Divisions, corresponding to the Number of Men which could be regularly landed from the Flat-Boats at the same Time.

The covering Ships, consisting of the *Roebuck*, with the *Apollo*, *Sphynx*, *Vigilant*, *Senegal* and *Swift*, moving up the River on the Morning of the 25th, the Flat-Boats under the chief Command of Captain Duncan, with the Infantry of the first Division advanced, and were followed in Succession by the Transports of the Second and Third Divisions.

No Preparation being made to oppose the Descent, the Transports of the other Divisions were also ordered forward: And the whole Army, with the necessary Proportion of Artillery and Stores, were landed the same Day on the Northern Shore opposite to Cecil Court House, about six Miles from Turkey Point.

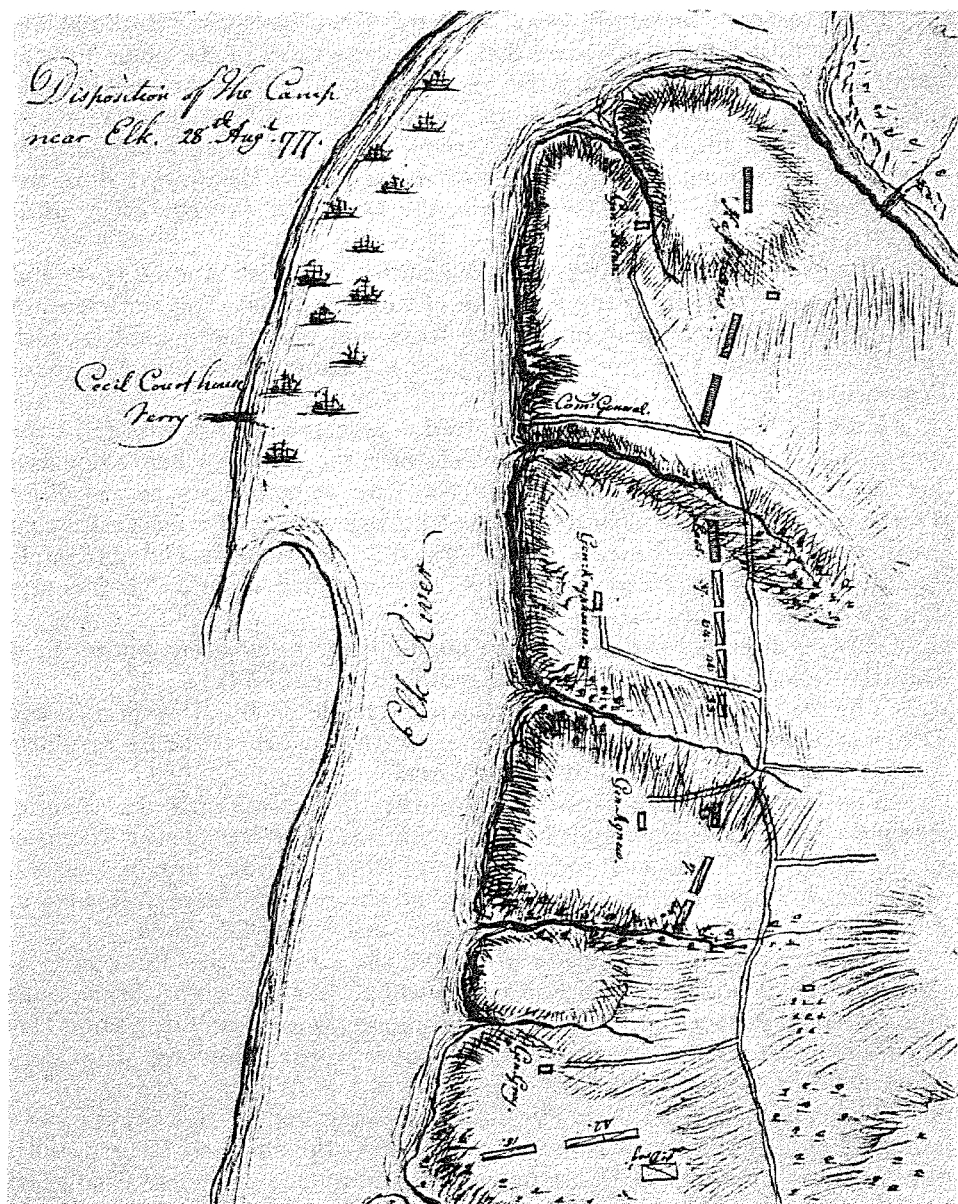
The Ships of War, with the Transports engaged in this Service, will remain upon the several Stations as expressed in the enclosed Return, until the further Operations of the Army give Cause for making some Change in their present Appointments.

On the Arrival of the Fleet off the Entrance of Chesepeak Bay, I had the Satisfaction to receive Advice from New York, of the Capture of the Ameri-

Disposition of the Camp
near Elk, 28th Aug. 1777.

Cecil Court House
Ferry

Elk River



can Armed Ship named the *Hancock*, by the *Rainbow*; And Recovery of His Majesty's Ship the *Fox* (taken some Time before) by the *Flora*. The very spirited Determination of Captain Brisbane, and proper Conduct of Sir George Collier, have induced me to trouble the Lords Commissioners with Copies of Captain Brisbane's Letters on that Occasion.

I have likewise added thereto, the Copy of a Letter from Captain Fotheringham, received at the same time, respecting his Desire to take the earliest Opportunity for having an Inquiry made into the Circumstances of the Capture of the *Fox*. The *Fox* being at Halifax, and more particularly not of the Squadron under my Command; I have therefore sent Directions for the Ship to be refitted, and Captain Fotheringham to be replaced in Charge thereof, for conducting Her to Newfoundland or Great Britain, as Circumstances will admit; when a proper Convoy can be provided for the Security of the Ship, in the State she can only be now navigated. He will be assisted therein by such of the Ship's Company as were released at the same time; and is to advise You of his Arrival in England, for receiving the Commands of the Lords Commissioners of the Admiralty regarding his further Proceedings, if he is not sooner enabled to join Vice Admiral Montagu abroad. The other Principal Officers of the *Fox* will take their passage to England likewise, by the earliest Opportunity that offers after they may be exchanged, if the *Boston* Armed Ship is not intercepted by the several Frigates stationed on the New England Coasts.

Enclosed herewith you will receive an Account of the State and Condition of the Ships in this Bay and at Halifax since the Date of the last Return. — The Main-Mast of the *Isis* was struck with Lightning the 23d Instant, and appears to be rendered unserviceable, otherwise than for the passage to New York, where the Ship may be supplied with another Mast. The same Accident happened to three of the Transports at different Times, during the Progress of the Fleet up the Bay; But tho' the Masts were equally affected, the Ship's Companies in the several Instances, happily escaped all material Injury. I am, with great Consideration, Sir [&c.]

Howe

P.S. I beg leave further to submit to their Lordships Consideration the Extract of a Letter from Sir George Collier of the 12th past, with the Report of the Dimensions of the Armed Ship referred to therein; And beg to receive their Lordships Commands upon the Proposition.²

[Endorsed] R 28 Octr (8 Inclosures)

1. PRO, Admiralty 1/487, 480–83.

2. See Dimensions of Continental Navy Frigate *Hancock*, July 12.

DISPOSITION OF VICE ADMIRAL RICHARD LORD HOWE'S FLEET IN NORTH AMERICA ¹

Eagle
off the River Elk
Augt the 28th 1777.

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

Rate	Ships Names	Guns	Men	Commanders	Appointments
3	<i>Eagle</i>	64	522	{ V. Amdl Lord Howe Captn Duncan Curtis Griffith Reynolds Ourry	{ Arrived from the West Indies at New York the 20th of July Rejoined the Fleet at New York 6th July { Destined to be placed with the <i>Richmond</i> off of Swan Point
—	<i>Nonsuch</i>	—	500		
	<i>Augusta</i>	—	—		
—	<i>Somerset</i>	—	520		
6	<i>Sphynx</i>	20	160	Hunt	
Sloop	<i>Dispatch</i>	14	125	Mason	
	<i>Swift</i>	—	—	Howorth	
Fr. Ship	<i>Strombolo</i>	8	45	Clayton	
A. Ship	<i>Vigilant</i>	20	150	Lieut Henry	
A. Vess.	<i>Haerlem</i>	12	65	Knight	
	<i>York</i>	—	—	Wallbeoff	
—	<i>Cornwallis</i>	—	—	Brown	
	<i>Stanley</i>	—	—	Whitworth	
St. Sh.	<i>Adventure</i>	—	40	Hallum	

Off the Entrance of the Elk attending
the Operations of the Army.

5	<i>Richmond</i>	—	220	Captn Gidoin	{	Taken from New York with the Fleet, being replaced by the <i>Tartar</i> . Appointed to remain off of Swan Point for preserving a Communication with the Fleet, thro' the more intricate Parts of the Channel to the Elk.
—	<i>Apollo</i>	—	—	Pownoll		
5	<i>Raisnable</i>	64	500	Captn Fitzherbert	{	Arrived at New York from the St Lawrence the 19th of July, and taken with the Fleet. Appointed to conduct the Packet to the East ward in Safety; and calling at New York, to return from thence with Dispatches to join the Fleet.
4	<i>Isis</i>	50	350	Honble Wm Cornwallis		
5	<i>Emerald</i>	32	220	Captn Caldwell	{	Left on the Arrival of the Fleet at the Entrance of Chesepeak Bay. Ordered for Water and Provisions off of Swan Point. Appointed to relieve the <i>Raisnable</i> off the Entrance of Chesepeak Bay.
6	<i>Solebay</i>	28	200	Symons		
Sloop	<i>Otter</i>	14	125	Squire	{	Arrived from Jamaica at New York the 20th of July
—	<i>Senegal</i>	—	—	Molloy		
5	<i>Roebuck</i>	44	280	Captn Hamond	{	Stationed at the Entrance of Chesepeak Bay
5	<i>Pearl</i>	32	220	Captn Linzee		
6	<i>Liverpool</i>	28	200	Bellew		
—	<i>Camilla</i>	20	160	Honble Chas Phipps		
Sloop	<i>Merlin</i>	14	125	Capt		
					Under Orders to proceed for the Delaware	
					Stationed in the River Delaware	

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

Rate	Ships Names	Guns	Men	Commanders	Appointments
4	<i>Preston</i>	50	367	{ Commo Hotham Capt Uppleby }	At and in the Vicinage of New York under the orders of Commodore Hotham
3	<i>St Albans</i>	64	500	Onslow	
4	<i>Centurion</i>	50	350	Brathwaite	
6	<i>Tartar</i>	28	200	Ommanney	
—	<i>Mercury</i>	20	160	Montagu	
—	<i>Rose</i>	—	—	Reid	
Sloop	<i>Raven</i>	—	125	Stanhope	
Bomb	<i>Thunder</i>	—	80		
—	<i>Carcass</i>	—	70		
A. Vessel	<i>Diligent</i>	—	—	Lieut Farnham	
Galley	<i>Dependence</i>	—	40	Clarke	
—	<i>Spitfire</i>	—	—	Scott	
—	<i>Crane</i>	—	—	Mr Hitchcock	
H. Ship	<i>Jersey</i>	—	140	Capt Halsted	
St. Ship	<i>Elephant</i>	—	—	Lieut Bechinoe	
5	<i>Thames</i>	32	220	Capt Howe	{ Sailed for New York, for Water and Provisions { Arrived at New York from Halifax the 19th July with a Convoy and to return forthwith to that Port { Ordered to relieve one of the Frigates most in want of careening under the Orders of Sir Peter Parker
6	<i>Milford</i>	28	200	Sr Wm Burnaby	
—	<i>Syren</i>	—	—	Capt Furneaux	

Sloop	<i>Swan</i>	14	125	Capt Ayscough	} In Long Island Sound
—	<i>Falcon</i>	—	—	Harmood	
—	<i>Scorpion</i>	—	—	Browne	
Brig	<i>Halifax</i>	—	40	Lieut Quarme	
4	<i>Chatham</i>	50	367	{ R. Adml Sr P: Parker Capt Caulfield	} To the Northward of Gould Island
—	<i>Renown</i>	—	350	Banks	
5	<i>Amazon</i>	32	220	Jacobs	
—	<i>Juno</i>	—	—	Dalrymple	
—	<i>Orpheus</i>	—	—	Hudson	
Sloop	<i>King'sfisher</i>	14	125	Graeme	} Off Boston
5	<i>Diamond</i>	32	220	Feilding	
6	<i>Greyhound</i>	28	200	Dickson	
—	<i>Unicorn</i>	20	160	Ford	
5	<i>Lark</i>	32	220	Smith	
6	<i>Cerberus</i>	28	200	Symons	} Ordered to repair to Rhode Isl after cruising between George's Bank and Nova Scotia
5	<i>Ambuscade</i>	32	220	Macartney	
—	<i>Flora</i>	—	—	Brisbane	
Galley	<i>Alarm</i>	—	—	Lieut D'Auvergne	} Supposed to be returned to her Station from Halifax

Under the Orders of Rear Admiral Sir Peter Parker

By Disposition dated 18th of May

Between the Ferry on the Nanhiganset
Shore and the Island of Conanicaught
Between the NE part of Prudence
Island and Arnold's Point on Rhode
Island
To the Northward of Dyer's Isl
between Coggershill's point & the
Isl of Prudence
Between Calf Pasture Point on the
Nanhiganset Shore and Pine-hill
upon Prudence Island
In the Seaconnet Passage

Off Nantucket Shoals
Sent to convoy the *Mercury* Packet
100 Leagues into the Sea
Sent to convoy Victuallers 50
Leagues into the Sea; then to
cruise off Fisher's Island
Supposed to be returned to her
Station from Halifax

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

Rate	Ships Names	Guns	Men	Commanders	Appointments
5	<i>Brune</i>	32	220	Capt Ferguson	{ On the Coast of Carolina Southward to St Augustine
6	<i>Galatea</i>	20	160	Jordan	
—	<i>Perseus</i>	—	—	Hon: G.K. Elphinstone	
6	<i>Daphne</i>	20	160	Capt Chinnery	{ Ordered to convoy a Transport first to Saint Augustine and afterwards to Pensacola
Sloop	<i>Nautilus</i>	16	125	Capt Collins	{ Ordered to proceed from Bermuda to Halifax to refit
5	<i>Phoenix</i>	44	280	Capt Parker	Ordered to Halifax to refit
—	<i>Rainbow</i>	—	—	Sir Geo: Collier	
—	<i>Blonde</i>	32	220	Capt Milligen	{ Ordered to repair to Halifax after cruising between Georges Bank and Nova Scotia
6	<i>Scarborough</i>	20	160	Barkley	
—	<i>Mermaid</i>	28	200	Hawker	
Sloop	<i>Albany</i>	16	125	Mowat	
—	<i>Hope</i>	8	80	Dawson	
—	<i>Hunter</i>	—	110	Boyle	{ At Halifax and on the Coasts of Nova Scotia and New England.
—	<i>Vulture</i>	—	125	Feattus	
A. V.	<i>Cabot</i>	—	—	Lieut Dod	

6	<i>Triton</i>	28	200	Capt Lutwidge	} In the River St Lawrence
—	<i>Garland</i>	20	160	Pearson	
Sloop	<i>Viper</i>	10	110	Graves	
Brig	<i>Canceaux</i>	—	55	Lieut Schanck	
Schr	<i>Magdalen</i>	—	30	Ley	
A. Brig	<i>Hinchinbrook</i>	—	—	Lieut Ellis	At St Augustine

HOWE

[Endorsed] 1 In Lord Howe's Letter of the 28 Augt 1777

1. PRO, Admiralty 1/487, 483-84.

JOURNAL OF H.M.S. *Solebay*, CAPTAIN THOMAS SYMONDS ¹

August 1777 At the Horse Shoe
 Wednesday 27 Empd occasionally –
 Strong Gales with some Squalls 2 pm Veer'd to a Cable
 got T: Gt Yds down 4 saw a Schooner coming round the
 Cape, sent the Pinnacle & Cuttr Arm'd after her ½ pt
 5 the Schooner ran ashore within the Cape the Boats in
 pursuit of her 7 struck T: G: Mts lost a deepsea Lead
 & Line
 Thursday 28 11 am the Masters Mate & 8 Men ret'd in the Cutter Who
 inform'd us the Pinnacle was Stove to pieces in attempting
 to get her out of the Surf after having destroy'd the
 Schooner from St Eustatia Laden with Rum & dry goods
 Lt [Sylverius] Moriarty 3 petty offrs & 15 Men rem'd on
 shore having surrendered themselves Prisoners –
 Mod: & hazy 2 pm anchor'd here His Majs Ship
 Phoenix—

1. PRO, Admiralty 51/909.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD ¹

Navy Board [Charleston] Thursday 28th Augst. 1777 –
 Present Edward Blake Esqr. first Commissioner
 Josiah Smith, Roger Smith, Thos Savage, Thos Corbett, Esqrs –
 The Honble. John Edwards & Edward Darrell Esqrs elected by the
 Legislature additional members of this Board were Sworn in accordingly
 and took their Seats
 Agreed to give the Command of the Sloop *Beaufort* to Samuel Snowden –
 Agreed to Give the [Schooner] *Rattle Snake* to James Woodhouse –
 The following Accots. were Ordered to be drawn on the Treasury in
 favr. of
 Edward Blake Esqr. for Several Orders paid by him viz
 Hezekiah Anthony for Mr. Dupeys draft for the } 996 . 2 . 6
 Brigg *Defence* }
 John Gaboriel for the ship yard Advanced. 195
 George Buckle work at Ship yard 65
 Danl. Oneille Rope walk advanced him 175 . 15
 John Dorcheus discounted for Iron dd Ed Darrell Esqr. 227 15
 1712 . 12 . 6–
 John Edwards Esqr. freight of Tarr 382 . 10
 Captn. John Mercier pay Bill and disbursmts for the }
 Sloop *Beaufort* to 28th Inst } 541 . 7 –
 £ 2636 . 9 . 6

1. Salley, ed., *South Carolina Navy Board*, 91–92.

29 Aug.

REVEREND JOHN MURRAY TO COLONEL JOHN WAITE, FALMOUTH ¹

Sir

My confidence in your zeal & fidelity to your Country prompts me in great haste to inform you – that after receiving a pretty little dressing at Machias Sir George Collier in the *Rainbow* wt Dawson ² as an attendant arrived in this harbour last tuesday; they took one sloop & attempted another immediately on their coming in – but our people attacked them, killed (as they say) two & wounded several more – since which the Commodore has come to give promises & the militia have gone home – he still lyes here – & it seems probable he has no tho'ts of going off soon – he still acts as if he intends another quarrel with us – we hear that three continental frigates are at Portsmouth ready for sea – if they would come here immediately this Ship would be an easy prey – she has but 334 men a fever & flux rages among them; if you would send an express to Portsmo the Country would thank you – & if the Ships come they might more than repair Manly's loss – I communicate this intelligence by Mr Muzzy who will tell you the fate of your express to Machias with great respect I am [&c.]

Boothbay Augt 29th 1777

J^{no} Murray

1. Mass.Arch., vol. 198, 130–130a.

2. Captain George Dawson, H.M. sloop *Hope*.JOHN LANGDON TO CAPTAIN GLÉYO LA CHESNAÏE ¹

Sir

Portsmt Augt 29th 1777

You Commanding the *Mere Bobie* Packet Now distined for Nants in France, and Equipt for Sea are to Embrace the first fair wind and Sail for sd Port where when it shall please God you arrive. It's my Direction you Deliver the Dispatches which you have here with in a Lead Box, to the Order of the Honbl Benja Franklin, Silas Deane and Aurther Lee Esqs American Commissioners at the Court of France. – It's more then Probable Mr Williams Will be at Natz, who will have Directions for to Receive the Packet – I am Directed by the Committee of Congress to give orders that the Lead Chest with the Dispatches be hove over Board and Sunk Rather then fall into the hands of our Enemies the Britians You would do well also to Destroy these Orders, in Case the enemy Come on board of you to Serch –

From your Close Attention, and Frugality in your Business while here, I've no Doubt but you'll take the Utmost Care, and proceed with the greatest Dispatch in your Power, keeping the best look out possible to avoid the Enemies Ships on this Coast especially – Wishg You good Passage and Safe Arrival – am very Respectfully [&c.]

John Langdon
Agent for the States

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

CAPTAIN JOHN PAUL JONES TO NEW HAMPSHIRE COMMITTEE OF SAFETY ¹

Gentlemen,

Portsmouth August 29th 1777.

As the Continental Ship of War *Ranger* under my command is nearly in readiness for Sea, and as I have particular Orders from Congress, to proceed with all possible expedition – I take the liberty applying to you for Authority to enlist a few Men from the Forts and Garrisons of this harbour, whereby I may be enabled with the greater facility to complete my complement, and to fulfil the intentions of Congress, Altho' I am perswaded that you will agree with me that no preference ought to be given where it hath not been merited by superiour Abilities or superiour Services – I should have made an earlier Application had I not waited the departure of the *Raleigh*.

I am with due respect. Gentlemen, [&c.]

(Copy)

John Paul Jones

1. N.H.Arch. A similar autograph letter to the New Hampshire General Court, August 24, 1777, is in Papers of John Paul Jones, 6620, LC.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR ¹

Boston 29th Augst 1777

This day Capt Harreden in the Brig *Tyrannicide* arrived from Bordeaux –

Order'd That Capt Harreden deliver the Brig *Tyrannicide's* Cargo at Boston to be transported from hence to the Store at Sudbury – that he discharge his Crew only reserving a Sufficient Number to bring his Vessel round from Salem –

Agreed with the Agents for Captors to purchase the prize Brig *Favorite* with all her Appurtenances, & Eight large & two small Water Casks & to allow for said Vessel the Sum of £2000 – excluding her Carriage Guns –

1. Mass.Arch., vol. 148, 491–93.

PETITION OF JOHN HINKLEY AND ANDREW OLIVER TO THE
MASSACHUSETTS COUNCIL ¹

State of the } To the Honl Council of said State, assembled
Massachusetts, Bay } at Boston August 1777 –

The Petition of John Hinckley and Andw Oliver humbly shews – that one Peter Higgins of Boston, some time in February last entered on board the Brigantine called the *Freedom*, belonging to this State, in the Capacity of a Gunner, that he proceeded in said Vessell under the Command of Capt Clouston in his late Voyage to France & returned home to Boston in her; and was on board during the whole time & at the taking of a number of Prizes That by reason of some unhappy dispute which arose between Capt Clouston & the said Higgins, in the Course of the Cruise, Capt Clouston declared, that the said Higgins should not remain in the Brig, & that he would discharge him; in consequence of which the said Higgins about three

weeks before Capt Clouston gave discharge to his Men, left the Brig, & has since entered on board another armed Vessel in which he was unfortunately cast away & has since return'd in Distress and Capt Clouston has returned him to your Honors as a Deserter, which he says forfeits his Prize money & Wages: – Your Petitioners beg leave further to represent that a few Days before Capt Clouston sailed, Your Petitioners from a Principle of tenderness & Compassion to Mr Higgins distressed & large family, & that they might not be left destitute, purchased a Share of the said Higgins, & after his departure A Quarter of another from his Wife, for both of which the Mr Higgins has given orders on the State Agent for payment, as appear by the Papers herewith exhibited – They therefore pray your Honors to take the matter into your serious Consideration, tho' by a rigorous Construction of Law Mr Higgins may have forfeited his Prize money, that your Honors would view the matter in its Equity, and grant an Order to the Agent that your Petitioners may receive one Share & a Quarter of the said Higgin's Prize money, when received by him, & that the remaining three Quarters of a Share be paid to the said Higgins's family, whose distresses loudly call for your Honors equitable Relief – And as in Duty bound shall ever prayar –

John Hinkley Andrew Oliver

[Endorsed] In Council Augt 29^t 1777 Read & Committed to Richard Derby and Benja Austin Esqrs to consider & report

Jn^o Avery Dy Secy ²

1. Mass.Arch., vol. 167, 193–94.

2. Committee found that Peter Higgins was entitled to wages and prize money. Mass.Arch., vol. 167, 194.

MASTER'S LOG OF H.M. BRIG *Cabot* ¹

August 1777

Wednesday
27th

At Anchor in Green Harbor

at 5 AM up Anchd the Sloop in Company ² at 9 AM saw a Large Brig SE Bearing Down on us made Sail and gave chace which they seeing put about and hauld her wind and Set a Croud of Sail at Merd [Noon] Comming up with the Chace Very fast –

fresh breezes and Clear Wr heavy Sea from the Etward

at 2 PM My Fore Top went away in the wake of the Sheeve hole having all sail Set & Coming up fast with the Chace being a large Brig privateer Ordered the prize Sloop to make the Best of her way to Halifax she put about and Stood for the land at 6 Do got up a new fore Topmast & at 7 had all Sail Set the Chace in Sight

Thursday 28th

at 4 AM lost sight of the Chace at 5 Saw a Sail Bearing SE Close hauld gave chace set all sail at 8 AM Saw a Sail Standing to the Wwd we new her to be the privateer which we chased to Se'ward bore away and Set all the Sail we could spread she put before the wind and Set all

Sail in Tracks the Breeze Continued we Overhauled
 her fast Cleard Ship for Action –
 Still in Chace at 5 PM light Airs got out the sweeps
 & Rowed till Dark at 7 hazy Wr lost sight of the
 chace all hands Continued at their Quarters all night
 Continued our Course Expecting to fall in with the chace
 Fruday 29th At 2 AM Saw a light which we took to be on board the
 Chace at 5 Do Foggy Wr lost sight of the chace at 6
 wore ship & proceeded to our station –

1. PRO, Admiralty 52/1636.

2. Success.

NOTICE OF DESERTION FROM CONNECTICUT NAVY BRIG *Defence*¹

Ston[ing]t[o]n Augt 29 [1777]

This Day Deserted from the Btn *Defence* one Nathan Jenks a Sailer 5
 feet 10 high had on a Dark blu Jacket Canfis trousers Dark complec-
 tion Stoops forward Ses he belongs In Providence in the State of Rhode
 Island he may be known by his profane Words We suposed him to Carry
 of with him a Large gray Dog – Any Person will take up Sd fellow Shawl be
 handsomely Reward'd all Nesasery Charges Shall be Paid for Me.

Daniel Deshon Jr Capt.

1. Nathaniel and Thomas Shaw Letters and Papers, Packet 47, 29, YUL.

CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT TO GOVERNOR WILLIAM LIVINGSTON¹

Continental Navy Board

Sir/

Philadelphia 29th Augt 1777

Your Letter to Mr Morris accompanying five Persons Inhabitants of
 New Jersey & taken Prisoners from the Enemy's Army, was laid before this
 Board, to which for the future, you will please to address any Matters that
 may respect the Continental Navy in the Middle Department.

We are at a Loss to know whether the Terms of agreement with the
 five Prisoners sent us, are to be considered as settled by the Legislature of the
 State to be at all Times applied in the like Cases, or as a particular Agree-
 ment with these five Persons. – We beg leave however to represent that the
 Advancing Bounty to Men in their Circumstances is what they have no
 Right to expect on their Parts, & is a very great Risque of the Public Money
 on ours. Men who voluntarily enlist in the Navy are obliged to give Security
 before they receive our Bounty, & these Tories professedly inimical &
 enlisting by a compulsive Choice will by the Terms of your Letter, receive
 the Bounty & give no security at all on the other Hand, we are sure they
 will take the first Opportunity of escaping. We are willing to allow them
 their Share of Prize Money & Wages, but request you will reconsider the
 Promise of Bounty to Men in their Circumstances. We are Sir [&c.]

Fra^s Hopkinson John Wharton John Nixon

1. FDRL.

"COPY OF A LETTER FROM A YOUNG GENTLEMAN ON BOARD HIS MAJESTY'S
SHIP *Sphynx*, IN ELK RIVER, TO HIS FRIENDS AT YARMOUTH,
DATED AUGUST 29, 1777." ¹

I have the pleasure to inform you since my last by the Jamaica packet, that six days after we arrived at New York from Dominica in the West Indies, to our great surprize we found lord Howe with 30 sail of men of war, and 24,000 troops, ready to sail upon an unknown expedition. We were ordered to get provisions on board that night, ready to sail next morning, which we did down to Sandy Hook.

July 26th. We all sailed from Sandy Hook, and after a long, tedious, disagreeable and uncomfortable passage, arrived in this river, the upper end of Chesapeake Bay, where the oldest men in this country never remembered to have seen any vessel, except small canoes. Consider what an astonishment it was to them to see a large fleet of 500 sail come up, which every body thought in the fleet impracticable. This bay is one of the finest I ever saw, being 160 miles in length, and eight broad, navigable to the upper end.

August 27. We proceeded up the river to cover the landing of the troops, which they did without opposition to the number of 22,000 in one day. They had intelligence, that General Washington was about five miles off, but he thought proper to march off into the back country, there to make a stand. General Howe is gone in pursuit of him. We expect to hear in about a month's time of Philadelphia being taken. The army is very healthy and in great spirits. The people on the Maryland side, a great many are friends to government.

1. *London Packet, or, New Lloyd's Evening Post*, November 10 to November 12, 1777.

30 Aug.

CAPTAIN JOHN PAUL JONES TO THE AMERICAN COMMISSIONERS IN FRANCE ¹

Gentlemen,

Portsmouth 30th August 1777.

I had the honor of writing to you from hence 3d day of June last - Copy whereof is here inclosed. Congress have thought fit to put the new Sloop of War therein mentioned, now called the *Ranger* under my command, and have authorized Genl Whipple, Colo Langdon and myself to appoint the Officers. When I took this command, the middle of last month, I found that the Cordage and Canvis which had at first been provided for the *Ranger* was applied as Extra Stores for the *Raleigh*, the *Ranger* entirely unrigged, the Masts, Yards, and Hull alone remained, Warlike and other Stores were wanting, these and other difficulties, altho' they appeared almost Insurperable at first, are now in a great measure overcome by unremitting Application, and from my present Prospects I hope to have the *Ranger*, Equipped, manned and at Sea, in a shorter space of time, than any Ship hath yet been fitted in the Service, I hope to sail within Ten days. I have received late Orders from Congress, whereby I am entirely unlimited, these Orders however do not contradict my former Orders for France, as appears also by a late Letter from Mr Morris to Genl Whipple, and therefore at the

end of my Cruise, I purpose to put in there, and do myself the honor of waiting on you with the Letter which was given me in charge by the Secret Committee.

Inclosed I take the Liberty of sending a Copy of a Paper, which I drew out at Philadelphia at the request of the President, in April last, when a Navy System was under consideration as it was written in very little time, and contains only the thoughts of an Individual, it may doubtless be lyable to exceptions, but should any useful hints arise from it my end will be fully answered, at present we have no Navy system, or Board of Admiralty, without which we never can have a respectable Navy, and by the late Line of Rank every Officer, who stepped forth at the beginning in Ships, like the *Alfred*, altogether unfit for War, when Independance had not been mentioned out of doors, now finds himself superseded by Men, who were then afraid to venture, and whose superiour Abilities are now at best presumptive, I am myself superseded by thirteen Persons, who cannot plead superiour Services or Abilities, this is one of the evil Effects of the hurry of Business, and of attending to Recommendation without Examination, or proof of Abilities by Services, when an Officer who is conscious of having done his duty finds himself superseded by Men, with whom a few years ago, he would have disdained an Acquaintance, the thought must be galling indeed, my honor must be Sacred, and I am determined never to draw my Sword under the command of any Man, who was not in the Navy, as early as myself, unless he hath merited a Preference by his superior Services and abilities.

I could point out various Enterprizes, which I think might be effected from France, with the new Frigate in question, and the *Ranger*, but it is unnecessary untill I arrive there.

I understand that there are Frigates lately built, and now Building in France that mount Thirty two Guns, on one deck, they are capable of carrying Eighteen Pounders, and must Sail exceeding fast, I should be happy if one of these Ships could be procured for me.

As the Packet is just going I must conclude, and I have the honor to be with Sentiments of Esteem and respect. Gentlemen, [&c.]

Jn^o P Jones

1. Benjamin Franklin Papers, VI, 214, APS.

PETITION OF CAPTAIN JEAN TENNET TO THE CONTINENTAL CONGRESS¹

Philadelphia August 30th 1777.

The Subscriber declare, that having been in the Month of September last in the Port of New Haven, with a Cargo, I there purchased a vessell fit for a Privateer,² pierced for eighteen Guns, which Vessell, I promised his Honour Governor Trumble of Connecticut to arm at Cape Francois, and to return to the Continent loaded with Provisions & Ammunition; In consequence thereof Admiral Hopkins at Rhode Island granted me the

Commission of Lieutenant in the Service of the Continent in order to make use of it in the above mentioned Armaments.

I went to Cape Francois, in the Month of February last, where I completed the Armament, which I had promised, but having arrived within ten leagues of Cape Henlopen I had the misfortune of being taken by Three Frigates,³ who carried me to New York, where I have remained ever since the month of April, confined on board of a Prison Ship, among every Class of People suffering Death and what is hardly to be described during four Months, where I should undoubtedly have died, had I not saved myself by swimming at the risque of my life; as for my Vessell and Cargo although I was cleared out for Dunkirk it was confiscated and sold for the benefit of the British King on the Deposition hereunder mentioned. Vizt –

At two hundred Leagues at Sea I met a Brig from Surinam bound to Philada to whom I promised my Company and assistance against our Enemies, which I did some days after, when opposite a small Privateer, by which she would inevitably have been taken, if I had not compelled her to sheer off. The said Brigantine was afterwards taken by the same Frigates that took me and the Captain had the Treachery to make the wicked declaration against me, who deposited as well as all his Crew that I had protected them, in hopes thereby to obtain his liberty. A certain named Raphael Isaac Merchant at New Haven with whom I had (as his Honour Governor Trumbull well knows) some difficulty relative to his dishonesty, in the account which he ought to have rendered me has wrote (in order to revenge himself) to Government at New York, that I had promised to bring back my Vessell; armed and loaded with Provision & Ammunition, and to prove the Thing better has sent twelve Sailors & Carpenters of New Haven who came to make Deposition against me before the Mayor, that I had been the cause that Mr Isaac's had been found out to be a Tory and thereby put into Prison, which Sailors and Carpenters I know very well by sight, are married there and return'd thither, after having took the Oath of Allegiance at New York, where they only went to answer the bad designs of Mr Isaac's this is what has occasioned the bad treatment which I have sustained by Government at New York and the Confiscation of my Vessell and Cargo.

I hope the Gentlemen of the Congress will have some regard to my misfortunes and situation which is very distressing, Seeing I have lost all even my Clothes, and that they would furnish me with an Opportunity of revenging myself of the Cruelty which they have made me suffer, The right means would be to advance me an armed Vessell or I will go to arm it at Cape Francois at my own expence, which vessell I will answer in Case she is taken by my engagements if it is thought convenient.⁴

Tennet

1. Jonathan Trumbull Papers, vol. 7, pt. 1, 33a–c, ConnSL. A report of his captivity is in Papers CC (Reports of the Board of War and Ordnance, 1776–81), 147, I, 311–14, NA.

2. Schooner *Mary*.

3. See Volume 8, 394, 1057.

4. On the same date Captain Tennet wrote a similar appeal to Governor Trumbull, Jonathan Trumbull Papers, vol. 7, pt. 1, 31–32, ConnSL.

JAMES DUANE TO JOHN JAY¹

[Extract]

Philad 30 Augt 1777

. . . General Howe and his grand fleet to the utter astonishment and Vexation of the People here has disappard as every necessary preparation for his Reception was made. He has left us to guess at his next Attempt . . .

1. Jay Papers, CUL.

SURVEY OF PORK PROVISIONS ON BOARD H.M.S. *Isis*¹

Pursuant to an Order from Lord Viscount Howe Vice Admiral of the White & Commander in Chief of his Majestys Ships & Vessels Employ'd and to be Employed in North America –

We whose names are hereunto Subscribed have been on board his Majestys Ship *Isis*, & there taken a Strict & Careful Survey of the Pork Complained of, & find it to be as follows

Pork Seven Hundred & three Pieces, Rotten Stinking & not fit for men to eat occasioned in our Opinions by its not being properly cured And the said Pork we have seen thrown into the Sea, said to be received at Portsmouth Jany 21st & New York July 7th 1777 –²

And we do further declare, that we have made & taken this Survey with such Care & Equity, that if Required we are Ready to make Oath to the Impartiality of our Proceedings –

Given under our Hands on board His Majestys Ship *Isis* in Chesapeak Bay this 30 August 1777.

Jo^s Irwin John Jumps Francis Taylor

1. William Cornwallis Papers, Letter Book (December 23, 1776–July 22, 1778), NYHS.

2. On August 31 Captain Cornwallis requested that a quantity of “Rotten & Stinking” bread on board H.M.S. *Isis* be surveyed. William Cornwallis Papers, Letter Book (December 23, 1776–July 22, 1778), NYHS.

STEPHEN STEWARD TO GOVERNOR THOMAS JOHNSON¹

[Extract]

Dr Governor

[West River, Maryland] august the 30 1777

I shall lanch the Shearback² to day If the tide favver I have then no bodey to gard hir from the Enemy as they have taken ten of My yard People to March With the Molishe five Jurnemen and five apre[n]teses as I am left Quit Defenseless I Shuld think it Would be Well for you to order ten Soulgers With an officer to gard the two armed vesels till thay Can be got away I Was at anaplois yesterday With My People there thay Will have all the guns Removed that you ordred to day I have taken the liberty to order down by My People two Nine Pounders to Mount In the Shearbacks Head (and fourteen Peses In hir Sids of Small Cannon Which We have In the yard and Send Captain Davey [David] down to Convoier hir Whane you Would Chuse If you dont approve of the Schem Plesse to let me no What

you Would have dun With the Canon and all the other Stoars belonging to the State as they are of Great value I think they Culd not be Replaced for less then twelve thousand Pound What with Ankers Cabels Cordig Sails and the value of the vesels and Ship Chandley of all kinds Which I have Provided for the State I think the Shearback at lest May be got Eather to baltemore or high up Petopes [Patapsco] . . .

1. Executive Papers, Box 8, Folder 1777, Md.Arch.
2. Maryland Navy xebec *Johnson*, Captain James Belt.

GOVERNOR PATRICK HENRY TO GOVERNOR THOMAS JOHNSON ¹

Sir Wmsburgh August 30th 1777 –
Your Congratulation on our Success was most welcome. You have mine most sincerely. I am happy to think that the disaffected, both on your eastern Shore & ours, are not so numerous as the Enemy expected, & I once feared. Some People, a considerable Number, in Northampton, who had refused the Test, upon the Appearance of the Fleet, took it with Alacrity. The Enemy having landed in your State, will give you some Trouble, in which my most ardent Wish is to give you Assistance. One third Part of the Militia of Eight Countys, is ordered to march to Frederick Town in Maryland, to act under Genl Washingtons Orders agreeable to a Resolution of Congress. I've ordered to the eastern Shore two Galleys, two companys of Regulars, two field pieces, a few Indians with Colo Gist, & I must think, a considerable Force there might greatly distress the Enemys Rear, while the main Army shall pass the Front.

Two small Batterys are nearly finished at Sengoteague & Matompkin, where the trade of this & your State may receive some Assistance. Is there any Method by which Virginia can annoy the Enemy & thereby assist you?

I must beg you will please to give me the most early Intellegence of every Movement of theirs from Time to Time that so this Country may be on its Guard. With very great Regard I am Sir [&c.]

P. Henry

1. Revolutionary War Collection, MS 1814, MdHS.

31 Aug. (Sunday)

JOURNAL OF MARINE LIEUTENANT JOHN TREVETT,
CONTINENTAL NAVY SLOOP *Providence* ¹

[June 1 – August 31] ²

Now is June we are under sail bound to the Vineyard to get a few men and I took a step on shore at Bedford and pressed one John Scranton, one of my townsmen; and three others and then proceded on board and sailed for Old town; arrived the next day & got what men we could; lay there 2 days and then ran for Sandy hook & Made it, saw some large ships lay there and at the same time saw a ship, brig, Schooner and sloop get under way and come out standing to the S.E. we dodged them until the next day, when we

thought we had got them a good distance from the hook we stood for them. About 3 P.M. we came up with the ship³ the other vessels near to her on her weather bow we hailed the ship as She had her Pendant Jack and ensign flying at her mizzen peak she gave us no answer we gave her a bow gun intending to break her cabin windows, drew very near her, the wind so scant we found we could not get to windward we bore away and went under her lee as near as we could and gave her a good broadside immediately she gave us as good a one when she run us aboard on our starboard quarter & hung there about five minutes until she broke all our sweeps that were lashed there at the same time the Brig of 10 guns & the Schooner of 8 lost no time, all three of them firing into us at once. As the ship fell off she gave us the starboard broadside we shot ahead of them with our sails and rigging much cut to pieces and then we bore away, all hands employed in fixing our rigging, we had but a poor crew at this time. Our loss was our sailing master, Capt. George Sinkens of Newport; he was killed & only 2 or 3 slightly wounded. we hove him overboard got our rigging as soon as possible ready and made sail for the ship came up with her just after sunset with a determination to board her for we well knew if we carried the ship the rest of the vessels would fall into our hands. we ran within half of pistol shot, gave her a full broadside but all three of them played their part so well we gave it up then it was near dark. At this time the Schooner was ahead of the other vessels we ran for her & ran along side & took her. we found her to be a Schooner near 140 tons burthen & found the ship to be of 16 guns Henry Johnson commander all of them bound to Jaimaca in ballast. The Schooner had a spand of horses & some carriages on board we ordered her for Bedford where she arrived safe.⁴ We had 12 guns only we steered the same course as they steered intending at daylight to take the 3d heat at them but in the Morning saw only one sail a long distance to the South, we stood for her and she for us, we saw she was a Privateer, she ran and got away, we continuing Southward & Eastward, Nothing happening for some days, saw & spoke a Brig from Eustatia bound to Holland, let her pass. saw several Deans and Duch, we being in the Gulf-Stream. . . . Nothing material happening we finished our Cruise and returned into Bedford and find our ship much out of Repair. – August 1777. Set the Carpenters and caulkers to work. and I went to spend a few days at Providence and East Greenwich.

1. Trevett's Journal, NHS.

2. Placement at the end of the month is arbitrary.

3. *Mary*. See *New-York Gazette*, August 18.

4. *Loyalty*, Henry Atkins, master, arrived on August 12, *Providence Gazette*, August 16, 1777 and was libelled for trial at Bedford on September 24, *Independent Chronicle*, Boston, August 29, 1777.

WILLIAM WHIPPLE TO DR. A.R. CUTTER¹

[Extract]

Portsmouth 31st Aug 1777

. . . The *Raleigh* is at last got to sea² she sailed the 22d in company with the *Alfred*. The *Ranger* will sail in about 10 days the two first are gone for the Coast [of] Europe where I hope they will do some thing clever.

I wish a Spirit of enterprise may lead them to some Bold action on the British Coast, that may carry Terror into the Heart of the Kingdom. . .

1. Simon Gratz Autograph Collection, Case 1, Box 12, HSP.

2. A memorandum signed by Captain Thomas Thompson reads: "Memo of Provisions Receiv'd on Board the Continental Ship of War *Raleigh* for the Sea - Vizt 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 Barrells Oatmeal 3 Barrells Pease 7 Barrells Vinegar 8 Hhds Rum" John Langdon Papers, HSP.

MUSTER ROLL OF CONTINENTAL NAVY BRIGANTINE *Resistance*,
CAPTAIN SAMUEL CHEW ¹

List of Men belonging to the Brige *Resistance* Augst 31st 1777

1 Samuel Chew	Capt	37 Robert Brand.	Mare
2 Willm Leeds	1st Lt.	38 William Pitman	Ab
3 George Champlin	2nd Lt.	39 John Nickerson	Ab
4 Samuel Cardwell	M	40 Saml Cook	Ordry
5 David Roberts	G.	41 Elisha Culver.	Ordry
6 Robert Newson	Bn	42 Cyrus Shoals.	Corpr M
7 William Cheeney	Carp	43 Nehemiah Williams.	S M
8 Samuel Culver	Cook	44 Christr Allen	Ordry
9 Ebenezar Colefax	M	45 Thomas Hewet.	Ordry
10 Daniel Brown	Mn	46 Samuel Simmons.	ditto
11 John Cobbett	ditto	47 Jeremiah Chapman.	Mr
13 Partrick Ward.	ditto	48 Jonathan Weeks.	Boy
14 David Latham.	ditto	49 Ebenezar Ledyard.	C Clerk
15 Peter Langden.	Amr.	50 Jabez Smith.	Lt Marines ✓
16 David Holt.	Cooper	51 John Coit.	Ordry
17 Thomas Manly	Quartr	52 Barzilia Spalding.	Fifer
18 Jacob Cleveland.	Masr	53 Enos Tew.	Ab
19 John Edwards.	B M	<div style="display: inline-block; vertical-align: middle;"> <div style="font-size: 3em; vertical-align: middle; margin-right: 5px;">}</div> <div>Super Numere Midshipn having Ser'd during the winr</div> </div>	
20 John Tucker.	Q Masr		
21 Samuel Cheeney.	Y PR.		
22 Aaron Perkins.	C M	54 Willm Hascal	
23 Michl Nugent	Ab	55 Jesse Jacocks	
24 Robert Verden	G M	56 Christr Masure	Ab.
25 William Feilding	Steward	57 Waterford.	Ab.
26 Hugh Brown.	B M	58 Elias Swan.	Lt Marines ✓
27 Gilbert Veal.	Coxsn.	59 Jonathan Averell	D M
28 Jesse Daniel.	Ordry	60 Phinehas Packhurst.	Doctr
29 Carry Latham.	ditto	61 Charles Brown.	Ordry
30 Joseph Latham.	ditto	62 Andrew Newcomb.	Pilote
31 Peter Darrow.	ditto	63 Silas Free	Ordry
32 Florence Seels.	Able	64 John Morris.	Ab
33 Joseph Brown	By	65 John Chasezary	Ordry
34 John Denning	Ab	66 Martin Burkeed.	Taylor
35 Titus Cinement.	Ab	67 Abram. Wickwire.	Boy
36 Mathew Warren	Ab	68 Willm Fagan	Ab
		69 William Morgan	Ab.

70 Pierre Dubois	Mastr Arms	75 Keeff	Marine
71 Nichola Bon Valli	Ab	76	
72 Francois Corboll	Ab	77	
73 Jean Moleen	Ab	78	
74 Joseph Miller	Ordry		

N London August 31st 1777

1. Nathaniel and Thomas Shaw Letters and Papers, Packet 149, YUL.

VICE ADMIRAL RICHARD LORD HOWE TO
CAPTAIN WILLIAM CORNWALLIS, R.N.¹

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

Isaac Redman You are to receive onboard His Majesty's Ship under
Timy Cain your Command the two Pilots named in the Margin.

It is intended, upon your joining the *Raisonable*, that Isaac Redman
should be put into that Ship in place of Edwd Johnson, whom you are to
receive and retain in the *Isis* during your Stay at the Entrance of the Bay.
The Pilot Timy Cain is also to remain in the *Isis*, to be employed for con-
ducting any Ship of War that may arrive within the Capes in the mean time
with Dispatches for me, up to the Anchorage of the *Richmond* off of Swan
Point. Captain Gidoin, or other the Commander of the Frigate who may be
found on that Station, will signify my further Intentions for forwarding the
said Dispatches to me as Circumstances may induce.

Given onboard His Majesty's Ship the *Eagle* off of the River Elk the
31st day of August 1777.

Howe

To The Honble William Cornwallis
Commander of His Majesty's Ship the *Isis*.
By Command of the Vice Admiral
Josh Davies.

1. Cornwallis Papers, COR/2, NMM.

NARRATIVE OF CAPTAIN ANDREW SNAPE HAMOND¹

[*Roebuck* off Virginia and in Chesapeake Bay,
August 1 to August 31, 1777]

The Fleet had not sailed 10 leagues before their former ill fortune re-
turned, and the Southerly wind became so fixed that they did not reach the
Capes of Virginia untill the 15 Augst and on the next day the whole
Anchored off New Point Comfort, Six Leagues up the Bay.

From this time the progress of the Fleet was very rapid; and tho' the
Chesapeake Bay is rather an intricate Navigation, and what was never at-
tempted before but by very small Merchant Ships, it was effected by the
whole Fleet of Men of War as well as Transports in about 5 days, without

any accident whatever: all the Shoals & dangers having been marked by small Vessels & boats; for which purpose the *Roebuck* had been sent a head of the Fleet.

[The] 21st was spent in exploring the NEt Branch & the River Elk; and the preference being given to the Latter, Five thousand Men were embarked [the 25th] before day light in the Flat Boats, and proceeded at 4 in the Morning up the River Elk, covered by the *Vigilant*, *Roebuck*, *Apollo*, *Sphynx* & *Swift*; with the remainder of the Army following in Transports. at 10 oclock the first division was landed opposite to Cecil Court House, and before Night the whole disembarkation was finished without the least interruption.

The Next day the General [Howe] with part of the Army moved forward & took Post at Elk Town, which is at the head of the River, and at about 10 Miles distance from the place of Landing, the Stores & heavy Artillery being conveyed thither by water in Boats & small Vessels.

1. Account of Hamond's Part in the Revolution, 1774-77, II, UVL.

MARYLAND COUNCIL TO MATTHEW TILGHMAN AND ROBERT GOLDSBOROUGH ¹

[Extract]

Gent

Baltimore Town 31st Augt 1777. -

We have but two of the Row Gallies fitted. The Enemy have spare Men of War enough to block them up separately; they may eventually, with their 120 Men, be serviceable, if there's an Attack upon this Town, and, as it is impossible to guard our Shores and Rivers, we hope no Man can blame our Views to prevent such a Disposition of the little Force we have as would render the whole of it of no Consequence at all, which would certainly be the Case if we were to send the two Gallies from hence. ² . . .

1. Council Letter Book (1777-1779), 154, Md.Arch.

2. Tilghman and Goldsborough had written to Governor Johnson on August 26 requesting that gallies be sent to the Eastern Shore, Red Books, XVII, 25, Md. Arch.

JOHN PALMER'S JOURNAL, CONNECTICUT PRIVATEER SLOOP *Revenge* ¹

[at Sea]

the Remarks on Saturday the 30 Day of August in the yr 1777 - these 24 howers Begins Squally and Reigny We a Standing to Westard and at three am Made a Sail Bareing NNW for Which we Supposed to be a Sail We hove a bout and Stood Coares NNE till Six in the morning then made a Sail bareing NNE We Gave Chaise to her and at ten am Came up with hur She Shoade the Ileman ² Colars We Shoade English Colars We haild hur She Was a Brig from Dominico Bound to New found Land the Cheafe of hur Cargo Was Rhum hur Name Was the *William* took in the Latd 38:25

the Remarks on Sunday the 31 Day of August 1777 - this 24 howers Begins With fresh Brease and a Large See agoing We Boarded our Prise and

Mand hur With Six men and took Six men from hur Which one being Capt and Marchant and the Mate and three foremast hands and then Stood to the Westard We know in Company With the Brig a Standing to the Westard and Northard So Ends these 24 howers Latd by ob:39:10

1. John Palmer's Journal, MHA.

2. Isle of Man.

ESTIMATES OF CREWMEN NEEDED TO MAN MARYLAND NAVY ROW GALLEY
*Chester, CAPTAIN THOMAS COURSEY*¹

[August 31, 1777]²

	[Men]
34. oars 2 men to an oar	68
4. guns 18 lb 6 men Each	24
8. 4 lb Ditto 3 Ditto	24
30. Swivels	30
12 men Quarters & to the rigging	12
Doctor & assistant	2
pow[d]er room	2
powder munkeys	2
	<hr/>
	164

the men that fights the swivels fights the small arms

	Men
34. oars	34
4. guns 18 lb 6 men Each	24
8. Do 4 lb 3 men Each	24
30. Swivels	30
Rigging	12
in the powder room	2
powder munkey's	2
Doctr & assistant In Cockpitt	2
at the helm	1
Captn of the ship 2 Leutenants Captn Mareens	4
	<hr/>
	135

at the Lowest Calculation Besides the fife & Drumer.

when the ship is filled there is a Quarter bill pasted up to the Mast for the men to Learn & the guns & oars no & the names of men that belongs to Every place.

[Endorsed] Captn Coursey's Augt 1777

1. Executive Papers, Box 8, Folder 1777, Md.Arch.

2. Placement at the end of the month is arbitrary.

CAPTAIN WILLIAM CLEMENT FINCH, R.N., TO VICE ADMIRAL JAMES YOUNG¹

Sir.

Agreable to your orders we sail'd from St Christophers on the first of

August, and the same day were joined by the *Cygnets* and her Convoy from Grenada; which when they had all received Orders made our Number by my List to consist of 127 sail.

We gott under Weigh in the forenoon and bore up to join the Grenada fleet but brought too within sight of the Ships in Basse Terre Road; They were as usual very dilatory in getting under weigh; and there were some that did not shew any Signs of moving when we made sail; which was just Time enough to avoid making the Night Signal & full 8 hours after we first made the Signal for the Ships to weigh; After we were thro' the Passage I Steer'd N.N.W. in hopes of Joining the Tortola Fleet off Anagada but was Surpris'd in the Morning to find that the Convoy some few excepted had kept their Wind the whole Night, and at day Light were as far to Windward as we could well discern. I made the Signal for them to come under my Stern, but very few paid any Attention to it; upon which I lay too and made the Signal for all Masters of Merchantmen which brought down a few more, I continued laying too 'till towards Evening, when finding I should lose much the greater Part of the Fleet, if I persever'd in Standing to the Westward, I made sail upon a Wind; the next day by dint of Powder and shot we made a Shift to Collect 125 Sail. We have now 104 in sight which with the Ships bound to Quebec New York Newfoundland and the Coast of Africa that have parted Company will nearly make up the Number we originally had.

We have detained two Sloops the Particulars of which Capt Truscott² (as he is furnish'd with duplicates for that Purpose) will be able to give you a fuller Account than a Letter will admitt of. I am Sir [&c.]

Camel Latitude 39° . 56"

Longitude 52° . 40"

August 31st – 1777.

[Endorsed] (No 1) In V. Adml Young's letter of 27 Octr 1777

1. PRO, Admiralty 1/310.

2. Captain William Truscott commanded H.M. sloop *Grasshopper*.

1 Sept.

DECLARATION OF CAPTAIN SIR GEORGE COLLIER, R.N., TO THE INHABITANTS OF MACHIAS¹

Declaration.

The Inhabitants of Machias, not satisfyed with the Quiet they enjoyed whilst a great Part of America was suffering the Inconveniences attendant on War; have thought proper without the least provocation, several Times to invade and ravage the Possessions of their innocent and peaceable Neighbours; (faithful Subjects of the King,) in the Province of Nova Scotia; and likewise had the Temerity last Winter, to invest a Fort in the Bay of Fundy belonging to His Majesty.

Such repeated outrages could not pass unnotic'd & accordingly I thought proper to convince these ill judging and mislead People (the Middle of last

Month) that their Harbor was accessible, and their Town at the Mercy of the Men of War, if it was thought necessary to reduce it to Ashes; the *Hope* Brig therefore after shewing the Inhabitants that She could proceed up to the Town in spite of every opposition they could make was satisfied with doing Individuals little or no Damage, in the Wish that such cruel and injurious Inroads might never be repeated by them in future. –

The gracious and Benevolent Disposition of His Majesty towards all His Subjects, even his Misguided ones, makes the Kings Officers extremely averse to destroying private Property – this has been manifested upon many Occasions during the Course of this unhappy Rebellion, but more particularly at Machias and Townsend in which Harbors the Kings Ships under my Command lay surrounded with Farm Houses and Plantations, yet not the least damage was permitted to be done to any one. –

In order however that such Lenity & forbearance may be properly understood, as well as to let all His Majestys Subjects in the Eastern parts of New England know, what they have to trust to in future, I think proper to declare, that if any more Preparations shall be made in these Parts for ravaging and invading the Province of Nova Scotia, or that the Inhabitants should be collecting themselves together for such a villainous Purpose the consequence will inevitably be laying in Ashes every House, Mill, Store House, and other Building belonging to them: of which the Inhabitants of Machias, Naraguagus, Goldsborough and all the Neighbouring Places on & near the Sea Coast are to take Notice, besides which they will have their Harbors effectually blocked up by the Ships and Vessels of His Majesty till the end of the present Rebellion. –

With this generous caution before them the Inhabitants of the before mentioned Places, and the neighbouring ones will act as they think proper; but they must remember if they draw down the threatened Punishment that they have nobody to blame for it but themselves. –

And in order by every proper Method to induce the Kings Subjects in New England to live inoffensively and peaceably, I hereby declare that if they do so, his Majesty's Cruizers will have Orders not to injure or molest the Fishermen in their occupation of catching Fish, provided their Vessels carry no Arms, and that the number of Men do not exceed eight in any one of them. –

Given on board His Majesty's Ship
Rainbow in the Harbor of Townsend
in New England the 1st Day of Sep-
tember 1777.

(A Copy.)

Geo. Collier

To the Inhabitants of Machias, Naraguagus Goldsborough, & the Other Settlements on the Eastern Coasts of New England –

[Endorsed] NB. Their having Permission to Fish, is founded on Lord Howes Orders. – No 1 In Sr G. Colliers Letter dated 9th Octr 1777

MASTER'S LOG OF H.M.S. *Milford*¹

Sept 1777 The Soermost part of the Isle of Holt [au
Haut] NWbN about 2 or 3 Leagues
Monday 1st 5[AM] Saw a Sail to the Wtward made Sail & Gave chase
Observed the chase Standing in for the Land Mount
Desart Hills NBE½E about 7 Leagues
8 Modt and Cloudy
11 tackd Ship fired 3 Guns at the chase the chase
Still kept her wind fired a Gun to Leeward &
hoisted Rebel Colours the Chase then bore down
towards us Shortend sail tackd Ship & Brot too
Main top sail to the Mast Sent the Cutter on board
the chase whitch proved to [be] a French Brig from
Martinico² took the people Out & Sent a petty
Officer & Men to take charge of her

1. PRO, Admiralty 52/1865.

2. Brigantine *Topinambou*, Joseph Jean Pichot, master, from Nantes to any port in America, with brandy and dry goods, Howe's Prize List, October 30, 1778, PRO, Admiralty 1/488, 489-90. She was condemned at Halifax as a lawful prize on October 28, 1777, N.S. Arch., vol. 496, Vice Admiralty Register, vol. 6 (1777-1782), 76-80. A memoir on this seizure by Pichot is in AN, Marine, B¹ 130, 196-215.

CAPTAIN JOHN PAUL JONES TO JOSEPH HEWES¹

My dear and Honored Sir

Portsmouth, Sept 1st 1777.

Inclosed you have copies of sundry Letters &ca which I forwarded to you the 17th Ultio under cover to Messrs [Abraham] Livingston and [William] Turnbull and which I fully expected would have reached your hands in Boston but by carelessness or otherwise the Packet hath never reached their hands and is I fear entirely lost. – inclosed you have also the copy of my letter of 24th to Mr Morris and of 30th to the Commissioners at Paris. – the reason of my then writing to Mr Morris appears in the letter. – I look up to him and to you with Sentiments of the highest esteem and Gratitude and my first wish is to appear deserving in his and in your Sight and to have it in my power to render Eminent Services to America. – perhaps my fears have been needless? – I will relay on the goodness of Congress – I hope they will not put me under the command of Men who durst or did not embark in the Navy before the Seventh of December 1775 for I assure you I dread such dishonor worse than Death. – I can have no desire to decline the Service while the liberties of America are doubtful – it is my pride and Glory that I was one of the first who endeavoured to defend her Just rights; Suffer me but to continue in the line wherein I embarked – I ask no more or if that be too much, I am willing to stand an examination with any one, or with every one of the Thirteen persons by whom I am at present superseded – and will yield the point to superiour Services and Abilities. – I cannot now hope for the pleasure of hearing from you before my departure – which is fast approaching. I however will expect that pleasure when I reach France – for by a late letter from Mr Morris to Genl Whipple it appears that

Congress still mean that I should attend to my former Orders from the Secret Committee. I am not disgusted – nor under a Childish pet; – but will continue in the Service in certain hopes that the day is not far distant when my present fears and apprehensions will be finally removed; in the meantime I mean only to express my Sentiments in decent tho' Manly language. I confess in the Overflowing of my heart that the command of the important expedition which was allotted to me by Mr Morris last winter far exceeded my expectation. I am also deeply sensible of the distinctions and preference which I have since that time experienced from Congress and from the Marine and the Secret Committees – and I attribute the Mistake in the line of Rank not to intention but to your absence and to the partial recommendations which were then exhibited.

I relay on your Friendship – I promise to pay attention to your advice and I most Sincerely am My dear Sir [&c.]

J.P.J.

1. Papers of John Paul Jones, 6636, LC.

JOHN BRADFORD TO THE CONTINENTAL MARINE COMMITTEE ¹

[Extract]

Honble sirs

Boston 1st Sepr 1777 –

This Accompanies the Ship *Alfreds* abstract with Copy of Capt Hinmans Acct of disbursements & mine of outfit she with the *Raleigh* are now at Sea and I hope will do something towards Supporting such an enormous Charge in fitting her out –

It has not been in my Power to procure a Suitable Vessell for a Cruizer as directed some time since by the honble Board. I am still on the Look out and shall seize the first oppertunity. my accounts are incompleat not having receivd directions what Commission to Charge. the Sloop *Providence* has sent in a sloop in Ballast which she took the same day she left [New] York,² the *Lee* Capt Skimmer remains abroad on a Cruize, have not heard from him Since he saild. Yesterday arriv'd here a Ship of 340 Tons from Liverpool design'd for [New] York, with upwards of 12000 Bushells Salt on board ³ by the Instructions given the Master, and by all the Letters it appears That the Ministry have imposed the Belief of America being entirely Subdued on the People and the mercantile Part of the Nation are taking their measures Accordingly. . . I rejoyce we have reason to differ from them in opinion having nothing material to add I salute you and have the honor to be with all due Respect Gentlemen [&c.]

J Bradford

The Salt Ship was taken by one of our State Brigs the *Massachusetts* a private Schooner in Company – I have just receivd intelligence of the arrival of the *Hamden* ⁴ at Bedford

1. John Bradford Letter Books, vol. 2, 4–5, LC.

2. *Loyalty*, Henry Atkins, master, *Independent Chronicle*, Boston, August 29, 1777.

3. Letter of marque ship *Johnson*, Richard Jones, master, taken by Massachusetts Navy brig *Massachusetts* and Massachusetts privateer schooners *Active*, Captain Andrew Gardner, and *Speedwell*, Captain Jonathan Greely. She carried "London papers to the 6th of June," *Independent Chronicle*, Boston, September 4 and September 18, 1777.

4. Continental Navy brigantine *Hampden*.

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

Sept 1777
Monday 1

Block Island NW 4 Lgs

at 6 AM saw a Sl off Montock weighed and Gave Chace. Modt Breezes & fr [PM] at 2 Gay head [Martha's Vineyard] NNE 5 Lgs at 4 Run the Chace on shore who prov'd to be a Schooner,² Loaded Wt Rum, Sugar & Warlike Stores, Anchd within Gun shott of her & kept a constant fire upon a Body of Arm'd Men lurking about the Beach while our Boats went & Burnt the Vessell had 1 Man kill'd & 1 Wounded ½ past 6 weighed & came to Sail

1. PRO, Admiralty 51/181.

2. Name unknown, from the West Indies to New London, Howe's Prize List, October 30, 1778, PRO, Admiralty 1/488, 489-90.

CAPTAIN BENNETT MATHEWS, MARYLAND NAVY ROW GALLEY *Independence*,
TO GOVERNOR THOMAS JOHNSON ¹

Sir/ being Stationed down at the Mouth of Potapsico to watch the Mosions of the Enemy and the Mornings and Evenings begining to grow Cool and our Men being very Naked boath for Beading and Cloaths, and being out of my Power to weight on your Excellency myself I have Sent down Mr Stevenson with an Accot of what Cloathing we Shall want at Present Likewise an Accot of what Wages is due to the Men to the first of September which Sum Sir you will Please to send by Mr Stevenson as the Men Seems to think it hard they Cant git there Wages. From your [&c.]

Septemr 1 1777

Bennett Mathews

1. Red Books, XIV, 112, Md.Arch.

CAPTAIN NICHOLAS BIDDLE TO ROBERT MORRIS ¹

Sir

Randolph Sept 1st 1777

I have the pleasure to acquaint you that I have at last got once more without the Barr of Charles Town Since I wrote my last letter to you I had another Main Mast Split with Lightning We had been ready for Sea for some time and only waited for Men. A Bounty of Thirty Dollars I offerred had little effect and some of the State Armed Vessells being in Port nothing could be done by the State untill they were manned Since I have had my New Main mast (the third I have had in this Port) the President has given an additional Bounty of Twenty Dollars by the help of which I have got many Men I have Officers & Boys included about Two Hundred & Ten People

Several Capts of Privateers have been detected in carrying off my People but I can get no redress of them From one I had taken four Men in lieu of as many he had enticed & taken from me but the Civil Power obliged me to give them up I applied to the President and he ordered the Capt to replace my Men or he would not let him pass the Forts The Capt Sailed without giving me a Man A few Days since a Privateer Brig Charles

Morgan Commander was comming in I had certain intelligence of his having four of my Men on Board I sent my Barge to Board him but he would not bring to I was Determined to Sink him if he did not and fired at him He brought too and I got two Men from him Two others he had put in a Prize I sent five Men to the President who swore he had Ship'd them knowing them to belong to me But as I could not Stay for a tedious Law Suit no Satisfaction is to be had. It tis easy for those Fellows to act so as to make it difficult to prove they knew of their being on Board untill they Sailed but this was not the case in this instance I wish to have instructions how to conduct myself in such circumstances Also with respect to State armed Vessells. If none of my People had been taken away I could have been at Sea Three months ago and long before my last Main Mast was Struck. Indeed I had despaired of getting Men and was the Day the Lightning Struck us Bending Sails Thinking it better Risk to getting Men at Sea than Lie here on an uncertainty at this Season so bad for the Worms

Lieutt Falconier [Falconniere] of Marines is so exceeding Troublesom and has behaved in so many instances unworthy the Charracter of an Officer that I can not hesitate a moment to comply with the Request of the Officers which I enclose under cover to you and which contains the principle Charges against him I have ordered him to proceed to Congress I am with the Greatest Respect [&c.]

Nicholas Biddle

P.S. The Ship does not Sail well owing to Her being foul

1. Papers CC (Letters Addressed to Congress, 1775-89), 78, II, 237-38, NA.

OFFICERS OF THE CONTINENTAL NAVY FRIGATE *Randolph*
TO CAPTAIN NICHOLAS BIDDLE ¹

Sir [*Randolph* off Charleston, September 1, 1777] ²

As there is not Officers Sufficient to form a Court of inquiry, We are sorry to be under the disagreeable necessity of addressing you, to remove from among us, Lieutt Panatiere de la Falconer [Falconniere]; as he has in many instances behaved very unbecoming an Officer, and is a disgrace to the *Randolph*

He Begged a large Jug of Wine of the Capt of a French Vessel we spoke with at Sea, and sold it to several on Board for a Dollar a Bottle -

He has suffered himself to be beat on shore without resenting it -

He gave an Order for Eighty Pounds on Mr [Edward] Blake, with intent to defraud the Person to whom he gave it -

He allways when on shore Associates with the worst of Vagabonds, and those houses no Gentleman ever go to -

He was one Night put under the Town Guard, for stabbing a Soldier; but shewing his Commission and the wound not like to prove Mortal, was let go -

He has behaved so, as to be Most Effectually hated and despised by every one on Board, the Vessell and by all who Know him on shore -

He is the most Obscene talker, and greatest Reprobate and blasphemmer we ever heard –

He has been heard to Damm the Trinity in the most shocking expresion –

He has frequently declared that if any Man affront him, he would Assasinate him for it if it was 20 Years afterwards –

For these and a Thousand more instances we could mention (if Necessary) of the same Nature we think him not only unworthy of holding a Commission in the *Randolph*, but a Nuissance to the ship, and therefore beg you to Rid us of him –

To Capt. Biddle

W^m Barnes

Sam^l Shaw

John McDougall

Rob^t Johnson

Joshua Faning

Tho^s Hore

1. Papers CC (Letters Addressed to Congress, 1775–89), 78, II, 245–48, NA.

2. Enclosed in Biddle to Robert Morris on this date.

“EXTRACT OF A LETTER FROM MR. WILLIAM BECK, AN ENGLISHMAN
RESIDING AT CAPE FRANÇOIS, SEPT. 1.”¹

The *Corrector*, an American privateer of 20 guns, has resorted hither about 10 months, during which period she has sent in several prizes, all of which have been sold to the French Merchants here; this ship is a very good sailing vessel, is well manned with 160 seamen, and has this advantage, she does not run the hazard of having her prizes retaken by sending them to America, but brings them directly into this port, where they are bought up at a small price, and the prize-money distributed to the crew. The French have at present here five line of battle ships, four frigates, one bomb-ketch, a fireship, and two polacres of 14 guns.

1. *London Chronicle*, October 14 to October 16, 1777.

2 Sept.

MASTER’S LOG OF H.M.S. *Lark*¹

Septembr 1777

Cape Sable So59Et 9 Leagues

Tuesday 2d

Light Airs & Clear [PM] hoisted out the Barge & Sent the 2d Lieut to Board a Brig² She was from Newfoundland in Ballast taken by the Rebles putt a Petty Officer on Bd her & Sent her to Halifax

1. PRO, Admiralty 52/1826.

2. *Ranger*, P. Townsend, master, Howe’s Prize List, October 30, 1778, PRO, Admiralty 1/488, 489–90.

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

Septembr 1777

Sequin Isld WbN dist. 4 Lgues

Tuesday 2.

at 4 AM hove short – at 5 weighd & came to sail as did the *Hope* with 6 Sloops & 3 Schooners Prizes in Compy – at

10 stripp'd & scuttled a Sloop & Schooner that we had taken – at 11 saw a Sail to the Etward – made the *Hope's* Signal to Chase – at 12 saw the *Hope* bring too the Chase. Moderate & clear Wr – at 1 PM the *Hope* join'd us with the Prize; She prov'd the Brig *Joseph* ² fm Gaudelupe bod & belonging to Boston – at 4 saw a strange Sail to the Etward, made the *Hope's* Signal to chase – got onbd the Prisoners fm the Brig – at 9 lost sight of the *Hope* & Chase –

1. PRO, Admiralty 51/762.

2. With rum and molasses, sent to Halifax, Howe's Prize List, October 30, 1778, PRO, Admiralty 1/488, 488–89. She was condemned as a legal prize on October 6, 1777, N.S. Arch., vol. 496, Vice Admiralty Register, vol. 6, (1777–1782), 63.

“VOTES & RESOLUTIONS OF THE [CONTINENTAL] NAVY BOARD
OF THE EASTERN DEPARTMENT” ¹

[Boston] September 2d 1777

Voted That a circular Letter be wrote to the Captains of the Several Vessells of war in the pay of the United States now within this department requiring them to make return of the officers Sailors & Marines on board the Several Ships under their Command

1. Papers of the Continental Navy Board of the Eastern Department, LC.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO THE
MASSACHUSETTS COUNCIL ¹

The Navy Board Established by Congress for the four New England States finding it difficult to furnish themselves with Books Paper & Other Stationary Articles necessary to proceed in their Business and Supposing the Committee of Sequestration to be possessd of them Beg your Honours to give them An Order on that Committee for such Articles as they may have Occasion for which they propose to pay for on Receipt thereof

Boston Sept 2d 1777.

J Warren John Deshon

[Endorsed] Council Chamber Sept 2d 1777

Resolved – That it be recommended to the Committee of Sequestration of the Town of Boston to dispose of for the Purpose in Said Petition mentioned, the said Articles enumerated as they may have by them, at such Prices as they may judge reasonable

Jn^o Avery Dy Secy

1. Mass.Arch., vol. 173, 373.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO
CAPTAIN HECTOR McNEILL, CONTINENTAL NAVY FRIGATE *Boston* ¹

Sir.

Boston Sept 2:1777.

We having been appointed by the Honble Continental Congress a Board to superintend all Naval, & Marine Affairs of the Continent, within

the Four Eastern States, and being Impowered to conduct and manage the Business of such part of the Continental Navy as may be Built, bought, or fitted from Time to Time in the four New England States, & particularly directed to require all Captains, or Commanders of Continental Armed Vessels within our district to make returns to us, of the Officers, Sailors, & Marines on board their Vessels, and of the State, & condition of them, and Stores, and to transmit duplicates thereof to the Marine Committee.

Do hereby in consequence of the Authority given us, require you to make such a return of the Officers, Sailors, & Marines of the Ship under your Command and also a return of the State of your Ship, and Stores. You are also required, as soon as may be, to render an Accot of the expenditure of Stores on board your Ship to us, in our Office at Boston, with the Dimentions of your Ship, her Burthen, number of Guns, Tackle, Apparel, & Furniture, what you conceive to be necessary, and what Time will be requisite to fix, & equip her for a Cruise. We are [&c.]

W^m Vernon J Warren John Deshon

1. FDRL.

MAJOR GENERAL ARTEMAS WARD TO COLONEL JOSEPH WARD ¹

[Extract]

Sir

Boston Sepr 2. 1777. –

The twenty fifth ultimo your favour of the fourth was duly received; Am glad to hear of your welfare, and the favourable Intelligence, you was pleased to give me, Respecting the Army, our Publick affairs, and other matters. Capt Hector [McNeill] – is Returned from his Cruize – Is Coldly Recd on account of his – Behaviour whilst out; which some say was the cause of M—y being taken. . . .

This moment I have Recd certain Intelligence, that Capt Fisk in the *Massachusetts* a State Brigne has taken and sent in a prize valued at Six or Seven thousand Pounds Lawful Money; mounting twelve Six Pounders; the last war she was a twenty gun ship.² He was left in pursuit of a nother Vessel, which I Expect to have in, in a few days. . . .

1. Joseph Ward Papers, Folder 77, ChHS.

2. *Johnson*. See footnote 3 to Bradford to the Continental Marine Committee, September 1.

JOURNAL OF H.M. ARMED SHIP *Vigilant*, CAPTAIN JOHN HENRY ¹

August 1777

Working down the River Elk

Sunday 31

Modt and fair Weather, working down the River, at 4 PM Anchd by the Small Bower in 5 fms 1/2 past 6 weighed and Warped down the River at 10 PM the barges Crew who were employed carrying out the Warping Anchor mutinied and ran on Shore with the Boat taking with them 7 musquets, 4 Cartouch Boxes, 7 Cutlasses, & 4 Belts, the Boat returned with the Officer and One man who refused

to join the Rest, they beat & abused the Midshipman very much Their names are as follows, Benjamin White, John Elliot, Oliver McKinley, Henry Nicholson, Jacob Hawes, Joseph Valentine, & John Jones. –

September 1777 Do Weather working down the river, at 6 PM Anchd
Monday 1 by the Small Bower in 4 fms, and moored with the Catch,
Turkey point No

Tuesday 2 In the night it being very dark & rainy Gideon Walker
Quarter Master, got over the Stern unseen & ran away with
the Jolly Boat, read the Articles of War & Abstract to the
Ships Company, the Men of War and Transports came
down the Elk and Anchd here, Sailed hence the *Roebuck*,
Richmond & *Senegall*. –

Modt and Cloudy, PM brought on board the Catch
Anchor, at 5 Weighed and dropped lower down to guard
the Transports, at 8 Anchd in 3 fms off the mouth of
Sasafrax river, Turkey point NEbN Sandy point WSW
1 mile off Shore, recd more provisions from the *Prince*
George Navy Victualler

1. PRO, Admiralty 51/1037.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO THE SENIOR OFFICER AT THE
CAPES OF VIRGINIA ¹

Roebuck near Pools' Island
Chesepeak Bay 2d Sept 1777

Sir

I sailed this morning from the anchorage of the Fleet, with three
Victuallers under my convoy, intended for the River Delaware and am
retarded in my proceedings by the *Roebuck* and one of the Transports hav-
ing run aground; As I am informed by the Admiral it is of Great Conse-
quence that at least one of those Victuallers should arrive in the Delaware as
soon as possible, and have with me his directions to the commanding officer
of the Chesepeak-Bay, to give sufficient Convoy to any of the Victuallers I
may leave behind me on account of bad Sailing or accident; I think it nec-
essary in order to forward this important service to forward the Transports
under Convoy of the *Senegal* ² to the place of their destination; but if it
should be more agreeable to you, to send either of the other Frigates that
you may have under your command upon this service, it will be equally
agreeable to the intentions of the Admiral, Giving them directions to return
as soon as the Transports are delivered to the Commanding officer in the
Delaware. I have the honor to be Sir &ca

A S Hamond

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

2. Hamond on this date ordered Captain Anthony J.P. Molloy "to take the Two Transports
named in the Margin [*Mars* and *Fanny*] under your Convoy and Proceed with them as far
as the Capes of Virginia, where you are to deliver the enclosed letter to the senior Captain
of His Majesty's Ships and follow his directions for your further proceedings," Hamond
Papers, Orders issued, 1776–1777, UVL.

VIRGINIA NAVY BOARD TO COMMODORE WALTER BROOKE ¹

[Williamsburg]

Sir/ You are desired immediately on Receipt hereof to Order one of the Captain Barrons with his Vessel to Gwinns Island in Order to Assist in Transporting of Troops from that place to the Eastern Shore. – Capt Barron must be directed to follow such Orders as He may receive from the Commanding officer of the said Troops, respecting their Transportation and keep this matter as secret as possible. – You are also to Order Captain [Robert] Tompkins of the *Henry* Galley to his former Station in Mobjack Bay as soon as possible. –

Navy Board
2d Sept. 1777 }

Signed,
Thomas Whiting 1st Commr –

1. Navy Board Letter Book, 108, VSL.

3 Sept.

LIEUTENANT MARK ROBINSON TO VICE ADMIRAL JOHN MONTAGU ¹

(Copy)

Sir/ Canada St Johns Harbour 3rd Sepr 1777

I hope you will excuse the liberty I take in informing you that I have been for some time past very much troubled with an inveterate Scurvy and as from the nature of this Country and the impossibility of my procuring those refreshments from which I could expect Relief, I find myself growing daily so weak that I am at present almost incapable of doing my Duty; this together with the weakness the disorder has occasioned having brought on the return of Fitts to which I had been formerly subject to, these and the frequent Scorbutic eruptions which make their appearance in various parts of my body and limbs, induce me to pray the favour of your leave to go on Half pay; so far am Sir I from a wish at leading an inactive life that I should be happy as soon as my health may be re-established to again be employed and that in some more active Service than that I am at present employed in will admit of; should you think it proper, I should be happy to have the opinion of three Surgeons to justify the opinion I entertain of the State of my health, and more fully to make apparent to you my incapacity of doing my duty from Your humble Servant

(Sign'd) Mark Robinson ²

1. PRO, Admiralty 1/471, 130.

2. On September 4 three naval surgeons examined Lieutenant Robinson and verified his poor state of health, PRO, Admiralty 1/471, 131.

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

Sepr 1777 Sambro Lighthouse No 38°. 0' Et Dist 39 Leagues
Tuesday 2d at 12 [PM] saw a sail to the NW set main sail and Chace set all sails chace a ship 3 Miles Dist
Wednesday 3 ½ pt 12 [AM] Chace brot too up Courses & in T Glt Sls no sail in sight from the mn top mt head out Cutter boarded

her found her to be the *Restoration* belonging to Bristol taken by the *Oliver Cromwell* Rebel Privateer² took 7 Prisoners out of her & put a Mate and 4 hands on Board her at 9 wore ship got the Broken yard down and sent up a nother and rigged it in the top the Prize in Company – Light airs and variable bent the main sail at 3 Opened 2 Tierces of Pork 180 Pcs each 13 short at 2 out Cutter the Captain went on Board the Prize ½ pt returned in Cutter made sail the Prize in Company

1. PRO, Admiralty 51/36.

2. She was taken by the Connecticut ship *Oliver Cromwell* on July 19 off the Azores bound from Quebec to Portugal and was condemned at Halifax as a legal recapture on October 1, 1777, N.S. Arch., vol. 496, Vice Admiralty Register, vol. 6 (1777–1782), 59–60.

MASTER'S LOG OF H.M. BRIG *Cabot*¹

Sepr 1777
Tuesday 2d

Cape Negro WBN 5 Leag
at 8[AM] Saw the land about the River Jordon & a sail Close in Shore gave chace little wind sent the Yaul on board her saw a large ship to the Wtwd gave chace at 10 Light Breezes & Clear still in chace at Merd: saw a brig in Shore Coming up fast with the chace All hands at their Quarters –

Modt and Clear Wr Coming up with the Chace at 1 PM made a private signal did not percive that she answered it at 5 Do TKd to the Nd after the chace at 6 spoke her which proved to be His Majestys ship *Mermaid* hauld to the Wwd in Chace of the Brig Cut the Brig off from Getting Round the Cape upon which they Run her a shore in Barrington bay the prize Sloop in Comy

Wednesday 3

at 2 AM come to an Anchor in 14 fms the Cape ENE 4 Miles at 5 up anchor saw the *Mermaid* Close in with Cape Sables at 6 AM brot a Sloop too from Halifax bound to Cumberland at 11 in Top G. Sails at Merdn Come to an Anchor near the Brig Sloop in Comy At Anchor in Barrington Bay

Fresh Breezes found the Brig to be from the Grenadoes bound to London had been taken by a Reble privateer Sloop Called the *Black snake*² the Rebles had gon off in the Boat after Running her a shore at 9 PM got the Brig a float without Damage her loading Consisted of Rum Sugar Coffe & Cotton

1. PRO, Admiralty 52/1636.

2. Massachusetts privateer sloop *Black Snake*, Captain William Carlton, had captured the brigantine *Sophia*, John Aire, master, on August 23. This recapture was credited to H.M.S. *Mermaid* and *Sophia* was condemned as a legal prize on September 26, 1777, N.S. Arch., vol. 496, Vice Admiralty Register, vol. 6 (1777–1782), 61–62, 91.

VICE ADMIRAL RICHARD LORD HOWE TO CAPTAIN WILLIAM CORNWALLIS,
H.M.S. *Isis* ¹

Sir *Eagle* [off Elk River] Sept 3d 1777

The *Roebuck* having been on Shore by which Accident some of the Transports, that were to have gone under Captain Hammonds Convoy would otherwise be retarded in their Passage down Chesepeak Bay, I desire you will proceed with the *Isis* with all suitable expedition off of Swan Point, where you are to remain untill you are joined by the Ships named on the other side haveing onboard Provisions, & Ordnance Stores for the Army. When they are arrived, you will Please to proceed down the Bay with those Transports under your Convoy, & in other respects according to your former Orders, Taking all necessary Precautions for the safe Navigation of the Ships & Transports under your Care. I am Sir [&c.]

Howe.

Transports

<i>Thames</i>	}	Ordnance
<i>Russia Mercht</i>		
<i>Eliza</i>	}	Victuallers
<i>Patty</i>		
<i>Sr Wm Johnson</i>		

1. William Cornwallis Papers, Letter Book (December 23, 1776–July 22, 1778), 49, NYHS.

MASTER'S LOG OF H.M.S. *Roebuck* ¹

Sept 1777	A Ground off Wortons Point
Monday 1st	at 8 P.M. weighed and made sail Down the River. Do our Signl was made for the Captain at 10 Got aground off Wortons [Wharton's] point made the Signl of Distress but not in want of immediate Assistance the <i>Francis</i> Transport aground near us at 12 Carried out the Stream Anchor –
Tuesday 2d	Fresh Gales & Cloudy [PM] Empd Picking Bread & stowing the After Hold at 7 Carried the <i>Richmonds</i> Stream Anchr out A Stern Hove upon the Stream Anchor, but could not Heave the Ship off –
Wednesdy 3rd	at 5 A.M. several flatt Boats and Small Vessels Came to our Assistance, began to get the Upper Deck Guns out, at 7 the <i>Richmond</i> Anchd a Stern of us, Do carried the End of the Sheet Cable out to her at ½ pt 8 hove off and got the Guns in Again at ½ pt 11 weighd and made sail –

1. PRO, Admiralty 52/1964.

4 Sept.

JOURNAL OF H.M.S. *Surprise*, CAPTAIN ROBERT LINZEE ¹

September 1777

Cape Race N41°37'Wt Distt 99 Leags

Thursday 4th

at 9 [AM] Saw a Sail to the Eastward – Made Sail and gave Chace – at 10 TKd Ship – *Spy* in Co
 Fresh Breezes and Squally – Middle & latter Modt and Clear Wr – at 1 PM Still in Chace – at 3 the outer Hall-yards of the Lower Studdingsail broke – lost the Sail – down Topmast Studdingsail – at 4 Brot too – hoisted the Boat out and sent her on Board the Chace – she provd a Prize – being a Brig from Carrolina – bound to Nantz – took out the Men – and sent a Petty Officer and 9 hands on board her – *Spy* in Company –

1. PRO, Admiralty 51/950.

CAPTAIN JOHN PAUL JONES TO ABRAHAM LIVINGSTON ¹

My dear Livingston

Portsmouth Sept 4th 1777.

Altho' I am not yet favored with your reply to my letter of 24th Ult. – I am unwilling to Ommit this Opportunity. – Inclosed you have sundry papers which you are at liberty to use at your discretion – the inclosed letter with that to Mr Hewes and the one which I shewed you last Winter to the Marine Committee contains my Sentiments on the present line of Rank. – I would lay down my life for America – but cannot trifle with my Honor. – I will send you Copies of my late letters to Mr Morris and to Mr Hewes – but in the meantime pray let me hear from you. – I meet with little or no Assistance here in fitting or in Manning the Ship. Selfishness is not peculiar to Boston. – I expect your free and candid Advice and I am [&c.]

Jn^o P Jones

NB. Mr Dawson is hovering off here and I hope will continue to do so 'till I am in a Situation to thank him.

1. CLS.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO
CAPTAIN JOHN PAUL JONES ¹

Navy Board Eastern Department

Sir

Boston Sept 4th 1777 –

As we are Informed you are now Almost ready for the Sea, and propose to Sail in A few days, under the Orders of the Marine Committee at Philadelphia, we shan't Interfere any further with the Affairs of your Ship than to desire you to furnish us with A Copy of your Orders, which may have an Influence on our future Conduct relative to the Navy. We wish you success, and a prosperous Cruise, and are Your Friends & Servts

J. Warren John Deshon

Capt John Paul Jones Commander of the *Ranger* Portsmouth

1. Papers of John Paul Jones, 6638, LC.

CAPTAIN HECTOR MCNEILL TO THE CONTINENTAL NAVY BOARD
OF THE EASTERN DEPARTMENT ¹

Gentlemen

Your favour of the 2nd I receiv'd yesterday evening to which I shall pay Strict attention –

Herewith I lay before you Copys of my different Letters since my return from a Cruise to The Honble The Marine Committe at Philadelphia in the 3rd & last of which you will find the State and properties of the Ship *Boston* under my command, a Return of her Officers & Men I will furnish you with very Soon.

An Indent also for such things as are absolutely Necessary, shall be laid before you as soon as I can examine the remaining Stores. –

Her Dimentions & Burthen I never have been able to come at my Self from either Agents, Builders, or Mastmakers, nevertheless I will make it my Business to Measure the Ship whenever an opportunity offers.

The Ship *Boston* mounts

Cannon	Swivels
5 of 12 Pounders	} 16
19 of 9 do	
2 of 6 do	
4 of 4 do	

There are a great number whose times with the Ship are Expired, those Men expect their Wages & discharge incessantly. where am I to find Money to pay them.

What Encouragement is to be given Men who may have an Inclination to enter for the Ship and how Long time are they to be Engaged for.

What provision is to be made for the Familys of the Men we have Lost in the *Fox*.

How are the relatives of the few Slain to apply for their Bountys.

What Stoppages are there to be allow'd on the Men for Venerials, for Barber & for Chaplains.

What provision is there to be made for the Officers who live on board the Ship, as to their eatting and drinking.

These are questions which I hope you will be kind Enough to Answer Speedily as the impatience of the Multitude requires an immediate application.

As to the time 'twill take to refitt the Ship for a Cruise, was it possible to know when she would be Man'd, I might easily tell you, but I am of opinion that the Ships Bottom should be the last thing Medled with, her Stores of all kinds ought to be ready and her Provisions ready so that immediately after Cleaning she should have nothing else to do but Take them in and proceed to Sea. I am Gentlemen [&c.]

Boston 4th Sepr 1777 –

1. Captain Hector McNeill Letter Book, MassHS.

JOHN BRADFORD TO LEONARD JARVIS ¹

[Extract]

Dear Sir

Boston 4th Sept 1777

Yr favour P Post is before me am glad the *Hambden* has escaped the Enemy and got safe into your Port I wish she may send you in a good Prize soon after Sailing. You Ask how Conta prizes are to be sold it was design'd by the [Massachusetts General] Court when they prohibited Vendues to Except Continental Property as it millitates with the resolves of Congress, but they rose in a hurry & neglected it – I suppose the Exception will be made on their next meeting. The marine Board are at length Organiz'd ² & Yesterday I laid before them your difficulty respecting the Shares of the Supernumerary Officers on board the *Alfred* they give it as their Opinion, that they are intitled to only a Single Share as Congress has not Provided for them, & Laugh at the folly of [John Paul] Jones to pretend to Charge 1/20 as Commodore,³ he will sail in a few days for France. . . I know not how to reply to your last Question who to Credit with the Ac/c sent you – if I remember that Ac/c forwarded you was Monies advanc'd sundry Men belonging to the *Alfred* by the Pay Master General at Philadelphia, I take it that the Marine Board should be credited with the Sum advanc'd Sundry of the *Alfred's* Men by the p m G – Its five weeks since I promis'd the secret Committee to transmit them the Cost & Outfit of the *Esther*. As they wrote they were making up their Accts to lay them before the Congress at the same Time. Mr. Morris urged the sending the *Active's* Accts forward, pray let me beg you to send them by next Post that I may transmit them to Congress – I'm fearful I shall incur Censure by keeping them back. . .

1. John Bradford Letter Books, vol. 2, LC.

2. Continental Navy Board of the Eastern Department.

3. This would indicate that Jones had pressed for a commodore's extra one-twentieth share of prize money for captures made when he commanded *Alfred* and sailed on a joint cruise with sloop *Providence* in late 1776.JOURNAL OF H.M.S. *Juno*, CAPTAIN HUGH DALRYMPLE ¹

Sept 1777

at single anchor Prudence Isld

Thursday 4

at 5 AM sent the Long boat with a Party of marines to Prudence Isld for water soon after the[re] Landed a large Party Consistg of 270 Rebels which had Conclead themselves in an Orchard near the Watering Place fird on our People and Killd three of the Marines & took th: remainder of th: Party & the Boats Crew Prisoners consisting of one Midshipman Seven Seamen the Cooper & four Marines sent the flat boat Barge & Cutter all mann'd & arm'd in Pursuit of the rebels & made the Signal for all boats man'd and arm'd wch Signal we frequently repeated at 7 the *Chatham* & *Orpheus* sent their Boats man'd & arm'd to join ours soon after the Boats return'd

having driven the Rebels off the Isld & retaken th: Long Boat wch they had Posed themselves of Lost out of the Long Boat 6 Bk Musquetts, 6 Cartouch Boxes, 6 Pistols, 6 Cutlashes, 6 water Casks, and 7 musquets, 7 Cartouch boxes belonging to the Marines

Modt and fair P:M sent the Cutter with the three Marines that were Killd to Dyers Isld to be bury'd made the Signal for a Sloop coming down from Providence at 10 Weigh'd and moor'd the Ship nearer to Prudence and Anchor'd with the Small Br in 13 fm

1. PRO, Admiralty 51/4229. See also Journal of Lieutenant Colonel Christopher French, September 5.

MINUTES OF THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL ¹

Philada, Thursday Septem. 4, 1777.

The Gentlemen of the Navy Board represented the necessity of some person or persons, having a more immediate care of the Hospital on the Province Island, On consideration –

Ordered, That the Hospital on Province Island, be put under the care & direction of the Navy Board.

1. Supreme Executive Council Minute Books, vol. 6, 125, Pa.Arch.

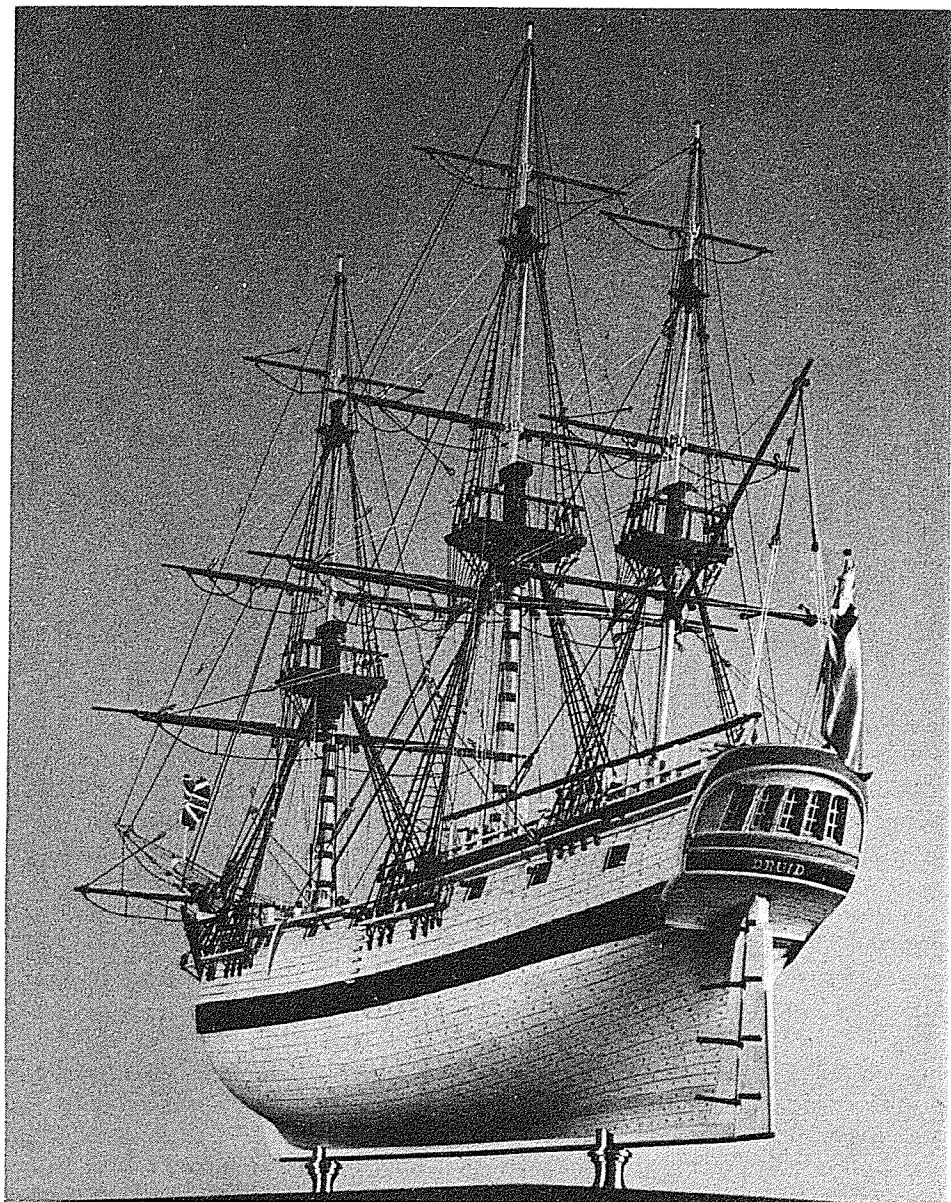
ROBERT MORRIS TO WILLIAM WHIPPLE ¹

Dear Sir

Philada Sept 4th 1777

I have seen letters from Capt McNeil to the Marine Committee wherein he blames Manly for some part of his Conduct, it was a great pity they did not push into some port with their Prize where the whole might have been manned & gone out fresh again. They wou'd have formed a Stout little squadron. however as that will not be we must attend to what is in our power & if Thompson, Hinman Jones & McNeill are not gone they will now receive orders to cross the Ocean, this point I carried yesterday in Committee & the orders will be sent immediately –

I am much engaged in winding up the Accounts of the Secret Committee & it will be a Herculean labour & in order to do it compleatly I moved for a New Committee which was appointed & is Stiled the Commercial Committee who are to carry on the business in future they have chosen me Chair Man but I am very averse to engaging deeply in this New business untill the old is closed, & indeed I now wish to be relieved from public business totally, I have had a long spell, my own affairs suffering amazingly the whole time & having no Ambition to gratify I wish to Resign any honours & powers to somebody that may be better pleased with them but Wether I shall be permitted to retire or not I dont yet know, but the meeting of our Assembly is at hand & I hope they will leave me out of the new appointments. The Commercial Committee agreed at their last meeting that it was better to lay by awhile as the Enemies Cruizers are too numerous on our Coasts for any thing to escape in the Summer Months, but I suppose



H.M.S. Druid

they will Commence some operations soon as hard Winds begin to blow. I shall want a Vessell or two to load in Carolina or Georgia & wish you had told me the prices or terms of Charter. if you meet with any very good bargains of a Vessell I wou'd either be Concerned with you or wou'd wish a purchase on any Account for which you may draw on me with assurance that your bills shall be punctually paid, & you may dispatch her for Charles Town South Carolina Consd to Mr John Dorsius writing him to Load her with Rice for Havre de Grace. Consd to Mr Andw Limozin, or if she cannot get into Charles Town she may go to Savannah in Georgia & apply to John Wereat Esqr. You may direct your letter to both those Gentn & they will comply with your orders as they have Funds of mine in hand. You may direct the Captain to go North about Scotland & keep well in with the Dutch & French Coast coming down to Havre, he must Return to America with Salt

Genl Howe is preparing to disturb us but we hope to disapoint him, the Militia turn out with Spirit, they want arms but still we shall be able to Cope with him, Genl Washington is taking possession of the Strong grounds whilst the Militia & a Body of light Troops harass the Enemy. I am Dr sir [&c.]

R Morris

1. Gilmor Papers, MS387.1, vol. 3, MdHS.

JOURNAL OF H.M. SLOOP *Druid*, CAPTAIN PETER CARTERET ¹

Sept 1777 St Martins SSW $\frac{1}{2}$ W 493 Lgs
Thursday 4th AM Strong Gales struck T Gallt Yds 100 Sail in Co –
 Lattde 40° . 33"N –
 Fresh Gales and Squally Wr PM repth the Comdr Sigl
 for the Ships to Bear Down do fired 2/6 Pdrs to oblige
 them at 3 fired 6/6 Pdrs for do at $\frac{1}{2}$ past 4 a hard
 squall of Wind and Rain appeared in the Squall a Strange
 Sail on our Larbd Qr Bearing Down on us Made the
 Sigl but the Comdr was so far ahd and to Leeward he did
 not Decern it Cleard Ship for Action and turnd all hands
 to quarters at 5 OClock Continuing our Course Dis-
 covered her to be An American Ship of 36 or 40 Guns Well
 Manned ² in A few minutes She Came within a Cables
 Length of us and Disired us to Strike to the Honour of
 the Congresses Colours then began to Engage on Our
 quarter –

1. PRO, Admiralty 51/4172.

2. Continental Navy frigate *Raleigh*, Captain Thomas Thompson.

LIEUTENANT'S JOURNAL OF H.M. SLOOP *Druid*,
LIEUTENANT JOHN BOURCHIER ¹

September 1777 [Latitude 40° . 33"N Longitude 50° . 17"W]
Thursday 4th [a few minutes after 5 PM] The first Broad Side sent a
 Shot Through the Captains Thigh Bone and Killed the

Master, Lieutenant John Bouchier then took Command On the quarter Deck and Continued the Action at 1/2 past 5 She Came Close along side and kept a very hot firing at 6 She made Sail ahd Supposed their intention was to rake us we Edged to Leeward and kept her on our Bow wee Continued a Brisk fire till 20 minutes past 6 when She Edged away on our Bow till She got the Wind aft, then Sheer'd off[f] and made Sail Attempted to rake her but our Sails being intirely shot to peices Could not bring her round Attempted to make sail and pursue the Enemy but found the Masts wounded Sails Shot and rigging intirely shot to peices Saw the Commodore in Chace and another Rebble Ship² Laying too To Leeward with her Ensign hoisted at 7 was hailed by the *Weazel* Brot too with our Fore Sail and Mizen On the Larbd TK found 4 feet 10 Inches Water in Our hold People empd pumping the Ship and Clearing the Wreck

1. ADM/L/D/240, NMM.

2. Captain William Finch, H.M.S. *Camel*, was in chase of Continental Navy frigate *Raleigh*, Captain Thomas Thompson. For further accounts of the *Raleigh-Druid* action, and subsequent movements of the American ships see Journal entries of H.M.S. *Camel* and H.M. sloops *Druid* and *Weazel*, September 4 to 7, and Captain Thomas Thompson to John Langdon, September 8.

JOURNAL OF H.M. SLOOP *Weazel*, CAPTAIN CHARLES HOPE¹

September 1777

Corvo S87.22Et 261 Lgs

Thursday 4th

AM 96 sail in sight – close reef't the Topsails & down Top Gallt Yards, served Slops, The *Camel* made our signal to collect the Convoy – made sail ahead of the fleet, fired a 6 Pr at some of the Vessels to stop them – Latde 40°.30'N Longde 47°.54'W

Fresh Gales & Squally, In chace of the Headmost Vessels fired several shot at them to stop them, at 3 PM brought too, & bent new Courses, at 1/2 pt 5 perceived two Ships engaging some distance astern, Wore & made sail up to them, at 7 spoke the *Druid* who had been engaged with a Rebel Privateer, & was much disabled The Master & 9 Men Killed, The Capt & 21 wounded continued the Chace after the Privateer till 8 oClock then Wore & joined the fleet, 1/2 pt the *Camel* joined from chacing, brought too for the Night –

1. PRO, Admiralty 51/1055.

VIRGINIA NAVY BOARD TO CAPTAIN CHRISTOPHER CALVERT¹

[Williamsburg]

Sir/ We are sorry to find by yours of the 2d Instant that there are no Carpenters at the Yard Mr Caleb Herbert is not yet returned from Norfolk

as soon as we see him shall endeavour to prevail on him and his people to go and finish the *Washington* in the mean Time request you to be as assiduous as possible in procuring what you can (in our last we informed you of the rise of Wages) let them be informed for their Encouragement that the Governor & Council has determined that all Carpenters employed in the Public Yards shall be exempt from Militia Duty and have their Order to this Purpose. –

Navy Board }
4th Sept. 1777 }

Signed,

Thomas Whiting 1st Commr –

1. Navy Board Letter Book, 110, VSL.

5 Sept.

CAPTAIN SETH HARDING, CONNECTICUT NAVY SHIP *Oliver Cromwell*,
TO GOVERNOR JONATHAN TRUMBULL¹

May it please your Excellency River Kennebeck, Sept 5th 1777.

By this Conveyance I with Pleasure inform your Excellency that we arrived here yesterday Evening, in Company with the *Weymouth*, a Ship from Jamaica bound to London as a Packet, she is what is called a Sloop of War in the English Navy, pierced for 18 but mounting 14 Guns, six-pounders, besides Swivels, Cohorns, &c. a fine new Ship about eight Months off the Stocks, and compleatly fitted in every Respect for War – She had on board a Number of Passengers, among whom is Capt [William] Judd, of the *Antelope* Man of War – This Ship we captured off the Western Islands, on the 28th of July, since which we have been homeward bound – Before the Capture of the *Weymouth*, we sent in a Brig from Cork bound to Newfoundland, under the Command of Mr [Jonathan] Woodworth,² and a Ship from Quebec to Oporto, under Command of Mr [Sherman] Lewis,³ which I hope have both arrived safe. I propose to send the Prisoners to Boston by Land to-morrow, and shall take all prudent Care to follow with the Ship as soon as Circumstances will permit. – I shall direct the Prisoners to Mr Elliot, who will inform your Excellency, when you will act your Pleasure with Regard to their Disposal. I have the Honor to be [&c.]

Seth Harding

N B. I must beg your Excellency will not make this Public, as there are a Number of Cruisers between this and Boston who perhaps may get Intelligence.

1. Jonathan Trumbull Papers, vol. 7, pt. 1, 38, ConnSL.

2. *Honor*.

3. *Restoration* which was recaptured. See Journal of H.M.S. *Ambuscade*, September 2-3.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO
CAPTAIN HECTOR MCNEILL, CONTINENTAL NAVY FRIGATE *Boston*¹

Navy Board Eastern departmt.

Boston Sepr 5th 1777

Sir

As the Honble Marine Committee have signified to us their Intention, that no Continental Ship or Armed Vessil, within our departmt should

remain long Inactive, and required us to cause them immediatly to proceed to Sea, or as soon as they can be equiped?

You are hereby required to give Orders for prepareing your Ship for the Sea without delay, by causeing any repairs necessary for that Purpose to be made, Cleaning & Manning her with all expedition, Applying to us from Time to Time for such special & particular directions as you may have occation for. We are [&c.]

W^m Vernon J Warren John Deshon

1. BPL.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Boston] Friday September 5:1777

Ordered That the Board of War be & they hereby are directed to deliver Robert Pierpont Esqr Commissary of Prisoners for the use of the Prison Ships two flatt Boats, Eight fire Arms with Bayonets & Ammunition & ten Water Casks & any other Articles that may be immediately found necessary for the Reception of the Prisoners lately taken near Benington & expected in Town this day –

1. Mass.Arch., vol. 21, 724.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN JOHN CLOUSTON ¹

Sir

War Office Boston 5 Sepr 1777

You being Commander of the armed Brig *Freedom*, your Orders are to proceed to cruise in the Tract of the homeward bound West India Vessels, & destroy all armed & other Vessels together with their Cargos, belonging to the Subjects of the King of Great-Britain Enemies to the united States of America & the natural Rights of Mankind. Should you be so fortunate as to make any Captures, you are to send them under proper Prize Masters to come [to] port in the Eastern parts of this State, or New Hampshire, from whence the earliest Notice must be given by Express to the Board –

You will bring or send all the Prisoners you may take in Order to be exchanged for our suffering Countrymen in the Hands of our cruel & inveterate Enemies – We heartily wish you Success & are [&c.]

By Order of the Board
Samuel Phps Savage Prest

1. PRO, High Court of Admiralty 32/335/9.

CAPTAIN HECTOR MCNEILL TO LIEUTENANT JOHN BROWNE, CONTINENTAL NAVY FRIGATE *Boston* ¹

Sir

You are hereby required and directed to Muster the Ships Company Tomorrow Morning by Seven oClock.

When Muster'd you are to place Centinels so as to keep them from dispersing, then you are to unrigg the Fore Topmast & put it on Shore,

in like manner the Main & Mizen Topmasts, taking care to have the rigging Tally'd so that no mistakes may happen, The Jebboom you will also have in & ashore, the utmost dispatch must be made to prepare the Ship for Sea – Your [&c.]

Boston 5th Septr 6 oClock PM

1. Captain Hector McNeill Letter Book, MassHS.

JOURNAL OF LIEUTENANT COLONEL CHRISTOPHER FRENCH ¹

[Newport] Friday 5th Septr [1777]

I din'd with the Admiral (Sr Peter Parker) from whom, & Capt Dalrymple of the *Juno* I learn'd the following particulars of Yesterday's firing ² – About day break Capt Dalrymple sent his long Boat on Shore at Prudence to water under the direction of a midshipman with 8. Sailors & a party of Marines, consisting of a Corporal & 6. Men, as soon as the Corporal had got within about six yards of a wall which he was to pass in order to post his Men on some heights he was fir'd upon by upwards of 200. Rebels when he & two of his Men were wounded, notwithstanding which he fired five Shotts at them & another of the wounded Men fir'd three, the third (who surviv'd but one hour & gave this Account) being shott through the Body fir'd but once, the Rebels bayonetted the other two, who had fallen with loss of Blood; Some Boats being sent from the *Juno* to the assistance of their Men, a party of about 30 Marines & Sailors form'd & march'd up to a Body of Rebels of 130. which ran from them to their Boats where they join'd their Comorades & made off with their Prisoners vizt the Midshipman & 8. Seamen with four marines, The Signals & firing was for the Boats of the Fleet mann'd & arm'd, but some of the Ships being at a distance their Boats were too late; Nothing can point out more clearly the virulent disposition of the Rebels than their firing upon so small a Party which they might have surrounded & made Prisoners with the greatest ease: Thus do these Fellows attempt small Enterprises & so will they (I am satisfied) continue to do 'till we become more active & enterprise upon them, *mais il me semble que nous ne sommes pas dans le train d'agir vigoreusement*, – in English Blood for Blood,

1. Journal of Christopher French, LC.

2. See Journal of H.M.S. *Juno*, September 4.

JOURNAL OF H.M.S. *Camel*, CAPTAIN WILLIAM FINCH ¹

September 1777

Anagada S22Wt 578 Leagues

Friday 5th

at 5 AM made the Signal for the Fleet to come under our Stern, at 7 the *Druid* came within Hail, & inform'd us she had rece'd considerable damage, both in her Hull & Rigging, that the Master & eight Men were kill'd in the engagement, & that Captain Carteret was Mortally Wounded, others were also Wounded & some of them in a dangerous manner, at Day light perceiv'd the Rebel Ships 4 or 5 Leagues to Windward of us, our Carpenters

employed repairing the *Druid*, at 8 only 38 Sail of the Convoy in sight, the remainder having made Sail when the Signal was made for laying too, at Noon the Rebel Ships in sight Bearing down to us, His Majty Sloops, *Druid*, *Weazle*, & 38 Sail of the Merchant Ships & Vessells under Convoy in Company – Longitude 40°. 09"N Latitude 47°. 33"W –

Light Breezes & fair Wr at 2 PM Laying too, the 2 Rebel Ships Bearing Wt by So, about 4 Miles distant, bearing down to the Fleet Under their Topsails, Made the Signal for the *Colhoun*, Mt Ship, Captn [William] Olliver, to lead the Fleet, that the Men of War might keep between the Rebel Ships & Convoy, at 8 perceiv'd 2 lights in the NoWt Quarter, which we took to be the 2 Rebel Ships

1. PRO, Admiralty 51/156.

LIEUTENANT'S JOURNAL OF H.M. SLOOP *Druid*,
LIEUTENANT JOHN BOURCHIER ¹

September 1777
Friday 5th

[Anegada S22Wt 578 Leagues]

At 4 AM empd Clearing The Wreck at 6 bore up to The Commodore and hoisted a Signal in Distress at 7 AM The Commodore made the Sigl and fired a Gun for the Convoy To Come under his Lee and made the Signal for us to Come Within hail of him people Empd Knotting and Splicing The Standing and running Rigging and reeving some new at 8 Saw Two Sails of Rebbel Privateers In The NW Qr at 10 recd 3 Carpenters from The *Cammel* and 10 hands and a Coil of 3 Inch from The *Weazel* at 12 The Carpenters and Seamen Return'd To their Ships Pr Signal found 8 Shot between Wind and Water 5 thr'o The Qr 3 Thr'o the Side and A double hd in the Cabbin – Slain in The Action The Master 1 Seaman 1 Boy and 4 Marines and 26 Wounded at 11 AM died of their Wounds Peter Carteret Esqr Comdr and 1 Supernumerary

John Bouchier

1. ADM/L/D/240, NMM.

JOURNAL OF H.M. SLOOP *Weazle*, CAPTAIN CHARLES HOPE ¹

September 1777
Friday 5

Corvo S88E 247 Lgs

AM Still laying too to repair the *Druid* 32 sail of the Convoy in sight & two Rebel Privateers in the NW, repeated the Signal from the *Camel* for the convoy to come under his Stern – Capt Carteret of the *Druid* died, clear'd Ship for Action –

Mod & fine Wr – several of the Convoy joined us at 5 PM made sail 48 sail in Co & the Privateers in sight –

1. PRO, Admiralty 51/1055.

COLONEL MORDECAI GIST TO GEORGE WASHINGTON ¹

[Extract]

Camp at the Head of Sassafras 5 Sept 1777

. . . the principal division of the Enemies fleet consisting of about 150 sail have fallen down to the Mouth of this river and stretch their line from Grove Point to Howels point – The *Isis*, the *Roebuck* and a 40 Gun ship lay off Colo Loyd's a little below Pooles Island. The *Sphynx* still continues at Anchor at Elk. a 50 Gun ship has been some time fast aground on Stony point where she still lays in that Condition. I have this information from such Authority as I think may be depended on.

I learn from a Midshipman of the *Swift* Sloop of War who was took prisoner yesterday that he understood when he left the ship (on Saturday last) that the whole of the Fleet was preparing to go round to Delaware.

I am Just Informed that some few ships past Annapolis yesterday – We have sent 14 Deserters & 4 prisoners to Chester

. . . As I apprehend the design of the Fleet is to Rob & plunder the defenceless Inhabitants on the Coast I have detachd a Party to Howels Point to drive off[f] the Stock. . . .

1. George Washington Papers, LC. A copy of this letter is in the Mordecai Gist Papers, LC.

VICE ADMIRAL RICHARD LORD HOWE TO CAPTAIN WILLIAM CORNWALLIS,
H.M.S. *Isis* ¹

Sir

Eagle off the Elk Sept 5th 1777

The *Cadiz Packet*, the *Alert*, Armed Schooner, & the Sloops *Fanny* & *Charlotte*, are intended to make a part of the Convoy that you have been already charged to Conduct to the Rendezvous of the Ships of War, at the Entrance of the Bay. And I am to desire you will acquaint the Senior Officer that these Vessels are to accompany the Victuallers, and Ordnance Ships, referred to in the Letter he will have had communicated to him by Captn Hammond. I must again reccommend all the Dispatch & Caution in your passage with the Convoy down the Bay, that the importance of the Subject in the Timely supply of the Army with the several necessaries the Ships contain will obviously require. I am Sir [&c.]

Howe

1. William Cornwallis Papers, Letter Book (December 23, 1776–July 22, 1778), 50, NYHS.

THOMAS NELSON, JR., TO GEORGE WASHINGTON ¹

[Extract]

Dear General

Head Quarters Wmsburg Sept 5th 1777

I am just inform'd that three Ships are coming down the Bay, their business I imagine is to get provisions, which I shall endeavour to prevent

by every means in my power. Colo Harrison of the Artillery hearing of some of the *Solbays* crew being on shore in Princess Anne, endeavouring to get off a Vessel, that they had run on shore, sent a party of Men down, who fell in with them, & took one Lieutenant, three Midshipmen & ten seamen. Had the information reach'd him in proper time he would have taken four boat loads of them. . . .

1. George Washington Papers, LC.

GOVERNOR THOMAS SHIRLEY TO VICE ADMIRAL JAMES YOUNG ¹

(Copy)

Sir

Dominica 5th September 1777

I think it necessary for the good of His Majesty's Service, that you should be acquainted by the earliest opportunity which I now embrace; that a Fleet of French Men of War consisting of Six Sail one of 64 guns five large Frigates with the Corvet appeared off this Rhode about a week ago, they kept the Shore as close aboard as the Wind would permit in Order to fetch Guadaloupe and two days afterwards four of them large Ships appeared off in their return to Martinique; I am informed that most of these Ships have lately arrived from Europe by one and two at a time: I am likewise informed that several Transports have lately arrived at Martinique with Troops, and that there are actually at this time in the Islands of Martinique and Guadaloupe not less than Ten thousand regular Troops. I have the Honor to be With the greatest Esteem & Regard Sir [&c.]

Thomas Shirley

1. PRO, Admiralty 1/310.

NEWS FROM TOBAGO ¹

Scarborough (Tobago) Sept. 5.

On the 24th of last month was brought to town gaol one John Wilson, commander of a small American schooner privateer, who had taken in the month of April last, off Cortland, the ship *Champion*, Capt. Fellows, belonging to this island.² He says, that they now put in at Man of war bay to get good water; but being discovered by some Negroes in a plantain walk, they went and informed the manager, who justly apprehended him as a spy, and immediately sent him to be examined by his Honour the Lieutenant Governor. The crew, finding their Captain taken, made off with the vessel.

On Thursday last, the above John Wilson was put on board the Government ship, for Grenada.

1. Dixon & Hunter's *Virginia Gazette*, November 14, 1777.

2. See Volume 8, 917.

6 Sept.

NEWS FROM MACHIAS ¹

[Machias] Saturday Sept. 6 . . . A privateer commanded by Capt. Jerry [Jeremiah] O'Brien² arrived here, brought some papers, none of very late date, also a letter giving information that a gentleman escaped from the

enemy off Cape Sables, a few days ago, that a reinforcement of 400 men, under convoy of the *Milford*, were coming to join these under the *Rainbow*, commodore G. Collier, to make a second attempt on this place. How vain are our hopes! how changable are our fates, when we think ourselves most secure, we are most in danger. . . .

1. Frederic Kidder, *Military Operations in Eastern Maine and Nova Scotia During the Revolution, chiefly Compiled from the Journals and Letters of Colonel John Allan, with Notes and a Memoir of Col. John Allan* (Albany, 1867), 134. Hereafter cited as Kidder, *Military Operations in Eastern Maine and Nova Scotia During the Revolution*.
2. Massachusetts privateer schooner *Resolution*.

MASTER'S LOG OF H.M.S. *Diamond* ¹

Sept 1777

Cape Ann S72°W – 10 Lges

Saturday 6. 6[AM] Saw a Sail in the SE Qart gave Chase Pidgeon hill NWBW 8 Leagues Moderate and Cloudy Wr
1[PM] Fresh Breezes and fair Wr fired a Gun Brought too the Chase Proved to be a Rebble Brig the *Morning Star* from Martineco Bound to Newberry.² Sent a petty Officer and 6 Men to Cary her into hali-fax and kept the Prisoners on board at ½ past 4 in 1st Reefs TS and parted Compy with the prize.

1. PRO, Admiralty 52/1699.
2. John Coombs, master, with rum and molasses, Howe's Prize List, October 30, 1778, PRO, Admiralty 1/488, 489-90. She was condemned as a legal prize on October 1, 1777, N.S. Arch., vol. 496, Vice Admiralty Register, vol. 6 (1777-1782), 65-66.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR ¹

Boston 6th Sept 1777

Voted That Capt [George] Williams go to Salem to divide the Goods on Board the *Tyrannicide* between the State & Captors –

1. Mass.Arch., vol. 148, 503.

MASSACHUSETTS COUNCIL TO SAMUEL WHITEMORE ¹

Councill Chamber Boston Sepr 6.1777

Whereas the Councill have this Day Received Information that a Cartell with Prisoners from New York, aryved at Glocester Yesterday, and as that place is not Convenient to Negotiate the Exchange of prisoners in, You will, Imediately Inform the Commander of Said Cartell, that it is the Positive Order of Councill that he proceed with his prisoners to Nantasket Road in the Harbour of Boston with out Loss of Time, at which place the Commissary for the Exchange of Prisoners, will Negotiate the Business with him, and see that he be Imediately Dispatched for New York. – should he want a Pilot You will furnish him with one, with Directions to apply to the Commissary for his Reward – The Naval Officer of said Port is hereby further ordered that whenever any Cartel shall arrive there that he immediately order them up to Nantasket Road aforesaid without permitting any person to Come on shore from said Cartell – By order of Councill

1. Mass.Arch., vol. 167, 202.

CAPTAIN HECTOR MCNEILL TO THE CONTINENTAL NAVY BOARD
OF THE EASTERN DEPARTMENT ¹

Gentlemen

Boston 6th Sept 1777

your Letter of yesterday I recd and shall Observe Your Orders therein Contain'd

As there are Severall things wanting to fitt the Ship ² for Sea, I have Set down at the foot, a few of the most Material Articles that you may have time to provide them

Should also take it as a favour, That you would be pleased to Order a Survey on the Ships Standing rigging, as we are of opinion that it is not Sufficient for a winters cruize

It will be Likewise Necessary for you to determine how I am to proceede in fitting the Ship – That is whither the work will depend wholly on our own People without any farther incouraget then their monthly wages. I am Gentlemen [&c.]

2 New Cables of 16½ inch 120 fatho each

3 New Steering sails

3 New Top sails

1 Jebb

3 New Top Gallt Sails

50 Tons of Pigg Ballast

1. Captain Hector McNeill Letter Book, MassHS.

2. Continental Navy frigate *Boston*.

Providence Gazette, SATURDAY, SEPTEMBER 6, 1777

Providence, Sept. 6.

Early on Thursday Morning a Party of Troops, under Col. Cornell, surprized a Midshipman and 15 Marines and Sailors, belonging to the *Juno* Frigate, on the Island of Prudence. They immediately laid down their Arms, but afterwards resumed them, and fired on our Troops, without doing any Execution: The Fire was returned, when a Corporal of Marines and one Private were killed, and two others wounded, one of them mortally. The Remainder of the Party were made Prisoners, and arrived here the same Day.¹

1. For British account of the same event see *Newport Gazette*, September 11.

EXTRACT OF A LETTER FROM NEW LONDON DATED SEPTEMBER 6, 1777 ¹

... Their men of war prevent us from driving them from Rhode-Island and New-York: but when their army go from the water, we can and will destroy them. Their cruizers annoy our trade much, have captur'd a considerable number of our vessels. . . .

1. *Newport Gazette*, September 18, 1777.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Saturday, September 6, 1777

Resolved, That a warrant issue on the commissioner of the loan office for the State of Pennsylvania, in favour of the Marine Committee, for 7,000

dollars, in consequence of their having drawn on the said commissioner two warrants, dated the 12 of December last, for the said sum, one in favour of John Hancock, Samuel Adams and Elbridge Gerry, Esqrs for 1,000 dollars, and the other in favour of the said Elbridge Gerry, Esqr for 6,000 dollars, which sums were borrowed by the Marine Committee, and delivered to Captain John Brown, of Massachusetts bay, for the use of the navy; the said Marine Committee to be accountable.

Resolved, That there be advanced to the Marine Committee 4,000 dollars for the use of that department, and for which they are to be accountable.

1. Ford, ed., *JCC*, VIII, 715.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN THOMAS THOMPSON,
CONTINENTAL NAVY FRIGATE *Raleigh* ¹

Sir

[Philadelphia] September 6th 1777

As soon as these Instructions get to hand you are to make immediate application to the proper persons to get your Vessel victualled and fitted for the Sea with all expedition. When this is done you are to proceed on a Voyage to some convenient port in France, and on your arrival there apply to the Agent, if any, in or near said port for such supplies as you may Stand in need of. You are at the same Time to give immediate notice by Letter to the Honorable Benjamin Franklin, Silas Deane, & Arthur Lee Esqrs or any of them at Paris, of your arrival, requesting their Instructions as to your future destination; which Instructions you are strictly to Obey as far as it shall be in your power. If however in the course of your voyage a favourable opportunity should offer of doing Service to the States by taking or destroying any of the enemys Ships, you are not [to] omit taking advantage of it, but may go out of your course to effect so good a purpose, in this we trust to your Zeal and discretion – you are to take particular notice that whilst on the Coast of France or in a french Port, you are as much as you conveniently can to keep your Guns covered and concealed and to make as little warlike appearance as possible. On your arrival in France send one of your Officers with the Letter you are to write to the Commissioners at Paris to prevent its falling into improper hands. We wish you a successful and happy voyage & are Sir [&c.] ²

1. Marine Committee Letter Book, 102, NA. On this date similar orders were issued to John Paul Jones, Papers CC (Letters and Papers of John Paul Jones, 1777–91), 168, I, 15–16, NA, and Elisha Hinman, PRO, Admiralty 1/310.

2. Thompson and Captain Hinman in the *Alfred* had sailed from Portsmouth in company on August 22 before these orders were written.

THOMAS WHARTON, JR., PRESIDENT, PENNSYLVANIA SUPREME EXECUTIVE
COUNCIL, TO COLONEL JOHN EYRE ¹

Sir

In Council Philad. Sept 6th 1777

There is great reason to beleive that the Enemys Ships will make an attempt to weigh the Chevaux De Frize, and to destroy our Fortifications on

the Delaware, with design to reach this City; whilst their Army is endeavoring to Penetrate the Country. it therefore becomes absolutely necessary for Council to pay Strict attention to these matters. The Works at Billingsport, Fort Island, Derby Creek and Bush Island, by order of His Excellency General Washington, are left almost without Guards. You will therefore immediately repair to these Works, and Post the two Companys of Militia Artillery, that are under your Command, in such way as to you may appear most advantageous – I desire you will use your utmost endeavors to have those Fortifications put into as good a state of defence as possible, under the direction of such Officer, or Officers, as His Excellency Gen: Washington has, or may order there for that purpose.

Proper attention should be paid to the Military & other stores &c, that are already, or may hereafter, be orderd there – have them carefully examined, and see that no waste or embezzelment happens.

In conjunction with the Commanding Officer of our Fleet, I request that you will exert yourself to take Burn, sink, or otherwise destroy, the Enemy's Ships or Vessels that may attempt to Invade this or the Neighbouring states. I expect in a few Days three or four Companys of the Militia from Bucks County, the whole of which or apart, as there may be occasion, I will order to reinforce you. I am Sir [&c.]

Tho Wharton jun Prest

I. FDRL.

JOURNAL OF H.M.S. *Camel*, CAPTAIN WILLIAM FINCH ¹

September 1777 Anagada S33Wt 549 Leagues
 Saturday 6th at 5 AM 80 Sail of our Convoy in sight, & The Rebel Ships
 Bearg S½E 6 or 7 Miles, at Noon the Rebels bore SE, 8 or
 9 Miles, 61 Sail of the Convoy in sight, as likewise His
 Majestys Sloops *Druid* & *Weazle* –
 Fresh Breezes & Squally Wr lost sight of the Rebel Ships,
 at 7 PM 56 Sail of the Convoy in sight.

I. PRO, Admiralty 51/156.

JOURNAL OF H.M. SLOOP *Druid*, LIEUTENANT JOHN BOURCHIER ¹

September 1777 Scilly No 73:12 Et 596 Leagues
 Saturd'y 6th AM out 1st reef Mn T Sl and set Top Gallt Sl at ½ past
 3 handed Top Gallt Sl at 6 unbent the fore sail and bent
 another do bent a fore sl for a main sl the other being
 Shot to pieces do bent a Middle staysail at 8 saw two
 strange sail in the SE Qr standing upon our wind at 10
 Eight sail of the Convoy Join'd us which made 61 Sail in
 Compy – the Ship makes 10 feet water in 24 hours
 1st part modt and fair Midl and later squally with

rain At 4 PM Buried Peter Carteret Esqr Late Commander of His Majestys Sloop *Druid*

1. PRO, Admiralty 51/277.

BENJAMIN RUMSEY TO GOVERNOR THOMAS JOHNSON ¹

Sir [Joppa, Maryland] 6th Sepr 1777.

Two Deserters from the *Isis* came in to the Company of Militia stationed in Gunpowder Neck under the Charge of Lieutenant Thomas they are sent to your Excellency as the Intelligence they bring is of Importance to the United States in General and this in particular I thought in Conjunction with the Officers they ought to be speedily conveyed to You

They say One Half of the Fleet is to go into Delaware Bay and the other to fall down to York River, that the Ships had no Soldiers on Board having landed 18,000 under Genl How – The Half the Fleet in Delaware was to assist the Operations of the Army and the Residue to receive them here in Case of a Disaster they say the 64 Gun Ships have but 350 Sailors to navigate them and 64 Marines that they design to plunder the unarmed part of our Coasts of Provision of which they are in Want that One Half of the Marines and Sailors were sick and that the Negroes were received on Board the Merchant Vessells of which there were several in the Fleet who boasted they would make their Fortunes by selling them in the West Indies that they were kicked and cuffed on every Occasion &c

I congratulate your Excellency on the Weakness of the Enemy in this State and the little probability there is of an immediate Attack within your Government at the same Time also on the Affair of Bennington the Raising the Seige of Fort Stanwix Burgoins entrenching or perhaps retreating. I hope I shall upon some future Day have Occasion to do so on their total Defeat and the firm Establishment of Liberty I am [&c.]

Benjamin Rumsey

1. Red Books, IV, 67, Md.Arch.

ACTING GOVERNOR JOHN BROWN TO LORD GEORGE GERMAIN ¹

My Lord, New Providence 6th September 1777.

On the 10th of May last I transmitted to Your Lordship Copies of the Acts of Assembly which had been passed during the last Session, together with Copies of the Journals of the Council, and of the Assembly; I at the same time did myself the Honor to write to Your Lordship, informing of the State of this place, Copy of which, together with Duplicates of the Laws, under the Seal of these Islands, and of the Journals, I now send, by the *Snow Edward*, Philip Brickland, bound to the port of London, packed in a Box directed to Your Lordship.

As in my first Letter to Your Lordship, after the departure of the Rebels from hence in March 1776; ² I mention'd that I had, by Express, made known to Admiral Gayton at Jamaica that the Rebels had been here, and

informed him of what they had done, and requested that he would afford what Assistance he could for the defence & protection of His Majesty's Government, and to oppose the Rebels in case of any fresh Attempt on this place, it may be proper to inform Your Lordship that not having received any Aid from thence, nor Answer to my Letter to the Admiral, I thought it necessary to apply to Commodore Sir Peter Parker, on his Arrival in Carolina, who was so obliging as to write me that he should, on his arrival at New York communicate my Letter to Lord Howe, and that from His Lordship I might soon expect a sufficient Force for the protection of these Islands; but as none of His Majestys Ships or Vessels have yet come hither, and the Armed Vessels of the Rebels continue still to Infest these Islands (two belonging to South Carolina having lately attempted to come into this Harbour, with intent, as was said, to plunder or destroy the Town, and three others from the same Place having been at Harbour Island, where they burnt a Vessel) I thought it proper to address myself to The Lord Viscount Howe, and hope his Lordship will send some Vessels hither for the protection of the Inhabitants of these Islands, and the Trade of this Government as soon as His Majesty's Service will permit.

I have the pleasure to acquaint Your Lordship that I have, at length, by becoming answerable myself for the Expence, been able to put the Forts on this Island in such a state of Defence that I am under no great apprehension of Danger to this Island from the Rebels, should any of their armed Vessels again attempt to come into this Harbour. I am [&c.]

John Brown.

[Endorsed] Ry 14th Jany 1778.

1. PRO, Colonial Office 23/24, 1-2.

2. Attack by the first Continental Navy fleet, Commodore Esek Hopkins. See Volume 4.

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

Jamaica, Sept. 6.

A Spanish guarda costa, belonging to the Havannah, named the *St. Joseph*, having had the temerity to anchor in Kingston harbour, and there to seize a Spanish trading sloop, under pretence of her being a smuggler. The commanding officer of the fort finding the guarda costa had got under way with the sloop in company, caused a gun to be fired at her to bring her to, and to oblige her to set the sloop at liberty. A Spanish Gentleman, who was on the battery, argued with great warmth, that the guarda costa would not bring to, alledging that she was commanded by a King's officer, and puffed up with this thought, he offered to lay any person then on the battery 500 doubloons that she would not bring to or lower her sails for their firing, which bet was immediately taken up by Sir Charles Price, Baronet, who went himself and levelled a 32 pounder loaded with chain shot, at her, and she not minding the two first guns, he fired his, which carried away her mast about 8 Feet above her deck, on which she speedily put out her boat, and, by the help of her and her oars, returned into the harbour, and Sir Charles

Price pocketed the 500 doubloons, to the no small mortification of the haughty Spaniard. The crew are thrown into gaol in irons, and will be tried as pirates.

7 Sept. (Sunday)

BOND OF CAPTAIN JOHN SELLERS, MASSACHUSETTS PRIVATEER SLOOP
*Hancock*¹

[Boston]

Know all men by these presents that We John Sellers of Wareham as principle John Gibbs & David Nye as Sureties – are held and firmly bound to the Hon'ble Henry Gardner Esqr Treasurer of the State of Massachusetts Bay in the Sum of Five hundred pounds to be paid to the said Henry Gardner Esqr Treasurer & Receiver of the State of Massachusetts Bay or to his Successor or Successors in the said Office in trust for the Use of said State, to which payment well & Truly to be done, We do bind ourselves, Our heirs, Executors & Administrators jointly & Severally, firmly by these presents, Sealed with our Seals Dated this Seventh day of September In the Year of our Lord, One thousand seven hundred & Seventy Seven –

The Condition of this obligation is such that whereas 'tis necessary that all Persons taken at Sea on Board of prizes, should be brought into this or some of the United States, to the End there may be a Number Sufficient to redeem such Subjects of this or other of the United States as may fall into the Enemies hands, now if the said John Gibbs David Nye – or the Commander of the said Vessel shall well and truly bring or send into this or some other of the United States all such Persons as may be by him taken Prisoner as aforesaid then this Bond to be Void, otherwise to Remain in full force –

Seal'd & Delivered in
the Presence of us
Ebenr Davis

John Sellers
John Gibbs

1. Mass.Arch., Revolutionary Rolls, VIII, 13.

JAMES WARREN TO JOHN ADAMS¹

[Extract]

Boston Sept 7th 1777 –

. . . I am now Applying myself with all diligence to the Business of the Navy Board in order to answer as far as I am Able Your Expectations & those of the publick. I am greatly Embarrassed with the forming A Constitution, the General Courts setting this week, & the Naval Affairs, even if every thing in the last was as I could wish, but I think it peculiarly Unhappy that we Enter on this Business when the Circumstances of the Fleet are far from being such as promises any Hopes that we can gratify the Expectations of the people by our utmost Exertions, especially as they are well pleased with the Appointment of such A Board, and Consequently their Expectations run high. The *Raleigh* and *Alfred* are gone to Sea from Portsmouth,

the *Ranger* just ready to sail, will go in A few days under the Immediate orders of the Marine Committee. Three Ships shut up in Providence in A Manner without Men,² one in Connecticut River,³ never to be got out without the greatest difficulty & risque even if there was no Enemy to prevent it, & A Ship Constantly watching her. The *Boston* in this Harbour the only remaining Ship in our department, & She in A Condition far from being Agreeable. A great Misunderstanding between the Capt & his officers, who it is said will not again go to Sea with him, and who say he never will again Man his Ship. Capt McNeil's reputation on his first appointment was Ex-treemly good. it seems to be now reversed. The last Cruise was at first very Successful, but did not End so. there was certainly great Blame somewhere. I wont pretend to say where. he lays it on Manley, as you may see by his Letters to the Marine Committee, while his officers dont scruple to say that if he had followed Manley's orders we might have had not only the *Fox*, but the *Flora*, and *Rainbow*. we are not Invested with powers to Appoint or even suspend officers but this matter should be Enquired into. we have ordered him to Equip his Ship for the Sea, & Man her Immediately, and if it can be done shall send her to sea. we shall next Enquire into the state of the Providence Ships & the practicability of geting them out. we have wrote to the Marine Committee for money & the resolves & regulations of Congress relative to the Navy, both of which we are destitute of, & can do very little without. large Sums of Money are now wanted. do Exert yourself to Accelerate their Motions in forwarding them to us. . . .

1. Adams Papers, IV, 113, MassHS.

2. Continental Navy frigates *Warren* and *Providence* and ship *Columbus*.

3. Continental Navy frigate *Trumbull*.

JOURNAL OF H.M.S. *Camel*, CAPTAIN WILLIAM FINCH ¹

September 1777 Anagada S33Wt 579 Leagues
 Sunday 7th at 5 AM 59 Sail of the Convoy in sight, at 7 AM fired 2
 Guns & made the Signal for the Fleet to come under our
 Stern, 1/2 past fired 1 Gun & made the Signal for the Ships
 &c a Stern to make more Sail, at Noon the 2 Rebel Ships in
 sight Bearing SWt –
 Moderate Breezes & fair Wr at 2 PM saw a strange Sail
 in the NWt Quarter, made the *Weaseles* Signal to go & dis-
 cover what she was, the Rebel Ships still in sight in the
 SWt Quarter –

1. PRO, Admiralty 51/156.

JOURNAL OF H.M. SLOOP *Druid*, LIEUTENANT JOHN BOURCHIER ¹

September 1777 Scilly N 68..00 Et 550 Leagues
 Sunday 7th at 7 AM the Commdr made the Sigl for the Fleet to bear
 down at 11 do for the Sternmt Ships to make more
 sail do repeated both and fired 3/ 6 Pdrs the Ship made
 the same water P yesterday

Fresh breezes and hazey Wr made and shortd sail occasionally PM at 3 Brot too P Convoy $\frac{1}{2}$ past made sail at 4 saw a strange Sail in the NW Qr the *Whezel* gave Chace P sigl perceivd that She hoist Dainish Colours Left of Chace At $\frac{1}{2}$ past 6 the Ships Suposed to be our Enemy Bore WSW 8 or 9 miles at 8 Lost sight of the above Ships

1. PRO, Admiralty 51/277.

JOURNAL OF H.M.S. *Perseus*, CAPTAIN GEORGE KEITH ELPHINSTONE ¹

Sept 1777
Sunday 7th

The East point Pools-Island No 2 Leagues at 2 AM deserted with the Cutter 10 Men, in which were Lost her Masts, Sails, 8 Oars, Traveller, 40 fms of $3\frac{1}{2}$ ins Cables, Six fms of 1 in Rope, a Grapnail of 68 lbs and 2 Leads and Lines &ca at 4 Light airs and cloudy with Lightning, at 5 weighed and made Sail up the Bay, with the *Roebucks* Tender in Company; at 6 Saw the Cutter standing along the Western Shore, Gave chace with the Boats, and Stood close in after her in the Ship; Fired one Nine pounder Shotted at her, and knowing the Boats could not get up with her, nor the firing from the Ship after them, called the Boats on board. at 9 Brought too, Anapolis Fort WNW 2 Leagues: at $\frac{1}{2}$ past made Sail, Recd Several White men for Protection as well as blacks Light breezes and clear weather, at 1 PM Anchored with the Small Bower in 5 fms found here His Majesty's Ship *Isis*, who sent a Boat on board: at 3 I embarked in an Armed Schooner Tender and waited on Lord Howe with the Despatches for Him

1. PRO, Admiralty 51/688.

MAJOR JOHN FULFORD TO GOVERNOR THOMAS JOHNSON ¹

Sir

Annapolis 7th Sepr 1777 -

I have sent Liut Smith up to you with two Gentlemen that Run away from one of the English Ship's of War last night they brouht a Boat and Eight Men besides themselves with them, most of them has been in our Service & have been taken Prisoners,² I took the Boat in possession when She came in I have got it still, the Men are in Town, all but the two that I have sent Up to Baltimore I am in Want of the Boat and would be glad to know if I may keep the Boat & pay the Men for it. I shall be Oblige[d] to you to Inform me by the Return of Lieut Smith how I am to proceed in Regard to the Boat & Men I am Your Excelys [&c.]

John Fulford. Major

1. Red Books, XXVI, 142, Md.Arch.

2. See Journal of H.M.S. *Perseus* this date .

VICE ADMIRAL CLARK GAYTON TO PHILIP STEPHENS ¹

Antelope in Port Royal Harbor
Jamaica 7th Sepr 1777.

Sir,

I beg leave to acquaint their Lordships that Yesterday His Majesty's Brig *Badger* arrived in a very leaky condition, and that I have order'd her to be inspected into to stop the Leaks. I also beg leave to acquaint their Lordships that when Captn [William] Judd was obliged to quit for his health, I gave Captn Thomas Davey, an Order to act as Captn of the *Antelope*, untill my further Orders, but not to quit his Sloop the *Diligence* untill I Knew whether it was their Lordships pleasure that my Nephew shou'd return to me, & he being return'd I beg leave to acquaint their Lordships that I have appointed Captn [Charles H.] Everitt to act as Captain of the *Antelope*, Lieut Michael Everitt of the *Badger*, to act as Master & Commander of her & Mr Manly Dixon Midshipman in the *Badger*, to act as Lieut of said Sloop untill their Lordships pleasure shall be known, and I have order'd Captn Davey of the *Diligence* to return to his Sloop, which I do not suppose he will be able to do as he is in bad health. I hope their Lordships will do me the Honor to confirm my two Nephews, Captn & Lieut Everitt & Mr Manly Dixon as I have appointed them. I likewise beg leave to acquaint their Lordships that I have sent a confirmed Commission to Mr [Richard] Hawford agreeable to their Order. I have to acknowledge the Receipt of yours of 8th July with the Act of Parliament relative to the Captures that are taken. I have also to acknowledge the Receipt of yours of same date owning the receipt of my public Letters dated in March April & May and am glad their Lordships approve of my Proceedings in my Duty; in Obedience to their Lordships Orders I have given Mr Thomas Hardy a confirmed Commission for the *Winchelsea*. I have likewise to acknowledge the receipt of your Letter of the 8th July respecting my appointing Officers to any of Lord Viscount Howes Squadron that may be sent here, which I shall pay due obedience to, tho' I was determind (had I not received their Lordships Orders) not to put any Officers into the Ships of His Squadron that may be sent here to refit. I am with great respect Sir [&c.]

Clark Gayton ²

The Number of Rebel Vessels taken by His Majesty's Ships under my Command at present amounts to One hundred & Sixty two.

[Endorsed] Rd 10 Nov 1777

1. PRO, Admiralty 1/240.

2. In a second letter of the same date Gayton advised Stephens that: "Since sealing my Letter to You of this date His Majesty's Sloop *Porpoise* Captain Thomas Haynes is arrived from Quebec, by whom I received their Lordships Order to take him & said Ship under my Command, which I shall strictly comply with. PS: The Captn has not brot me any particular News." PRO, Admiralty 1/240.

JOURNAL OF H.M.S. *Antelope*, CAPTAIN CHARLES EVERITT ¹

Septembr 1777

Moor'd in Port Royal Harbour Jamaica

Saturday 6

Fresh Breezes and fair Weather (PM) Received an

Order from Vice Admiral Gayton as Acting Captain of the
Antelope

Sunday 7

AM went on board and took Command accordingly also
Mr Michl John Everitt Superceded me in Command of
the *Badger* and Saluted with 13 Guns Returnd 11 do Ar-
rived the *Winchelsea* from a Cruize also the *Porpoise* Arm'd
Ship from Quebec and Saluted with 13 Guns Returnd
11 do
do and Hazy Weather Painters Employd in Painting
the Ship

1. PRO, Admiralty 51/51.

8 Sept.

CAPTAIN THOMAS THOMPSON TO JOHN LANGDON ¹

at Sea onbd the *Raleigh*

Lat 41.30 Lon 46-30

Sr

have to Inform are well. hope the Snow *Nanny* is safe arived Mr Nutter
a prize from west Indies ² – have been Six days in the windward Island fleet
the Convoy 3 Sloops on[e] Ship 22, 12 pounders I have Changld [chal-
lenged] the Commodore out every day, wont Come. if the *Alfred* Sail equal
to the *Raleigh* should have destroyd greater part of the fleet She Sails very
dull Indeed, I had agreed to atackd the Comodore but on the day I in-
tended the atack She Could not get up. I was vexd and stood into the fleet
alone, passing several Merchant mend, I halld for the weathermost Man of
War the *Druid* of 16 Guns. our Guns were all Hous'd I Run up Close
alongside and Complemented her with 13 – being a broadside I first haild
them and demanded them to Strike. but it was all a Surprize and they were
in great Confusion. we Lay at Musquet Shot alongside 45 minuets fird 12
Broad side, round Grape & duble head. The Guns prove Excellent. we Tore
her all to pices, a few minuets more would have Sunk her they quited their
quarters for 15 minuets before we left her, and but one man was Seen on
deck at that time; many was seen fall by our topmen as soon as it was ob-
servd the fleet was in Confusion the Comdr Tack'd and Stood right for us I
Lay as Long as possible and then made sail and run down for the *Alfred*.
when I shortend Sail to wait for the Comodr who was giving me Chace, he
tackd and Stood to his fleet – they lay to all night to repair the Ship.
Capt. Hinman & officer underwent great mortification that they Could not
get up to asist. I asure you it was a pretty little action I Cannot bestow to
much praise on my officers they are Bold and Intriped and Joyne with me
in Sentiment despiseing to war against the merchant when Kings ship are
in sight. I could have taken as ma[n]y merchant ships as I had a mind. here
I leave you to paint to your self my feeling at not being mand. have not 20
men Can find a rope in the Night – the men for what they know behaved
with the greatest bravery and fit the guns exceeding well O! for an other
good ship – and Good men, fame is debard me for want of Strength. I intend

to wait a gale and then the fleet will sepearate – Love to Mr[s] Thompson & Childd Compts to friends – our Loss in the action was trifeling. 1 Lieut. sightly woonded in thigh 1 Boy. 1 Boy kild Youngest son of Mills the Sherif – Sail and Rigging something shot I have Harrassd the fleet ever Since – the Ship is every thing I Could wish. only wants men and Cleaning if you want to read this letter to our friends Coppy it. I have but Just time to Scratch Idias. we are all in Health and Sperits. Inform Congress you have herd from me – I fear they will Consider my Conduct as Rashness, but was ever determind to attack the first Kings Ship I Could fall in with tho I must Confes it was dangerous to go into a fleet so Badly man'd as we are however we are all Safe – Your Sincer Friend

by a prize brigg to Selam

Tho^s Thompson

8th day Sept. 1777

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

2. Nanny, Anthony Hooper, master, with a cargo of sugar and cotton, was libeled against on October 23, *Independent Chronicle*, Boston, October 23, 1777.

“VOTES & RESOLUTIONS OF THE [CONTINENTAL] NAVY BOARD
OF THE EASTERN DEPARTMENT”¹

[Boston] September 8. 1777

Voted That Captains Isaac Cazneau Eleazer Johnson and Isaac Phillips be desired to take a Survey of the Standing Riggins of the Ship *Boston* Hector McNeil Esqr commander and report whether it is Sufficient for the Ship for a winter Cruise and that a Copy of this request be sent them forthwith –

On the same day the said Captains Reported in writing to this Board That they had Viewed the Standing Riggins of the Ship *Boston* and are of opinion That the main and fore standing Riggins is not Sufficient for a Winter Cruise and that they had at Capt McNeils request viewed the Small Bower Cable and are of opinion it is not fit for Service The Board thereupon

Voted That an order be sent to Capt McNeil to deliver the Main & fore Shrouds of the Ship *Boston* under his command to Capt Isaac Phillips to be by him stored –

1. Papers of the Continental Navy Board of the Eastern Department, LC.

PRIZE SHARE AGREEMENT WITH SURGEON OF MASSACHUSETTS PRIVATEER
BRIGANTINE *Sturdy Beggar*¹

Boston 8th Sept 1777

I have this Day Agread with Docr Durant to allow him five Shairs of all prizes that may be taken by the Brige *Sturdey Baggar* my Self Commander on Acct of his going as Surgan in Said Brige as witness my Hand
witness Edward Carnes

Heman Doane²

1. Gunther Collection, ChHS.

2. Brigantine *Sturdy Beggar*, commanded by Doane, was a 14 gun Massachusetts privateer, Mass. Arch., Revolutionary Rolls, VII, 136.

The Massachusetts Spy, THURSDAY, SEPTEMBER 11, 1777

Boston, September 8.

Thursday last arrived at a safe port the richest prize 'tis said, taken during the war; having on board 247 bales of the first and second cloths besides a great quantity of other valuable articles. She was bound from London for Leghorn, and taken by Captain John Lee, of Newbury-port.¹

1. Prize was the *Dillon* taken by Lee in the *Fancy*, *Independent Chronicle*, Boston, September 18, 1777. See also Volume 8, 795-96 (document should be dated 26 August).

MASTER'S LOG OF H.M.S. *Diamond* ¹

Sept 1777

Pidgeon hill NWBW 8 Lgs

Monday 8. 1[PM] fresh Breezes and Cloudy wr Saw a Sail in the SW
Qr gave Chase fired a Gun brought to the chase
proved to be a Ship from Boston bound to Martineco²
unbent the fore top Sail and bent another the Old one
being Damaged Cape Ann North 7 Leagues

1. PRO, Admiralty 52/1699.

2. *Montgomery*, ——— Rundeuau, master, with lumber and boards, condemned at Halifax as a lawful prize on November 18, 1777, N.S. Arch., vol. 496, Vice Admiralty Register, vol. 6 (1777-1782), 87-88.

MINUTES OF THE PENNSYLVANIA NAVY BOARD ¹

State Navy Board [Philadelphia] September 8th 1777

The Board this day received the following Resolve from the Supreme Executive Council —

In Council Philadelphia Septemr 6. 1777

Resolved That on the present emergency, when the Enemy's Army endeavouring to penetrate to this City, may be aided by a fleet in the Delaware the actual command of naval force of this State be committed to John Hazelwood Esqr as Commodore in this department, on account of the Age and infirmities of Thomas Seymore Esqr the Superior Officer, as it is manifest to Council that Commodore Seymore in the present State of his health cannot be capable of that Vigour and activity which are essential to the service at this time of danger in which the most strenuous efforts of the stoutest will be necessary

A true Copy

Extract from the Minutes

E Massey Secy to the NB

Ty Matlack Secy

1. Navy Board Minute Books, vol. 2. Pa.Arch.

GEORGE WASHINGTON TO GOVERNOR JONATHAN TRUMBULL ¹

[Extract]

Head Quarters Newport [Delaware] 8th Sepr 1777.

. . . Genl Howe's plans are yet very mysterious, a few days ago he sent all his Tents & Baggage on Board again and his ships have fallen some distance

down Chesapeak Bay. This can be for no other purpose but to go round to Delaware and meet him there, as he can easily extend himself across the Isthmus which is narrow. This will be a strange Maneuvre indeed, as it will be exposing his ships to some danger upon the Coast at this tempestuous Season, and should an accident to the Fleet he must be ruined. A little time must unfold his true designs, which I trust we shall be able to baffle, as the Troops are in good spirits and the people of the Country shew an universal good will to oppose the common Enemy. . . .

1. George Washington Papers, LC.

BRIGADIER GENERAL JOHN ARMSTRONG TO THOMAS WHARTON, JR.,
PRESIDENT, PENNSYLVANIA SUPREME EXECUTIVE COUNCIL ¹

[Extract]

Head Qrs Newport [Delaware] 8th Sept 1777 –

. . . This morning we expected the approach of the Enemy & yet continue to look for their movemnt My private Opinion is, which last night I delivered to his Excellency, – That if Mr Howe do not come on very Soon, his intention is to ReEmbark on the Delaware Cross Over & Land where he may think most convenient on the Jersey Shore, march up to the Sevardefrize [chevaux de frise], & the Ships of force by Water, from these I presume he will not again Seperate at any great distance but Cooperate as far as may be, & by these in the Sequel expect to Bumbard the City. From this Conjecture, the two following inferences are natural, we Shou'd either attack him in his Camp, or if he move press hard upon his Rear – and this before the Shipping get round. The former requires better intelligence than any our good General has yet received. The 2d is that the Jersey Militia Shou'd immediately finish the Labour at Billings-port – or rather take post on their own Shore. This I shall mention to the General but wish Congress wou'd anticipate his letters by immediately writing to Governor Livingston if that is not already done. . . .

1. John F. Reed Private Collection, King of Prussia, Pennsylvania.

CAPTAIN BENNETT MATHEWS TO GOVERNOR THOMAS JOHNSON ¹

Sir this Morning at Eight OClock Saw ten or Twelve Sail of Ships Standing Down the Bay off[f] Swan Point and Stood Down Untill they came as Low down as to bring Chester Channell Open and then Came all to an Ancour off[f] that River which makes me think they intend to Pay New Town Chester A Visset, and Meeting with the Boat Capt Hall from Chester Capt David and my Self think it Nessery to send you this Intelligence by her. Capt David and I was as high up Yesterday as Pooles Island A Reconitering two Ships and a Tender Going up the Bay and Saw one Large Ship Laying off[f] Cornl Loydes Wind Mill and beleave they have Possession of her as She was A Grinding, there is Hardly one day

but there is Sum of there Ships going Either up or down – I remain Sir [&c.]
 Septemr 8 1777
 on Board of the Galley *Independance* at North Point
 Bennett Mathews

1. Red Books, XXI, 104, Md.Arch.

SOUTH CAROLINA NAVY BOARD TO CAPTAIN SAMUEL SNOWDEN ¹

Sir/
 Navy Board [Charleston] September 8th 1777 –
 The Sloop *Beaufort* being now Loaded and ready for Sea, the Commissioners of the Navy direct that you do proceed with the utmost Dispatch from Charles Town to Cape Francois, or Cape Nichola Mole in the Island of Hispaniola, whichsoever you Can most Conveniently get into where as soon as you Arive you are to Deliver your Cargo Agreeable to Bill of Loading, (that is to say) if) at Cape Francois to Messrs D'Oraisore & Co if at Cape Nichola to Mr John Dupey Mercht there, and take on board such Cargoe as Either of them may deliver you with which you are to proceed with all possible dispatch to Charles Town or some Convenient Inlet in this State we would recommend your supplying your self with such shot as will be Necessary for the use of the Vessell, and as you are furnished with a Commission, we would also recommend that you ship Ten Men in Hispaniola more than the Number you Carry from Charles Town – Wishing you a Successfull Voyage I am Sir [&c.]

Edward Blake first Commissr

1. Salley, ed., *South Carolina Navy Board*, 93-94.

“EXTRACT OF A LETTER FROM BARBADOES, SEPT. 8.” ¹

The captain of the *Rattle-snake*, whom we here call the hero of the marine, is at this instant in chace of a sail that he has espied.² What his success will be, it is impossible to determine: but certain it is, he is the boldest fellow that has made his appearance in these seas for some time.

The *Rattle-snake* carries only 14 guns, is an excellent sailer, and has taken a prodigious number of prizes, the chief of which she has sold at Martinico.

A short time since the captain, who is a native of Ireland, wrote word to captain Singleton of the *Bridgetown*, that if he did not take great care he would cut his ship out of harbour. Singleton, well acquainted with his disposition and courage, took, accordingly, every possible precaution against this enterprising Neptune.

Bets used to be often laid at Martinico, relative to the captures the above little vessel would bring into any of the respective harbours. People would be looking out for her; and on her appearance with a prize, the joyful alarm was, *Le Serpent à Sonnettes!* – The beach would then be crowded with spectators, and the *Rattle-snake* enter the harbour in triumph.

1. *London Packet*, or, *New Lloyd's Evening Post*, October 20 to October 22, 1777.

2. Captain David McCulloch in the Pennsylvania privateer schooner *Rattlesnake*.

9 Sept.

VICE ADMIRAL JOHN MONTAGU TO PHILIP STEPHENS ¹

Sir,

Romney St Johns 9th Sept 1777.

By His Majesty's Ship *Squirrel*, who will sail with the first Wind, with the early Trade bound to Spain and Portugal under her Convoy, and will call at Lisbon, I take this opportunity of acquainting you that His Majesty's Ship *Vestal* arrived here the 26th Ult^o having seen all her Convoy in safety, and is since gone on a Cruize.

On the 3rd Inst Lieutenant [Mark] Robinson Commanding the *Canada* Schooner, who has been long in a bad State of Health, wrote to me and requested my permission to go on Half pay, and having been Surveyed by three Surgeons who have given it as their opinions that it is absolutely necessary he should return to his Native Clime as the only means of his recovery, I have given him leave to go Home, and have appointed Mr John Gardiner Midshipman of the *Romney* to Act as Lieutenant and to Command the said Schooner, until their Lordships pleasure is known, which I hope they will be pleased to approve.

Lieutenant [Cheney H.] Garrett Commanding the *Bonavista* Armed Sloop returned from his Cruize yesterday having taken a large Sloop from South Carolina bound to Saint Peters, loaded principally with Rice.

Inclosed I transmit you Lieut Robinson's Letter and the Surgeons Report, and am Sir [&c.]

J: Montagu

[Endorsed] Recd 7 Nov Read do

1. PRO, Admiralty 1/471, 129.

CAPTAIN HECTOR MCNEILL TO THE CONTINENTAL NAVY BOARD OF THE
EASTERN DEPARTMENT ¹

Gentlemen

In my last Letter to the Honble Marine Committe dated 25th Ult^o you may remember that I have mention'd Capt: Palmes, his being under Arrest. The Solicitations of the other Officers on his behalf prevail'd with me to grant him all the Liberty he desired, had he resumed his duty and behaved properly since his Enlargement I might have possibly overlook'd all that was past, but inasmuch as he has again misbehaved and appears incouragable, 'tis my duty to insist on his being brought to Tryal as soon as possible. The crimes I have to accuse him with are misaplication of the Ships Stores, Neglect of duty, disobedience of orders, & attempts to Excite Murmuring & Mutiny among the Ships Company. You will therefore be pleased to give orders that a Competent number of Officers be Collected together at this place as soon as may be to hear and detirmine on this Matter.

Another request I have to make is that when those Gentlemen are Collected here for the purposes aforesaid a number of Sea Officers only shall be Orderd to form themselves into a Court of Enquiry to hear and

Examine Evidencies such as can be found Capable of giving information of the State of things on the 6th 7th & 8th days of July last in the little Squadron Commandd by Capt: John Manley.

To the Intent that Facts may be Established by the Testimonies of numbers who where then present on board the *Boston*. I am Gentlemen [&c.] Boston 9th Sepr 1777

1. Captain Hector McNeill Letter Book, MassHS.

JOURNAL OF H.M.S. *Unicorn*, CAPTAIN JOHN FORD ¹

September 1777 Nantucket Shoal N37°W Dist: 46 Leags
Tuesday 9th AM fresh Gales & squally at 7 saw a Sail to the Eastd made Sail & gave Chace, at 10 fir'd several Shot & small arms at the Chace, she brought too, found her to be a Schooner Privateer, of 10 Guns & 50 Men from Cape Ann,² took the Prisoners on board & put a Mid. & 8 Men on board her to take Charge, the Prizes in Company.

1. PRO, Admiralty 51/1017.

2. *Warren*, Captain Silas Howell, Howe's Prize List, October 30, 1778, PRO, Admiralty 1/488, 489-90. This Massachusetts privateer from Gloucester was commissioned just six days before her capture, Mass.Arch., Revolutionary Rolls, VII, 320. She was condemned as a lawful prize in New York Vice Admiralty Court on November 3, 1777, PRO, High Court of Admiralty 49/93, 92.

COMMODORE WILLIAM HOTHAM TO MARQUIS DE BOUILLÉ,
GOVERNOR OF MARTINIQUE ¹

(Copy.)
Sir

Preston off New York
9th September 1777.

I received the Honour of your Excellency's Letter addressed to Lord Howe, through the Hands of the Chevalier Fagan.

His Lordship not being here present himself, I have the Honour to inform You, that a Court of Admiralty is daily expected to be opened here, when all such French Vessels as have been brought in upon Suspicion of trading with the Rebels, contrary to the Act of Parliament on that Behalf, will be there tried, and either set at Liberty or adjudged Prizes, according as they are before that Court found to be circumstanced.

Their Masters and Crews having been cruelly treated and imprisoned, must have been mis-represented to your Excellency. It was natural to expect that all Attempts to furnish Supplies to the King's rebellious Subjects should be opposed; And that not having room in the Town for the Reception of more Persons besides the Inhabitants, it became necessary to lodge them in Transports for want of any other place to receive them until they could be sent to Europe, where they have been constantly set at Liberty, as will plainly appear to You by the small number that were remaining at the time Monsieur Fagan arrived, and which are now embarked with him;

to whom I beg leave to refer You for any farther Particulars; and have the Honour to be [&c.]

W. Hotham

[Endorsed] No 2. In Lord Howe's Letter of the 24: Octr 1777.

1. PRO, Admiralty 1/488, 44-45.

GEORGE OLNEY TO THE CONTINENTAL FRIGATE BUILDING COMMITTEE,
PROVIDENCE ¹

[Extract]

Gentlemen

Philadelphia Tuesday Eveng 9th Septr 1777 –

I am sorry to inform you that I am under the necessity of returning to Providence without carrying with me the Balance of your Accot for building the *Warren & Providence* – you will doubtless be surpris'd at this; but your astonishment cannot be greater than mine was at the circumstance which prevents a Settlement here, agreeable to your wishes. – It is simply this. – Govenr [Stephen] Hopkins, being appointed to have the sole direction of Building those Ships, in the manner he should judge best, is the only Person known to the Committee here in the Settlement of the Accots, – that is, he alone is Charg'd with, & consequently accountable for, all the Money paid out of the Continental Treasury for the purpose of building them; – and by the Treasurer's Books it appears, Mr Hopkins has recd, since the first of Feby 1776, 148,500 Dolls, which is 20,950 Dollars more than you have Credited the Marine Committee, including the amots of the 200 ps of Duck, paid for by Mr Hopkins himself! – So that untill Mr Hopkins Accounts for this large Sum, you are to look to him for the Balance of your Accot; – and tomorrow I am to be furnish'd with Letters accordingly to him & you; and if no unforeseen accident prevents, I shall set out for Providence on Thursday Morning. – But as I cannot but think Mr Hopkins has dispos'd of this Money, some way or other, for the use of the Continent, in which case you will have to wait the return of the Post from hence at least for the Balance due, I thought best to write by him, that no time might be lost. – Inclos'd is a Copy of the Drafts on the Treasurer in favr of Governor Hopkins, taken from the Treasurer's Books; which may be some help to Mr Hopkin's Memory. –

The Navy Board, to whom the Examination of your Accots was committed, have objected to two Charges only: – the first is the Balance of Peter T. Curtenius's Accot, he never having sent the Anchor here agreeable to your directions; so it will lay with you to collect the Money: – the other is the Interest, which, as it will be a bad precedent, they rather decline to allow; – besides if Mr Hopkins has the Money by him, which is unaccounted for, there can be no Interest due from the Marine Committee; but from Mr Hopkins. – However, I shall know more tomorrow Mornng when I am to wait on the Board.² – And when too I expect to receive Messrs Brown's Money for their Draft on Mr Morris

1. Nicholas Brown Papers, JCBL.

2. On September 10th, the Continental Marine Committee wrote to Stephen Hopkins about his account, and the Committee's objection to the two charges noted, Marine Committee Letter Book, 102, NA.

“EXTRACT OF A LETTER FROM PORT ANTONIO, IN THE ISLAND
OF JAMAICA, DATED SEPT. 9”¹

The 6th inst. two American privateers, both of them ships of considerable force, stood into, and cut three vessels out of this harbour; and a few days before, the same privateers took a large ship within a few miles of this place. There is at present nine of those provincial vessels of war cruising round this island, in defiance of the small squadron the admiral has at Port Royal, which are too few in number to check their progress.

1. *London Packet, or, New Lloyd's Evening Post*, November 14 to November 17, 1777.

10 Sept.

CAPTAIN RICHARD PEARSON TO VICE ADMIRAL RICHARD LORD HOWE ¹

(Copy)

My Lord

Garland off Quebec 10 Sept 1777

General Sir Guy Carleton, as well as myself thinking the detention of His Majesty's Ship *Triton* in the River any longer unnecessary, I have this day dispatched her on a Cruise agreeable to your Lordship's Order to me of the 10th of April last &c, a Copy of Captain Lutwidge's order I herewith inclose, as also a Copy of a late Survey on the *Magdalen* Schooner which is found totally unfit for Service and not worth repairing and as I have no directions from your Lordship what you would please to have done in regard to her, I am much at a loss how to act in this Case for the best, and much for the good of the Service, but as it appears to me that her being continued in her present Situation will be injurious to it, I think it best to put her out of Commission and send Lieut Lee with her people round to the Southward in the *Andrew*, an Armed Ordnance Transport which will sail for New York about the latter end of this Month with a Number of Rebel Prisoners which she brings round at the request of General Sir Guy Carleton; from thence she is to proceed to England, unless it should be found necessary to detain her at York, or to order her upon any other Service, she being contracted for by the Master General of the Ordnance for one Year certain.

The Merchants of Canada, having presented a Memorial to General Sir Guy Carleton, and another to me, requesting two Ships of force to be appointed as a Convoy to their Fur Trade to England I herewith inclose you a Copy of the Memorial inclosed to me by His Excellency Sir Guy Carleton, also a Copy of his Letter to me on the occasion; on the receipt of which, I waited on his Excellency and consulted with him what number of King's Ships he judged would be necessary to remain in the River St Lawrence the ensuing Winter, when he was of opinion, with me, that it would be necessary, that some one of His Majesty's Ships should be left at Quebec to receive the remainder of the Seamen which must necessarily be employed upon the Lakes, till the Winter sets in, After having His Excellency's opinion on this head, I wrote him and the Merchants an answer relative to appointing a Convoy, a Copy of which I herewith also inclose;

and propose leaving the *Viper* Sloop for the purpose abovementioned all which I hope will meet with Your Lordship's approbation.

The Progress of General Burgoyne's Army seems now very doubtful, and I much fear that without the speedy assistance of some part of the Southern Army that our Northern one is in great danger but Captain Lutwidge who has just left Ticonderoga will be much abler to give you more particular Accounts of the progress and present Situation. I have the honor [&c.]

Richard Pearson

[Endorsed] (3.) In the Lords of the Admt'y's of 4th Decr 1777.

1. PRO, Colonial Office 5/127, 260-61.

CAPTAIN JOHN PAUL JONES TO JOHN BRADFORD¹

Sir

Portsmouth Sept'r 10th 1777.

As I have had no invoice of the Articles Supplied by Livingston and Turnbull I must request you to furnish me with the particulars and prices of those Articles which are comprehended in the "Sundries" mentioned in your Account – else I shall be unable to fix the prices when the Slops are served out and must of course suffer the Accounts to run into Confusion. – with respect to the Old St Georges Ensign which Captain Park [Matthew Parke] Says "you refuse to deliver". – as it was a Trophy taken from a Tory in Canso for having the impudence to keep it flying at his House at the time while I had the Command of that harbour² – and as nothing else was taken from the shore that Cruize – I did not I confess consider it as prize Goods – but took it from the *Providence* on Board the *Alfred* to Hoist Occassionally. – ~~without thinking of charging it.~~ – but if I have been and am still mistaken – that circumstance I apprehend will not Justify the withholding a necessary Article which cannot be procured here. – were the times less difficult I should not deign to mention far less to Hoist Such a dirty old rag which if it really is prize Goods ought strictly Speaking to have been returned to the State of Rhode Island where it was first Imported. – Mr Seaward and Mr [Louis Daniel] Charrier comes to Boston to procure a few articles for the *Ranger* of which they bring memorandums – if they meet with the necessary Assistance so as to enable them to return here immediatly they will find the Ship in readiness to depart. – I am Sir [&c.]

J.P.J.

1. Papers of John Paul Jones, 6643-44, LC.

2. See Volume 7, 80, 935-37.

"VOTES & RESOLUTIONS OF THE [CONTINENTAL] NAVY BOARD OF THE EASTERN DEPARTMENT"¹

[Boston] Septemr 10. 1777

Voted That the Honble Board of War be requested to give leave to this Board to take twenty or thirty masts for the use of the Continental Frigates from those in their disposition at Kennebeck. –

1. Papers of the Continental Navy Board of the Eastern Department, LC.

ALARM SIGNALS APPROVED BY THE MASSACHUSETTS COUNCIL ¹

Signals at Hull in the day Time

When a Ship appears in the Bay hoist the large blue Flag

if a Snow the union Flag

if a Brig the Pendant

Should three Topsail Vessells appear then hoist the blue Flag union Flag & pendant one above the other, the Pendant uppermost

For two Topsail Vessells two Flaggs

if more than three Topsail Vessells appear, and under 20 fire one Gun, (the muzzle pointed towards the Castle) and hoist the two flaggs & pendant, the pendant lowermost, and repeat the firing every 4 minits till the Signals are answerd at the Castle –

upon discovery of 20 or more Topsail Vessells, Hoist a large blue Flag uppermost, the Pendant next and the union Flag lowermost, and fire two Cannon at one minits distance, if the Signal be not answerd at the Castle by the Flaggs & pendant and firing in 5 minits, then fire 3 Cannon, at one minits distance, (the muzzles pointed towds the Castle) – When you are answerd at the Castle, you are to hall down your Signals. As soon as you discover the Vessels to be French Vessells you are to hoist St Georges Ensign & keep it flying till the same Signal is hoisted at the Castle –

upon a discovery of the Enemy in the Night the alarm is to be given at Hull, by firing one Cannon, & three Rocketts successively and if the same Signal is not answered at the Castle in 6 minits repeat the firing & throwing the rocketts till as aforesd every 6 minits until answerd at the Castle –

The Castle is to answer the Signals given at Hull in every respect, & repeat them until they are answerd at Boston on Fort Hill and not to Salute any Vessell comeing in, except Continental armd Vessels; armd Vessels belonging to this, or to either of the united States; and french Vessels, none of them, with more than 13 Guns, always observing to discharge two less, than the Vessell discharges, for which purpose Guns are to be plantd on the West end of the Island to Salute with –

if the alarm is to be general in the Night, then the Beacon is to be fired at Boston by order of Council and an express sent to Stoughton to fire the Beacon there,

if a Fleet consisting of 20 Sail or upward of Topsail Vessels is discovered at Cape Ann, an express to be forwrdd to the Council the like at Marble head – Plymouth, or Barnstable – and Copys of these Signals to be sent to Hull, Castle Island, Fort Hill, The Select men of Boston, Salem & Plymouth & Glouster & Barnstable –

In Council [Boston] Sept 10t 1777

Read & Accepted
Jn^o Avery Dy Secy

1. Mass.Arch., vol. 167, 211–11a.

THOMAS CUSHING TO THE PRESIDENT OF CONGRESS ¹

Dear Sir

Boston September: 10th 1777

I wrote you on the 16 and 23 of June, the 21 of July & 14 of August but have not received the least Scrap from you since yours of the 27 of May, Which I know not how to Account for, These letters were Relative to the Ships I am building on Account of the Continent & if they had ever have Reached you, I think I should have had An Answer to them, in my last I informed you that the 36 Gun Frigate ² was in Such forwardness that it was high time her Rigger was fixing & desired an order upon Colo Warren for the Rigger that lately came in to his hands from Spain, as also for a quantity of Duck sufficient for the Ships, The Business has been Retarded for want of such orders; I desired also to be informed from Whence I might expect the Guns for the Frigate & desired I might be furnished with A quantity of Iron from Baltimore Philadelphia the Jerseys or New York, I hope I shall Receive some very soon as other ways the Carpenters will Stand Still for want of that Article, I have been obliged to give one hundred pounds lawfull Money P Ton & they now Ask one hundred and Eighty pounds P Ton, The price of every thing Necessary for the Ships Raises every day A great deal of money goes but a little way, such Articles I have been obliged to purchase are so high that the money, you sent me last, is all Expended, I must intreat you would immediately Send me another Draft upon the loan office or I shall not be able to keep the Carpenters and other Tradesmen at Work much longer, indeed I find it very difficult to get them to work for Money at all, They say they can find employ from Private People & Receive a large proportion of their wages in Provisions and West india Goods, so that in case they Agree to work for money they expect to Receive it when ever they want it, Whether it is due to them or not. I must beg your immediate attention to this Matter & also to furnishing me with a Supply of Iron – I hope to have the pleasure of seing you soon at Boston, & I hope it will not be a great while before I see you placed in the Cheif seat of Government here, nothing in my power Shall be wanting to Effect it. My best Respects to Mrs Hancock, Mrs Cushing also sends her sincere Regards – I am with Respect [&c.]

Thomas Cushing

P.S. Pray Inform me What Congress are doing with Respect to Supporting the Credit of our Paper Currency –

1. Walter Fuller Don Collection, SI.

2. Building at Salisbury, Massachusetts; subsequently named *Alliance*.

SAMUEL ELIOT, JR., TO GOVERNOR JONATHAN TRUMBULL ¹

Hond Sir

Boston 10th Sepr 1777 –

I have the pleasure of acquainting your Excellency of the safe arrival of the *Oliver Cromwell* in this Harbor, together with her prize the Ship *Weymouth*, mounting Sixteen Carriage Guns &c – She was employ'd as a packet from Jamaica to London having on board a Quantity of Cash, the

exact Sum I am not able to ascertain, the Prize Master informs me her Letters were all destroy'd – that there were several Passengers, among whom is Capt Judd, Commander of the *Antelope* of 50 Guns – who with the other prisoners were landed at Kennebeck River in order to proceed by Land to this Place. I expect them this day – I shall pay a due attention to them according to their Rank – Your Excellency will doubtless consent to Capt Judd being exchanged for Capt Manly, if a Cartel should be established –

It is with sorrow I mention to you, Capt Harding's detention at the Eastward by a dangerous fit of Sickness; while he is absent I will take the whole charge of the *Cromwell* &c, and as Capt Deshon is now in Town I doubt not of conducting to approbation with his advice and assistance which he has kindly promis'd – This prize will occasion a great deal of altercation, as the Agent for the People will endeavor to prove her to be a Kings Ship, which, if done, the State will draw no part. I shall retain another Lawyer besides Mr [Francis] Dana, in hopes of recovering a proportion for the State, and shall acquaint your Excellency from time to time as there shall be occasion.

On Saturday I return'd from Dartmouth, the Prize turns out agreeable to my Expectation. The Cables, & Cordage I have order'd to Boston for the *Defence*, the *Honor* was not quite unloaded but as my Brother could conduct the business, I tho't it my duty to return, and attend the lengthening of the *Defence*, which is now on the ways and divided – Capt Smedley has given her Eighteen feet in length – which will add fourteen Inches to her beam, all who have seen her, give it as their opinion, she will make a compleat Vessel. I shall obtain every Article at the lowest price, and make every agreement upon the lowest Terms – but her lengthening will be attended with an amazing expence. –

Lieut [John] Smith who will deliver this can give your Excellency a particular Account of the Engagement with the packet, and of the several Captures made by the *Cromwell* – one of which I fear has miscarry'd² – I would request as early, & particular directions respecting both Vessels as is convenient. – I remain with due respect [&c.]

Samuel Eliot Junr

1. Conn.Arch., 1st Series, IX, 188a–b, ConnSL.

2. *Restoration* which was recaptured. See Journal of H.M.S. *Ambuscade*, September 2–3.

LIEUTENANT TIMOTHY PARKER, CONNECTICUT NAVY SHIP *Oliver Cromwell*,
TO GOVERNOR JONATHAN TRUMBULL¹

Sir

Boston 10th September 1777

Have the pleasure to Inform your Honr of the Safe Arival of the *Oliver Cromwell* and *Weymouth* packett in this port, Being Sent forward from Kenebeck River P Order of Captain Harding, who was Left there Sick, but was Geting Better. all the prisoners That were able to Travel were Landed at that place and ordered to proceed here by Land, Among whom there is one Captain William Judd late of the *Antelope* Brittish Man of war of 50 Guns, Some Gentlemen passengers &c For Particulars Beg leave to

Refer you to Lieut [John] Smith who will be able to give your Honr any Information You may Desire, – Should Captain Harding be Detaind Longer than is Expected, we beg your Honrs Instructions for the Regulation of our Conduct. Capt Harding hath promis'd parole to Capt Judd – and Capt [Charles] Flyn[n] of the *Weymouth*. they appear to be Gentlemen of Charecter and hope they'll be Treated as Such, Notwithstanding the Austerity of the times I am Sir [&c.]

Tim^y Parker ²

1. Conn.Arch., 1st Series, IX, 189a, ConnSL.

2. Governor Trumbull replied to this letter on September 16. "I trust the Prisoners will be treated with Humanity & Tenderness," he wrote, "& with that Attention & Complaisance their Stations & Conduct shall appear to merit." Conn.Arch., 1st Series, IX, 189b, ConnSL.

CONTINENTAL MARINE COMMITTEE TO DANIEL TILLINGHAST,
CONTINENTAL AGENT FOR RHODE ISLAND ¹

Sir

[Philadelphia] September 10, 1777

We enclose you herein a draft on Stephen Hopkins Esquire for 15,926 8/9 Dollars in your favour which you will find by the enclosed Copy we wrote him this date is the balance of Moneys which he drew for the use of the two frigates building at Providence more than was expended in building those Frigates. We expect this draft will be immediately paid and you will place the same to the Credit of this Committee. We are Sir [&c.]

1. Marine Committee Letter Book, 103, NA.

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

Sept 1777

Charles Town N 10° .52' Wt 16 Ls

Wednesd 10th

at 5 AM Tkd at Six Saw a Sail to the Sowd Gave Chace In Hoisting the fore topmt Studding sail the fore topgt Studding sl Got Foul and was lost out of the top overbd at Merdn the Chace SbE 4 Miles the *Brune* Hull Down Astern –

Light Breezes and fair Wr Saw another Sail to the Southwd Hoisted out the Pinnacle & Sent after the Chace at 3 the Chace Brot too Named the *Betsey* Sam Smith Mr from Boston to Georgia In Ballast ² at 6 TKd

1. PRO, Admiralty 51/4197.

2. Burnt at sea, capture credited to H.M.S. *Brune*, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 65.

11 Sept.

"VOTES & RESOLUTIONS OF THE [CONTINENTAL] NAVY BOARD
OF THE EASTERN DEPARTMENT" ¹

[Boston] Septemr 11. 1777

Voted That a Circular Letter be wrote to John B Hopkins Abram Whipple & Hoistin Hacker Esqrs Commanders of the *Warren* *Providence* and *Columbus* requiring them to remain in Providence till further orders

and that they immediatly Equip fix and Man their Several Ships to be ready to proceed to Sea at the Shortest Notice. –

1. Papers of the Continental Navy Board of the Eastern Department, LC.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT
TO CAPTAIN ABRAHAM WHIPPLE ¹

Navy Board Eastern Department
Boston Sepr 11th 1777

Sir

In our Orders of the 2d Instant we expressed a desire of seeing you here with the other Commanders of the Continental Ships at Providence; for reasons that have since taken place, we wish you now to remain at Providence, where we hope this will find you, and is to require immediately to equip fix and man the Ship *Providence* under your command, ready to proceed to sea on the shortest notice.² Every exertion is to be made for this purpose, and no delay admitted. We doubt not your Zeal and activity on this matter, and shall only add that the Board will be at Providence in a few days, and are Sir [&c.]

J. Warren John Deshon

1. Abraham Whipple Papers, RIHS.

2. See Journal of the Continental Congress, August 21.

PETITION OF PEREZ MORTON TO THE MASSACHUSETTS COUNCIL ¹

State of	}	To the honl Council of said State, sitting in Boston 11 Sepr 1777 –
Massa. Bay		

The Petition of Perez Morton humbly shews –

That he with several other Persons, as owner of a Privateer Brigantine, pierced for 16 four pound Cannon, that thro' the impracticability of obtaining Cannon for her in this State, he is necessitated to send to Connecticut for them; that by late Regulations of that State, no Cannon are suffered to be transportd from thence, without a Certificate from the Governor to the Seller, of the purchaser's good Intentions, and the Use they are for

In Consequence of this Requisition Govr Trumbull has refused to Grant Certificates to Persons unknown to him, unless they produce Credentials of said facts from the supreme Council of the State to which they belong – Your Petitioner therefore prays your honors to grant him a Certificate, that may convince Govr Trumbull of the good Intentions of your Petitioner in purchasing said Cannon, and that they are intended for the Use aforesaid – to which your Petitioner is ready to attest – And as in Duty bound shall ever pray &c –

P Morton

1. Mass.Arch., vol. 167, 228. Petition was granted.

Independent Chronicle, THURSDAY, SEPTEMBER 11, 1777

All persons belonging to the Continental Frigate *Boston*, are desired to attend on board the said Ship, on Thursday the 18th Inst. where the Agents

will be ready to pay them their Dividends of Prize Money, arising from the captured Brigantine *Littleton*.¹

Wanted Immediately, A Number of Men, to serve as Guards on board the Prison Ships that are to take in the Prisoners coming in – Any Gentlemen, Tradesmen, or Seamen, that are willing to serve in this Capacity, are desired to apply to the Commissary's-Office, at the Head of Court-Street, where they shall have good Encouragement, and enter into immediate Pay.

Robert Pierpont, Commissary of Prisoners of War.

1. See Volume 8, 1040.

Newport Gazette, THURSDAY, SEPTEMBER 11, 1777

Newport. September 11.

One Day last Week, about thirteen Men from His Majesty's Ship *Juno*, went on Shore at Prudence Island, to bathe. The Rebels discovering them from Warwick-Neck, landed a Number of Men, in five Flat-Boats and a Whale Boat, suddenly came upon them, naked and unarmed, and, with a Heroism known only to Rebels, fired upon them, killed three men, wounded several, and carried off the rest. A Marine, who was one of the Party, appearing somewhat obstinate, had his Brains very humanely knock'd out with the Butt-End of a Musket.¹

1. For American account of the same event see *Providence Gazette*, September 6.

12 Sept.

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

Septemr 1777

Segwin Isld N ½ W 10 Lgues

Tuesday 9.

at 5 AM saw the Land bearg NNW – Exercis'd Marines at small Arms.

First pt light Breezs & hazey, middle & latter Pts fresh Breezs & Rain – at 3 PM saw 3 Sail in the NW – at 9 got into the Entrance of Sheepscut River –

Wednesday 10

AM at 3 came too in the Ovens Mouth with the best Bower in 12 fm Water – barricaded, mann'd & arm'd the flat bottom Boat & Cutter, & sent them up the River wth a Lieut in each, & a Lieut of Marines. at 10 hove up the Anchor & made Sail up the River.

Light Breezs & hazey wth small Rain PM at 2 came too with the Bt Bower in 8 fm Water abreast of Whichcassot [Wiscasset] Town, sent the large Cutter to take Possession of a Schooner – at 11 the flat bottom Boat & Cutter came on bd Havg taken Possession of a Ship laden wth Masts &c up the River ² & a piece of Ordnance the Rebels had plac'd on a Hill to protect the Mast Ship – but finding a Number of Rebels had assembled who kept a continual fire on our people with small Arms, & anor 4 Pounder wch they also brot to bear on the Ship (firing a No of Shot thro' Her)

- our Officer thot it most expedient to scuttle the Ship & render the Cannon useless by spiking it.
- Thursday 11. AM Empld barricading the Tops, Quarters, & gettg ready to go down the River; – Sent on Shore a Flag of Truce – Drifted alongside a Raft of large Spars – Came on bd the Flag.
Light Breezs & cloudy Wr PM Empld gettg the Spars in thro' the Gun Room Ports – Came on bd a Flag of Truce – Saw a No of arm'd Rebels assembling at all Quarters.
- Friday 12. AM at 1½ past 5 weigh'd & came to Sail – Put on Shore 10 Rebel Prisoners –

1. PRO, Admiralty 51/762.

2. Gruel. See Minutes of the Massachusetts Board of War, September 22.

“VOTES & RESOLUTIONS OF THE [CONTINENTAL] NAVY BOARD
OF THE EASTERN DEPARTMENT”¹

[Boston] Septemr 12. 1777

Voted That a Letter be wrote to the Honble Thomas Cushing Esqr to inform him that the Marine Committee have come to a resolution to put a Stop to the building the 74 Gun ship begun in this Town and have required this Board to forward a true State of the Situation of this Ship and an Account of the Materials provided for her therefore to request him to furnish this Board with such a State and such an Account. –

1. Papers of the Continental Navy Board of the Eastern Department, LC.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO
CAPTAIN JOHN PAUL JONES¹

Navy Board Eastern Department

Boston Septr 12th 1777

Sir

We have Just now your Favour by Mr [Louis Daniel] Charrier your Memdn is now Compleating & will be finished with all posable Dispatch, so that you may have no Delay in going to Sea according to your Wishes. we have had so many affairs to attend to in our first Entering on Business & find many things in the Navy Department in Such A Confused State, that we have not been able to Come to any determination on the form & manner wherein accounts are to be Exhibited nor Can we Say whether there be a propriety in there being presented by your Attorney. but at Present we See no Objections to it, if the accounts are properly Attested and well Vouched, it Certainly Canot be Material who they are presented by when the[y] are Presented.

you may be assured of a proper attention to & Impartial Examination & Settlement of them.

we are not able to Say whether Commissions are to be Charged or whether there have been any Instances of that Kind, but from what we have yet heard, it has not been a Custom. the Complaint of Mr [Joseph] Dobel

will be attended to in Proper Season so far as Comes within our Department.
we wish you an Agreeable Cruise & are your Humbl Servants

J Warren John Deshon

John Paul Jones Esq Commander of the Ship *Ranger* Portsmouth

1. Papers of John Paul Jones, 6645-46, LC.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Boston] Friday September 12th 1777

Petition of Samuel Elliott junior Agent of the State of Connecticut setting forth That one Antonio Gnospelius a Native of Sweeden & who never was a Subject of Great Brittain was taken on his Passage from Liverpool to Jamaica & bro't into this State – That he entered as an Marine on board the Brig *Defence* in the service of the State of Connecticut & has remained on board & done his Duty to the Acceptance of the Officers – That he is confined onboard the Guard Ship as a Prisoner of War praying that he may be released & not accounted a Prisoner of War

Ordered that the Commissary of Prisoners be & he hereby is directed to liberate Antonio Gnospelius a Prisoner on board the Guard Ship & deliver him to Capt Smedley Commander of a Brig belonging to the State of Connecticut that he may return to his Duty on board said Brig –

1. Mass.Arch., vol. 21, 744.

"MUSTER ROLL OF THE BRIGT *Tyrannicide*, JONA HARADEN, COMMR, TO AUGUST 31st 1777 —" ¹

Mens Names	Station	Time Entry 1777	Wages Pr Mo	Advc Wages	Killd Wound desertd &c.	Time dischargd	whole Wages	Wages due
Jona Haraden	Captain	Feby 20.	14.. 8	14.. 8		Augt 31	92.. 0.. 0	77.. 12.. 0
Israel Thorndike	1st Lieut	do 22	7.. 4	7.. 4		do	45.. 7.. 3	38.. 3.. 3
Benja Moses	2d do	— 20	7..	7..		do	44.. 16.. 0	37.. 16.. 0
Benja Lovett	Master	— 22	7..	7..		do	44.. 6.. 8	37.. 6.. 8
Thomas Hunt	1st Mate	— 20	4.. 10	4.. 10		do	28.. 13.. —	24.. 3.. —
John Marsh	2d do	— 24	3.. —	3.. —		29	18.. 10.. —	15.. 10.. —
Wm Maley	Boatswain	Mar. 15	3.. 18	3.. 18		31	21.. 11.. 7	17.. 13.. 7
Chas Hambleton	do Mate	do 1	2.. 14	2.. 14		do	16.. 7.. 3	13.. 13.. 3
Wm Patterson	Gunner	Feb. 20	3.. 18	3.. 18		do	24.. 16.. 7	20.. 18.. 7
James Cheever	do Mate	Mar. 13	2.. 14	2.. 14		29	14.. 18.. 9	12.. 4.. 9
Wm Coffin	Surgeon	do 11	6.. 10	6.. 10		29	37.. 1.. —	30.. 11.. —
Rd Perkins Bridge	do Mate	do 11	4.. —	4.. —		do	22.. 16.. —	18.. 16.. —
Wm Beckett	Carpenter	Feb. 20	3.. 18	3.. 18		31	24.. 16.. 7	20.. 18.. 7
Benja Lander	do Mate	Mar. 13	2.. 14	2.. 14		29	14.. 18.. 9	12.. 4.. 9
Robert Harris	Cooper	Feb. 24	2.. 14	2.. 14		31	16.. 16.. 7	14.. 2.. 7
John Brown	Armourer	do 20	2.. 14	2.. 14		29	17.. —.. 3	14.. 6.. 3
John Graves	Sail Maker	Mar. 15	3.. —	3.. —		do	16.. 8.. —	13.. 8.. —
Nath. Webb	Prize Master	Feb. 25	3.. —	3.. —		do	18.. 8.. —	15.. 8.. —
Littlefd Sibley	do	Mar. 14	3.. —	3.. —		do	16.. 16.. —	13.. 16.. —
Samuel Foster	do	do 13	3.. —	3.. —		do	16.. 18.. —	13.. 18.. —
Frans Bowden	Pilot	Feb. 27	4.. —	4.. —		31	24.. 2.. 8	20.. 2.. 8
John Williams	Quarter Master	Mar. 13	2.. 10	2.. 10		29	14.. 03.. 4	11.. 13.. 8
Richd Pumroy	do	Mar. 4	2.. 10	2.. 10		31	15.. 0.. 0	12.. 10.. 0
Edwd Carrell	Cook	Feb. 26	2.. 10	2.. 10		29	15.. 5.. —	12.. 15.. —
Wm Prosser	Capt Clk	— 25	3.. 12	3.. 12		31	22.. 6.. 5	18.. 14.. 5
James King	Steward	— 17	3.. —	3.. —		do	19.. 8.. —	16.. 8.. —
Benja Warner	Mast. Arms	— 24	2.. 14	2.. 14		do	16.. 16.. 7	14.. 2.. 7
Benja Bacon	Drummer	Mar. 15	2.. 12	2.. 12		do	14.. 7.. 9	11.. 15.. 9
Richd Furbur	Seaman	Feb. 26	2.. 8	2.. 8		do	14.. 08.. 0	12.. 0.. —
Sam. Porter		— 26	2.. 8	2.. 8		do	14.. 08.. —	12.. 0.. —
James Andrews		— 27	2.. 8	2.. 8		June 5	7.. 12.. 5	5.. 4.. 5
James Coughlin		Mar. 9	2.. 8	2.. 8		Aug. 29	13.. 17.. 6	11.. 9.. 6
John Cash		Feb. 28	2.. 8	2.. 8		do 29	14.. 9.. 7	12.. 1.. 7

SEPTEMBER 1777

"MUSTER ROLL OF THE BRIGT *Tyrannicide*, JONA HARADEN, COMMR, TO AUGUST 31st 1777 —" [continued]

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AMERICAN THEATRE

Mens Names	Station	Time Entry 1777	Wages Pr Mo	Advc Wages	Killd Wound desertd &c.	Time dischargd	whole Wages	Wages due
Charles Grant		Mar. 9	2.. 8	2.. 8		June 5	6..19.. 3	4..11.. 3
Benja White		Feb. 28	2.. 8	2.. 8		Aug. 29	14.. 9.. 7	12.. 1.. 7
Nichs Besom		Mar. 9	2.. 8	2.. 8		do	13..17.. 6	11.. 9.. 6
John White		Feb. 28	2.. 8	2.. 8		31	14..12.. 9	12.. 4.. 9
Sam. Andrews		Mar. 9	2.. 8	2.. 8		29	13..17.. 6	11.. 9.. 6
Sam. Bowden		Feb. 28	2.. 8	2.. 8		May 31	7.. 8.. 9	5..—.. 9
Benja Stevens		Mar. 7	2.. 8	2.. 8		Aug. 29	14.. 0.. 8	11..12.. 8
Ephm Chambers		do	2.. 8	2.. 8		do	14.. 0.. 8	11..12.. 8
Nath Dolliber		Feb. 28	2.. 8	2.. 8		do	14.. 9.. 7	12.. 1.. 7
James Haskall		26	2.. 8	2.. 8		31	14..16.. 0	12.. 8.. —
James Bowden		28	2.. 8	2.. 8		29	14.. 9.. 7	12.. 1.. 7
Peter Quinner		Mar. 9	2.. 8	2.. 8		do	13..17.. 6	11.. 9.. 6
Zeb. Foster		Feb. 26	2.. 8	2.. 8		do	14..18.. 9	12..10.. 9
John Masury		Mar. 9	2.. 8	2.. 8		do	13..17.. 6	11.. 9.. 6
John Wodden		Feb. 26	2.. 8	2.. 8		31	14..16.. 0	12.. 8.. 0
John Flinn		do	2.. 8	2.. 8		do	14..16.. 0	12.. 8.. —
Thos Homan		Mar. 4	2.. 8	2.. 8		29	14.. 5.. 7	11..17.. 7
John Garney		9	2.. 8	2.. 8		do	13..17.. 6	11.. 9.. 6
Geo. Batchelder		9	2.. 8	2.. 8		do	13..17.. 6	11.. 9.. 6
John Dennis		9	2.. 8	2.. 8		31	14.. 0.. 2	11..12.. 2
Philip Bridges		9	2.. 8	2.. 8		29	13..17.. 0	11.. 9.. —
Hail Hilton		Feb. 26	2.. 8	2.. 8		do	14..18.. 9	12..10.. 9
Chas Goodwin		27	2.. 8	2.. 8		June 5	7..12.. 5	5.. 4.. 5
John Collins	Boy	26	1.. 4	1.. 4		Aug. 31	7.. 8.. —	6.. 4.. —
John Fritz Jr		Mar. 9	2.. 8	2.. 8		do	14.. 0.. 2	11..12.. 2
Mattw French		Feb. 26	2.. 8	2.. 8		29	14..18.. 9	12..10.. 9
				187.. 8			1095.. 3.. 9	906.. 7.. 3
					Jon ^a Haraden Capt			
Benja Pittman	Seaman	Feb. 25	2.. 8	2.. 8		Aug. 29	14..14.. 4	12.. 6.. 4
Paul Thissell		26	2.. 8	2.. 8		do	14..18.. 9	12..10.. 9
John Mygate		25	2.. 8	2.. 8		do	14..14.. 4	12.. 6.. 4
Richd Pearson		24	2.. 8	2.. 8		31	14..19.. 2	11..12.. 8
Benja Girdler		Mar. 7	2.. 8	2.. 8		29	14.. 0.. 8	12..11.. 2

Saml Hodgdon		Feb. 25	2.. 8	2.. 8		31	14.. 17.. 7	12.. 9.. 7
Robert Matthews		28	2.. 8	2.. 8		29	14.. 9.. 7	12.. 1.. 7
Joseph Waters		26	2.. 8	2.. 8		do	14.. 18.. 9	12.. 10.. 9
Jona Horton		28	2.. 8	2.. 8		do	14.. 9.. 7	12.. 1.. 7
Saml Masury		Mar. 13	2.. 8	2.. 8		31	13.. 14.. 0	11.. 6.. 0
Thomas Dobson		9	2.. 8	2.. 8		do	14.. 0.. 2	11.. 12.. 2
John Fall		Feb. 26	2.. 8	2.. 8		29	14.. 18.. 9	12.. 10.. 9
Aaron Dorsett		Mar. 9	2.. 8	2.. 8		June 5	6.. 19.. 3	4.. 11.. 3
Ichd Comestock		20	2.. 8	2.. 8		August 29	12.. 19.. 5	10.. 11.. 5
John Collins		Feb. 26	2.. 8	2.. 8	Sick at Bourdeaux	29	14.. 18.. 9	12.. 10.. 9
John Bridges	Boy	Mar. 9	1.. 4	1.. 4		do	6.. 16.. —	5.. 12.. —
John Edey		13	2.. 8	2.. 8		31	13.. 14.. 0	11.. 6.. 0
Thomas Caswell		Feb. 28	2.. 8	2.. 8		29	14.. 9.. 7	12.. 1.. 7
Stephen Webb		Mar. 13	2.. 8	2.. 8		do	13.. 5.. 7	10.. 17.. 7
John Deadman	Boy	Feb. 20	1.. 4	1.. 4		do	7.. 11.. 3	6.. 7.. 3
Benja Moses Junr	do	do	1.. 4	1.. 4		do	7.. 11.. 3	6.. 7.. 3
Joseph Humphries		Mar. 13	2.. 8	2.. 8		do	13.. 5.. 7	10.. 17.. 7
Isaac Smith	Boy	9	1.. 4	2.. 8		do	6.. 16.. —	4.. 8.. —
Thomas Greeley		7	2.. 8	2.. 8		do	14.. 0.. 8	11.. 12.. 8
Issackar Stowell		do	2.. 8	2.. 8		do	14.. 0.. 8	11.. 12.. 8
Robert Beverage		do	2.. 8	2.. 8		31	13.. 14.. 0	11.. 6.. 0
Wm McKean		15	2.. 8	2.. 8		29	13.. 8.. 9	11.. 0.. 9
Saml Croel		7	2.. 8	2.. 8		31	13.. 18.. 4	11.. 10.. 4
Joseph Silver		Feb. 28	2.. 8	2.. 8		June 5	7.. 16.. 10	5.. 8.. 10
Saml Deland		Mar. 7	2.. 8	2.. 8		Augt 31	13.. 18.. 4	11.. 10.. 4
Jesse Coburn		5	2.. 8	2.. 8		29	13.. 18.. 4	11.. 10.. 4
John Valpey		Feb. 25	2.. 8	2.. 8		do	14.. 14.. 4	12.. 6.. 4
Peter Silver		28	2.. 8	2.. 8		do	14.. 9.. 7	12.. 1.. 7
Joseph Searls		25	2.. 8	2.. 8		31	14.. 17.. 7	12.. 9.. 7
Saml Hayward		27	2.. 8	2.. 8		do	14.. 14.. 4	12.. 6.. 4
John Horton		28	2.. 8	2.. 8		29	14.. 9.. 7	12.. 1.. 7
Jona Neall		26	2.. 8	2.. 8		31	14.. 16.. —	12.. 8.. —
Joseph Gardner		Mar. 15	2.. 8	2.. 8		29	13.. 8.. 9	11.. 0.. 9
Frank Girdler		9	2.. 8	2.. 8		do	13.. 17.. 6	11.. 9.. 6
Timy Wellman		15	2.. 8	2.. 8		do	13.. 8.. 9	11.. 0.. 9
Lanc Bartlett		1st	2.. 8	2.. 8		do	14.. 14.. 10	12.. 06.. 10
Joseph Thrasher		do	2.. 8	2.. 8		31	14.. 18.. —	12.. 10.. —
Thomas Brown		4	2.. 8	2.. 8		do	14.. 13.. 3	12.. 05.. 3
Eli Turner		9	2.. 8	2.. 8		June 5	6.. 19.. 3	4.. 11.. 3

"MUSTER ROLL OF THE BRIGT *Tyrannicide*, JONA HARADEN, COMMR, TO AUGUST 31st 1777 —" [continued]

Mens Names	Station	Time Entry 1777	Wages Pr Mo	Advc Wages	Killd Wound desertd &c.	Time dischargd	whole Wages	Wages due
Peter Laborey		13	2.. 8	2.. 8		Augt 29	13.. 5.. 7	10.. 17.. 7
Joseph Standley		9	2.. 8	2.. 8		do	13.. 17.. 6	11.. 9.. 6
Geo. Leech		22	2.. 8	2.. 8		June 5	5.. 18.. 5	3.. 10.. 5
Saml Curtis		Feb. 24	2.. 8	2.. 8		August 29	14.. 16.. —	12.. 8.. —
Saml Legro		Mar. 9	2.. 8	2.. 8		do	13.. 17.. 6	11.. 9.. 6
Benja Valpey		Feb. 25	2.. 8	2.. 8		June 5	7.. 15.. 3	5.. 7.. 3
Asa Whittemore		23	2.. 8	2.. 8		Mar. 23	2.. 8.. —	
Joseph Chittendon		Mar. 15	2.. 8	2.. 8		August 29	13.. 8.. 9	11.. 0.. 9
Joshua Trask	Boy	Feb. 25	1.. 4	1.. 4		do	7.. 7.. 2	6.. 3.. 2
R. Gover	do	26	1.. 4	1.. 4		do	7.. 6.. 2	6.. 2.. 2
Wm Arbuncle	do	do	1.. 4	1.. 4		do	7.. 6.. 2	6.. 2.. 2
John Newton	do	Mar. 15	1.. 4	1.. 4		do	6.. 11.. 3	5.. 7.. 3
Andw Thorndike		Feb. 26	2.. 8	2.. 8		do	14.. 18.. 9	12.. 10.. 9
Nathan Batchelder		Mar. 9	2.. 8	2.. 8		31	14.. 0.. 8	11.. 12.. 8
Lambeth Murphy		do	2.. 8	2.. 8		29	13.. 17.. 6	11.. 9.. 6
John Hambleton		May 4	2.. 8			June 24	4.. 17.. 10	4.. 17.. 10
Chris. Leonard	Boy	do	1.. 4			Augt 31	4.. 13.. 7	4.. 13.. 7
Brought Forward				133.. 4.. 0			736.. 9.. 3	611.. 1.. 3
				187.. 8.. —			1095.. 3.. 9	916.. 7.. 3
				£320.. 12.. —	Jon ^a Haraden Capt		£1831.. 13.. 0	£1527.. 8.. 6

[Endorsed] Suffolk Ss sept 6. 1777 Capt Jona Haraden personally appeared & Made Oath to the Truth of the within Roll Before Jabez Fisher Justice of peace

Boston Sept 12th 1777 Recd fifteen hundred twenty seven Pounds 8/6 In full of this Roll & annexed warrant

Jon^a Haraden

"A LIST OF PRISONERS ON BOARD THE BRIGT *Rising Empire* [PRISON SHIP]" ¹

13 belonging to the *Fox* Man of War
 3 ditto to the *Blond[e]* Frigate
 1 ditto to the *Milford*

17

66 taken in Merchantmen

83 - I am desirous to know wether these Shall be Sent away, in order
 to Make Room for those that are Coming from the Eastward
 Boston 12th September 1777 Rob^t Pierpont Comy

1. Mass.Arch., Revolutionary Rolls, VIII, 207.

JOURNAL OF H.M. BRIG *Diligent*, LIEUTENANT THOMAS FARNHAM ¹

Sept^r 1777 [In Hudson River] Phillips's House SSE 5 Miles
 Distant
 Thursday 11 First and Middle Little wind, Latter Part Fresh Breezes
 & Cloudy 1/2 Past 9[PM] Embarked a detachment of
 Troops
 Friday 12 at 2 AM Weighed and Stood Up the River Gallys in Co
 at 4 Began to Debark the troops which was finished at 5 on
 the Western Shore at 8 Do Came too Small Bower off the
 western Shore 5 Miles to Nward of Phillips Farm were
 fired at by a Number of Armed Rebels from the Cliffs
 Returned one 3 pounder Shot

1. PRO, Admiralty 51/4163.

JOURNAL OF H.M. GALLEY *Dependence*, LIEUTENANT JAMES CLARK ¹

Sept^r 1777 Spiting Devil Creek SE 1 Mile
 Wednesday 10 A.M. Empld Washg and Cleang the Hold Do Wash'd
 the Decks with Vinegar.
 Fresh Gales and Cloudy Weath^r these 24 Hours P.M.
 Empld Clearg the Hold to receive Troops on Board
 Thursday 11 A.M. Compleated our Water.
 Fresh Breezes and hazy Weath^r at 4 PM receiv'd on
 Board a Spye that was taken Reconoitring Our Lines at
 5 P.M. hanged him Pr Order of Captⁿ Ommany at 7
 P.M. Receiv'd on Board 110 Troops Belongg to Collel
 Fannings Core and the *Tartar* and *Mercurys* Marines.
 Friday 12 at 1/2 past 2 A.M. Weigh'd in Compy the *Diligent* and
Spitfire Gally at 5 A.M. Anchd with the Small Bower in
 6 Fms Water Dobsees Ferry NE 2 Miles in Company
 as before Off Shore 2 Cable Lengths at 6 A.M. the
 Troops were all Disembark'd Weigh'd and Came to Sail
 in Compy as before lower'd the Yard and row'd up to
 Truthdings Landg at 11 A.M. Sent the Boat Mann'd and

Arm'd on Shore with Provisions for the Troops a Party of Rebles Conceal'd in the Woods attack'd Our Boats fired 2 four lb Shot at them at Noon the Boat Retd with the Loss of a Cutlash Snuddings Landg NW ¼ of a Mile

1. PRO, Admiralty 51/4159.

JOURNAL OF THE CONTINENTAL CONGRESS¹

[Philadelphia] Friday, September 12, 1777

Ordered, That the continental Navy Board, without delay, provide a proper boat or vessel for the Marquis de la Fayette, and one for Mons. du Coudray, to convey them and their attendants and baggage to the Jersey.

1. Ford, ed., JCC, VIII, 738.

“ORDER OF BATTLE FOR A DETACHMENT OF HIS MAJESTYS SHIPS AS UNDERMENTIONED.”¹

The *Liverpool* is to lead on the Starboard Tack.
The *Camilla* is to lead on the Larboard Tack.

Small Frigates & Armed Vessels	No of Guns.	No of Men	Ships Names	Commanders.
<i>Merlin</i>	28	200	<i>Liverpool</i>	Capt. Henry Bellew.
	32	220	<i>Pearl</i>	John Linzee.
	44	280	<i>Roebuck</i>	Andw Snape Hamond.
	18	125		Samuel Reeve.
	28	200	<i>Solebay</i>	Thomas Symonds.
	20	160	<i>Camilla</i>	Honble C. Phipps.

N.B. The *Merlin* is to keep to windward of the Squadron to repeat all Signals & to act as a Reserve, either to assist any of the Ships of the Line that may be attacked by Fire Ships, to fall upon the Enemy wherever it can be done to advantage. But in Case the Squadron should come to Action with the Enemy in Shallow-water She is then to keep a head on either Tack to give timely Notice to the Ships if they should be in danger of running a ground.

Order of Retreat

<i>Pearl</i>	<i>Merlin</i>	
	Transports	<i>Solebay</i>
<i>Liverpool</i>	<i>Roebuck</i>	<i>Camilla</i>

Given onboard the *Roebuck* the 12th Septemr 1777
A.S. Hamond

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

“GENERAL DIRECTIONS FOR THE NIGHT GUARD”¹

1st/ A Lieutenant from one of the Ships will have the Charge & directions of all the out Guard Boats to be employed during the ensuing Night, whose

Signal will be made the preceeding Afternoon from the *Roebuck*.

2/ One out Guard boat suitably provided with Fire Arms, Cutlasses, half-Pikes, Powder Flasks or Granades and Fire Grapnels, to be Com-manded by a trusty Mate or Midshipman, and one inferior Petty Officer, is to be sent every evening by Sun-set onboard the Ship most advanced towards the Enemy, where they will have orders given them, and receive the Watch word from the Lieutenant of the Guard.

3/ A Long-Boat from each Ship provided as above, together with a small Anchor and Hawser is always to be kept in readiness alongside of the Ship, unless ordered on the out Guard duty, and another occasional Guard Boat, equipped as before mentioned is to be kept either alongside of the Ship, or hooked in the Yard Tackles, to be in readiness to proceed to the assistance of the out Guard Boat, whenever the Signal shall be made for that purpose, at a moments warning.

4/ Each Officer Commanding a Guard Boat is to have such part of the Signals given to him, as may be necessary for his own Conduct.

5/ Should The Enemy make any attempts upon the Squadron during the Night, each Ship is to make herself known, by hoisting the distinguishing Lights, ordered to be worn on that occasion.

Given on board the *Roebuck* the 12th Sepr
1777 in the River Delaware.

A S Hamond.

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

PETITION OF JOHN McLURE FOR A COMMISSION FOR
MARYLAND PRIVATEER SCHOONER *Enterprize* ¹

John McLure for himself and others of this State Applies for a Letter of Marque and Reprisal for the Schooner *Enterprize* Burthen about Fifty Tuns Commanded by John Brynan – Mounts Six Carrage Guns four Swivels, Navigated with Sixteen Men, has Twelve Muskets Six pair of Pistols Six Cutlasses, Four Hundred Weight of Three pound Shott forty pounds of Musket and Pistol Shott Three Hundred Weight of Powder and Two Months Provisions on Board

Witness my hand at Baltimore the 12th September 1777

John McLure

1. Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal, 1776-83), 196, IV, 78, NA.

CAPTAIN NICHOLAS BIDDLE TO ROBERT MORRIS ¹

Sir

I have the Pleasure to acquaint You that on the fourth of Sepr 30 Leags S E of Charles Town Barr I met with and took after a little Resistance the *True Britain* Thomas Venture Master of twenty six pounders and seventy four Men – the Brig *Charming Peggy* Capt Lyon both Laden with Rum for the British Army and Navy and bound from Jamaica to New York –

The Ship *Severn* Capt Henderson (of eight four pounders) who had been taken by an American Cruiser on His passage from Jamaica to London, And Retaken by the *True Britain*, Also a French Brig laden with salt going from the West Indies for Charles Town Which Capt Venture had Made Prize of – There was a small Sloop in Company with those Vessels that made Her escape (the Weather being Squally) whilst I was Manning the Rest – I Arrived Safe here with My Prizes the 7th inst: – I have not laid Claim to Salvadge for the French Brig as I thought it would be most agreeable to Congress to give her up – For an account of the Cargoes I beg leave to Refer You to Mr Dorsious's letter –

The *Randolphs* Bottom is very foul having lain in this Port the three worst Months in the Year since We Cleaned – And Being apprehensive that the Worms will Ruin Her Bottom unless they are soon destroyed, I have thought Proper and am preparing to heave Her down I shall be as expeditious as possible and hope to be Ready to execute any Orders You May Please to send by the Return of the Express – I cannot omit telling You that My Officers have on every Occasion given Me the greatest satisfaction Two better Officers are not in the Service than Barnes and Mcdougall My first and second Leuits: – And the Men I took from here behaved exceeding well – I am Sir [&c.]

[Charleston] Sept 12th 1777

Nicholas Biddle

1. Papers CC (Letters Addressed to Congress, 1775–89), 78, II, 241–43, NA.

JOHN DORSIUS TO THE CONTINENTAL MARINE COMMITTEE ¹

Gentn

Charles Town So Carolina Sept 12th 1777

I have the pleasure to acquaint you, the Frigate *Randolph*, Nicholas Biddle Esqr Commander is returned from a short & Successful Cruize having taken on Wednesday the 4th Inst the following Prizes & brought them safe into Port the 7th – The Ship *True Briton* Capt Thos Venture mounted with 20 Six Pounders – 70 Men & the Brig *Charming Peggy* — Lyon Mastr both bound from Jamaica for New York, loaded with Rum & Sugar for the British Troops, & the Ship *Severn* Jas Henderson Master bound from Jamaica for London mounted with 8 four Pounders – this Ship was taken by a Privateer & afterwards retaken by Capt Venture, a French Brig loaded with Salt & bound for this place was made Prize of by Capt Venture, but is delivered up to them by Capt Biddle. the Cargoes on bd the three Prizes as far as has yet come to my knowledge Consists of 702 Hhds Rum, 215 Hhds & 74 Tierces Sugar, 7 hhds Coffee, 50 bags Ginger, 1 Tierce Old Mettle & 11 Tons Logwood. Vessells & Cargoes are libelled & as soon as Condemned I shall make a Sale of them at Publick Vendue to the best advantage. I can't tell with any degree of Certainty what the Sales may Amount to, but judge it will be upwards of Sixty thousand Pounds Stg The Captors think they are entitled to the whole Prize Money of the Ship *True Briton* & Cargo, Capt Venture having Acted as a Cruiser in her as well as a Merchant-Vessell, which please give me Instructions about,

in the mean time I shall as soon as the Sales is finished Pay only half, as well as of the rest to the Officers & People of the *Randolph*. Several Vessell[s] have been taken by the *True Briton*, one of which was a Schooner called the *Ranger*, Israel Lewis Master, loaded with Horses & Lumber belonging to the State of Connecticut which was Condemned in the Court of Admiralty for the benefit of Capt Venture but it does not appear that he ever has had a Commission – I have not yet received Instructions respecting the Division of Prize Money to the Continental Ships of Warr

The *Randolph* got over the Barr the 1st Inst & returned the 7th Inst she is foul & must be hove down, which will detain her in Port about one Month the Express I send this by will return with all possible dispatch which may be in time to receive the Instructions by respecting the destination of the *Randolph* in her next Cruize Capt Biddle has no doubt but he shall be able to Man her readily & says the Officers & People behaved well, when he engaged the *True Briton* – I am Gentn [&c.]

John Dorsius

[Endorsed] read 3 Octr

1. Papers CC (Miscellaneous Letters Addressed to Congress, 1775–89), 78, VII, 127–30, NA.

JOURNAL OF H.M.S. *Galatea*, CAPTAIN THOMAS JORDAN¹

Sept 1777

Charles Town N3°W 15 Leagues

Friday 12

at 1 AM Saw a Sail Gave Chace Fired Several Shot at the Chace & Brot too the Sloop *Friendship* from Charles town bound to Curisoe Laden with Rice Tobacco Indian Corn & Indigo Wm Ross Master² In Co *Brune* & Prize.

1. PRO, Admiralty 51/4197.

2. Sent to New York, capture credited to H.M.S. *Brune*, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 65. She was condemned as a lawful prize in New York Vice Admiralty Court on November 7, 1777, PRO, High Court of Admiralty 49/93, 106.

JOURNAL OF H.M.S. *Aeolus*, CAPTAIN CHRISTOPHER ATKINS¹

Septemr 1777

Turk's Island SbW 8 or 9 Lgs –

Friday 12th

at 7 AM. saw a Sail to the Northwd gave Chace at 10 O'Clock began to fire several 12 & 9 pdrs at the Chace, which were repeated 'till $\frac{3}{4}$ past 11. when she brot too she prov'd to be the *Swallow* armd Sloop,² from Coxit [Acoaxet] near Dartmouth in New England, bound to Cape Francois – mounting 6 Carriage Guns & 30 Men Light Breezes inclinable to Calms – at 1 PM. hauld in for Turks Island with the Prize – at 2 saw Turk's Island – at 7 sent a Midshipman & 6 Men on board a Prize Schooner lying in the Road –

1. PRO, Admiralty 51/315.

2. Rhode Island letter of marque, Captain John Murphy, with a cargo of fish, oil and lumber, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

JOURNAL OF H.M.S. *Lowestoffe*, CAPTAIN WILLIAM LOCKER ¹

Sept 1777

Cape Maize [Cuba] NNEt 3 or 4 Leags

Friday 12th

At 2 AM hauld down the Jib & Mn Topmt Stays At 5
 Saw a Sail & gave Chace to Windward 1/2 past 9 hoisted
 out the Boats & sent them on Board the Sloop wth the two
 Lieuts Armed At 11 do sent Also the Jolly Boat Armed.
 Calm Wr with Thunder & Lightning At 1 PM the Boats
 retd wt the Sloop from Charlestown bound to the Mold
 [Mole St. Nicolas] with Rice & Lumber ² At 4 sent A
 Mate & 8 hands on Board to carry her down to Jamaica
 At 7 Parted Co wt Do Close reef the Tops!

1. PRO, Admiralty 51/4247.

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

13 Sept.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO
THE PRESIDENT OF CONGRESS ¹

Navy Board Eastern Department

Sir

Boston Sept 13th 1777 -

We are honored with your favour of the 25th august, Inclosing Several Resolves of Congress of the 21st, Immediatly on the Rect we Communicated them to Governor Cook & the Councel of war of the State of Rhoad Island, where we propose to Repair in a few Days for the purposes therin Directed, in the meantime we are taking Every Preparatory Step for Carying the Resolves into Execution, if they Should be thought Practicable when Considered in Conjunction with Governor Cook & the Councel of war in the State of Rhoad Island, we have accordingly Given Orders to the Commanders of the Continantal Ships at Providence Immediatly to man & Prepair the Ships for the Sea, which we propose to have Executed with all Posable Expedition, we flatter our Selves that the Marine Committee or Congress will furnish us with money, or Orders on the Loan Office, to Enable us to Execute the Several Resolves and Directions we from time to time Receive, & Particularly the Resolves Mentioned above, which Require an Immediate Supply, we find many Difficulties to Struggle with, the Navy in this Department is in a Situation that Requires great Attention, & Opens a Very Extensive field of Business, while we are not able Even to Procure a Clerk, Such is the Extravagance of the times, that all Ideas of Oeconomy Seems to be lost, we have Offered £50 Lawfl Mo more then the Allowance made by Congress, & yet no one will to this time Accept it, we have wrote to the Marine Committee on the Subject of the Ship *Boston*, & the Situation and Circumstances of her Commander & other Officers, and of the Obstacles, we foresaw from these Circumstances, of Geting that Ship to Sea in Such Season as Congress might Expect, Since which we have Recd Renewd Complaints against Capt McNeil whether he Deserves the Imputations from his Officers, or the Censuer of the Publick here, is not for us to Say, we have Nethir the Power of Displacing, or Suspending, but we would

beg leave to Recomend this matter to the Attention of the Honabl Congress so far at least as that a full Enquiry may be made in to the Conduct of Captn McNeil, and are with the Greatest Respect your [&c.]

Ja^s Warren John Deshon

1. Harbeck Collection, HUL.

Providence Gazette, SATURDAY, SEPTEMBER 13, 1777

Providence, September 13.

Last Week a small Privateer, belonging to Bristol, seized a Sloop at Nantucket, and convoyed her to a safe Port. She was from New-York, and had taken on board, at Nantucket, a large Quantity of valuable Houshold Furniture, &c. the Property of Frederick William Geyer, a Boston Tory, who fled from that Place to Halifax with the British Fleet, and has since taken up his Residence at New-York.

GEORGE WASHINGTON TO THOMAS WHARTON, JR., PRESIDENT,
PENNSYLVANIA SUPREME EXECUTIVE COUNCIL ¹

[Extract]

Head Quarters Germantown 13th Sepr 1777.

. . . I wish it were in my power to turn any part of my present force to the completion of the Works upon Delaware, but in our present Situation it cannot be afforded. Except General Howe can be checked upon land the obstructions in the River will be of little avail, for if he can once totally defeat this Army, he will take possession of the Forts of course and turn our own Guns upon our Ships, Galleys and floating Batteries. In my opinion, the River would be sufficiently secured against any sudden attack by Water only, if the City Artillery Companies were thrown into Fort Mifflin, and all the Vessels of War of different kinds drawn up behind the Chevaux de Frize. . . .

As I am well apprized of the importance of Philadelphia you may rest assured that I shall take every measure in my power to defend it, and I hope you will agree with me that the only effectual Method will be to oppose General Howe with our whole united Force.

I am this moment favored with yours of this date and thank you for your compliance to my request for removing the continental Troops who may be loitering in the City. I have the Honor to be Sir [&c.]

G^o Washington

1. Lloyd W. Smith Collection, MNHP. A draft of this letter is in the George Washington Papers, LC.

ASSIGNMENT OF MASSACHUSETTS PRIVATEER SCHOONER *Eagle's*
BOND TO JOSEPH HEWES AND ROBERT SMITH ¹

[Philadelphia]

To all People to whom these Presents shall come Greeting: Whereas Brazilla Smith of the State of Massachusetts Bay Mariner & Commander of

the Privateer Schooner *Eagle* in and by a certain Bond or Obligation became bound with Sureties to the Honorable John Hancock Esquire President of the United States of America in the penal Sum of five Thousand Dollars to be paid to the said John Hancock Esqr his certain Attorney Executors Administrators or Assigns in Trust for the Use of the said United States, with a Condition to the said Obligation annexed that if the said Brazilla Smith Commander of the said Privateer *Eagle* shall not exceed the Powers and Authorities contained in the Commission of the said Brazilla Smith, but shall in all Things observe and conduct himself and govern his Crew by and according to the same, and certain Instructions therewith to be delivered to him; and shall make Reparation for all Damages sustained by any Misconduct or unwarrantable Proceedings of himself or the Officers or Crew of the said Privateer *Eagle* that then the said Obligation shall be void, otherwise to remain in Force, as by the said Bond and Condition thereof may more fully appear: And whereas the said Brazilla Smith hath, since the granting the aforesaid Commission to him by the Honorable Congress, taken and apprehended upon the High Seas a certain Brigantine called the *Joseph* belonging to Joseph Hewes and Robert Smith of the State of North Carolina: Now Know Ye, That the said John Hancock hath assigned and sett over, and by these Presents doth assign and sett over unto the said Joseph Hewes and Robert Smith (the said Joseph Hewes and Robert Smith alledging that the said Brazilla Smith hath not in all Things performed the Condition of his Bond given as aforesaid, but hath broken the same) the said recited Bond or Obligation and all his Right and Interest of in and to the same; And the said John Hancock hath made constituted and appointed, and by these Presents doth make constitute and appoint the said Joseph Hewes and Robert Smith his true and lawful Attornies for him and in his Name, and in the Name and Names of his Executors and Administrators to ask require demand and sue for the said Penalty of five Thousand Dollars in any Court of Law having Jurisdiction to hear and determine the same: And the said John Hancock hath not received, nor will receive the said Sum of five Thousand Dollars or any Part thereof but will own and allow lawful Proceedings for the Recovery thereof, they the said Joseph Hewes and Robert Smith saving the said John Hancock harmless of and from any Costs that may happen to him in any Suit to be commenced on the said Bond – Provided always and it is the Intent of both Parties, notwithstanding the Assignment aforesaid that the said Bond shall be returned by the said Joseph Hewes and Robert Smith to the State of Massachusetts Bay after they shall have prosecuted their Suit thereon to be and remain in the Possession of the said State as hertofore it hath been. Witness my Hand and Seal this Thirteenth day of September 1777.

John Hancock
President of Congress.

Sealed & delivered
In the Presence of
Jacob Rush Benjⁿ Towne

1. Stuart A. Goldman Private Collection, Randolph, Massachusetts.

CAPTAIN THOMAS FITZHERBERT TO CAPTAIN WILLIAM CORNWALLIS,
H.M.S. *Isis* ¹

Raisnable [off Swan Point, Maryland]

13 Sepr 1777

Sir

I would have you proceed with the Victuallers under your Convoy immediately to the Entrance of the Bay, agreeable to my Letter to you of this Morning, & if Captain Parker should be there deliver to him the letter you will receive herewith, but if he should be gone out, you will in that Case be pleased to Order such Ship, or Ships, to Convoy the said Victuallers to the Delaware as you may think Necessary for their Safety, with orders to their Commanders to return here again so soon as they have put the Victuallers into safe custody of any of his Majestys Ships in the Delaware. I am Sir [&c.]

Tho^s Fitzherbert ²

1. William Cornwallis Papers, Letter Book (December 23, 1776–July 22, 1778), 53, NYHS.

2. On this day Cornwallis received orders from Vice Admiral Lord Howe to join him in the Delaware, William Cornwallis Papers, Letter Book (December 23, 1776–July 22, 1778), 54, NYHS.

JOURNAL OF H.M. ARMED SHIP *Vigilant*, CAPTAIN JOHN HENRY ¹

September 1777

At Single Anchor. [near Pooles Island]

Saturdy 13

Modt and clear Weather, PM weighed and came to Sail, being Ordered down to guard the Passage between Pooles Island and the Main to prevent the Rebel Galleys from Baltimore coming to Annoy the Transports, at 7 Anchd by the Small Bower in 4 fms, Pooles Island SWbW 4 miles

1. PRO, Admiralty 51/1037.

NARRATIVE OF CAPTAIN ANDREW SNAPE HAMOND ¹

[*Roebuck* in Chesapeake and Delaware Bays,
September 1 to September 13, 1777]

Lord Howe & the Fleet remained at the mouth of the Elk, but the *Roebuck* with three Victualing Transports for the Army, returned to the Delaware, where I arrived the 10th Sepr and resumed the Command of the Squadron, proceed'd up the River as high as Reedy Island and waited there to hear news from the Army, having previously agreed upon signals, which were to be made on my arrivall. . . .

At the close of the Battle [of Brandywine] the General [Howe] directed one of his aid de camps to acquaint me with his Success and that he had Sent his wounded to my Care. This Letter was written on the Drum head by [Capt. John] Montresor. our Loss amounted to about 150 killed & 300 wounded the latter of which, two days after the action, were sent with a Brigade of British & Hessians to the Town of Wilmington on the Delaware, where the most of them recovered in a short time.

1. Account of Hamond's Part in the Revolution, 1774–77, II, UVL.

14 Sept. (Sunday)

JOHN LANGDON TO CAPTAIN SETH HARDING, CONNECTICUT NAVY SHIP
*Oliver Cromwell*¹

My Friend Harden,

I shall take it very kind if you'll Endeavour to Exchange one of your Prisoners for my Brother Woodbury Langdon Esqr who is now Prisoner at New York I've wrote Governor Trumbull for his Assistance in this Matter Spare no pains nor expence and I will be Accountable to you for the Same I shall Acknowledge this favor with thanks and Gratitude pray don't fail me in some way or other – Your [&c.]

Portsm N.H. Septem 14th 1777

John Langdon

1. John Langdon Papers, HSP.

PROCLAMATION OF CAPTAIN WALTER GRIFFITH, R.N.¹

By Walter Griffith Esquire
Commanding a Detachment of
His Majesty's Ships on the
Eastern Shore of the
Chesepeake –

(Having Authority from The Viscount Howe, Vice Admiral and Commander in Chief of His Majesty's Fleet in North America &ca &ca &ca)

He Informs the Inhabitants of the several Towns, and of the Sea Coast on the Western Side of the Chesepeake that if They, in any manner Molest (either in their Persons or Property) the Inhabitants of the Eastern Shore; Who, may be disposed, to Return to Duty and Allegiance: They may expect to Feel the full Force and Weight of Retribution and Resentment from His Majesty's Forces. What that Armament and Force is, has been Manifestly Conspicuous to the full View of both Shores from one Extremity of the Chesepeake to the other.

'Tis Needless now to add, (but to such as are deluded by Erronious Account) That Mr Washington and His Army, have Abandoned this Country, and Fled before the General and the British Forces. In this Situation it Behoves such as are Concern'd, That, They, avoid every Act of Cruelty to their Bretheren, and it Behoves Me, to inform them of the Consequence in Case of a Refusal.

The Admiral and General (from Duty and Inclination) Have invariably Persever'd in the Mild and Merciful Intentions of His Majesty; nor has any Advantages gain'd, by our Forces at any Time, alter'd Their Sentiments. They are Ready and Willing to Receive, All Returning, Deluded Subjects to Favor and Protection, But 'tis expected Such, will Deserve, what They Desire, by an Exertion for (What must be) the Mutual Happiness and Interest of both Country.

'Tis not the Passions but the Cool Reason of the Western Inhabitants This is Address'd to: To Protect the Unhappy and Suffering is the purport

of it, and 'tis sincerly Hoped it will (as Candidly) be Consider'd and Attended to.

Not even an Idea of Restraint on the Gallys and Cruizers, (Hovering within the Shoals) is Meant, If the Vigilance and Activity of His Majesty's Officers does not Preserve this Convoy even from such lurking Insults, We Deserve not to be the Protectors of them.

Given &ca on Board His
Majesty's Ship *Nonsuch*
this 14th September 1777 –
Wal^r Griffith

To the Inhabitants on the
Western Side of the Chesepeake.

1. Red Books, XVIII, 5, Md.Arch.

JOURNAL OF H.M.S. *Brune*, CAPTAIN JAMES FERGUSON ¹

September 1777 St Augustine Lighthouse S23W Distt 60 Leags
[Sunday] 14 at 5 AM saw a sail to the Soward made sail & gave
chace out 2 Reefs Topsails at 1/2 past 7 fired 8 six
pounders at the Chace & Brought her too the ship
plearne ² from Charles town for Nantz in France loaded
with Rice sent a petty Officer & 9 men on board at
Noon fresh breezes & Cloudy *galatia* and 2 prises in
Compy
PM fresh gales & Cloudy Close Reefd Topsails at 3 Saw
a sail in the SE Quarter made sail & gave chace Do the
galatia in chace

1. PRO, Admiralty 51/117.

2. Massachusetts State ship *Pliarne*, Samuel Green, master, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 65. A recapture, her cargo was condemned as lawful prize in New York Vice Admiralty Court on October 29, and she was restored to her owners on November 3, 1777, PRO, High Court of Admiralty 49/93, 75, 98.

15 Sept.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO THE
CONTINENTAL MARINE COMMITTEE ¹

Gentlemen

Boston Sept^r 15th 1777

We did our Selves the honor to Adress you by ours of the 9th Instant, with Regard to Several Particulars Relating to the Continantal Navy in this Department, and to Some matters Relative to our Office, to which We beg leave to Refer you, Since which we have Transmitted to us by the President of the Honabl Congress Several Resolves made by them on the 21st august, directing us to go to Providence for Certain purposes therein mentioned, in Consequence of which we have Ordered the Commanders of the Continantal Ships there, Immediatly to Man and Prepare there Ships for the Sea, & propose to Repair there Ourselves in order to Execute the Orders of Congress, you will Pleas to Consider that this Business Independant of many Other Calls upon us Requires a large Supply of Money & as Soon as Possable,

in our last we Informed you that we Supposed we Should be Able to procure here Every thing Necessary for the Navy Except Iron Flour & Lead & wished for your Orders Relative to the Importation of these Articels, Since which having Seen the Commanders of the Ships at Providence, & Others Concerned in the Navy, we find it will be very difficult if not Impossible to man the Fleet in future, unless the Sailors Can be Supplied with Slops, & we Know of no Possable way of Obtaining them here, a Quantity of Shoes Stockings Shirts Hatts Blankets & Coarse Cloaths have lately been Recd Here from Bilboa on accot of the Continant, as Mr Gerry will be able to Inform you, but they have all been Delivered or Orders Recd for the Delivery of them to the Cloathier Generals Agent Except a few Blankets, yet Remaining in the hands of our Mr Warren to whome they Came Consigned. there are also in his hands a quantity of Salt, which if you think proper you will Pleas to Order into our hands, with a quantity of Duck Cordige & a few Medicines, before they are Otherways disposed of, & Give Directions for Supplying the Navy with Slops. (we have also to Inform you that Complaints against Captn M'Neil from his Officers are Repeated to us. he has him Self Asked a Court of Enquiry on his Conduct) you will Pleas to direct us what is the line of Conduct for us Relative to Courts of Enquiry & Courts Martial. we have the Honor to be with Great Respect [&c.]

J Warren John Deshon

1. FDRL.

CAPTAIN CHARLES ALEXANDER TO ROBERT MORRIS ¹

Dr Sr,

I have taken some pains to inspect the situation of Our Forts and Chevaux de frize, and do acquaint you as my Opinion that if some troops and Boats of Observation down the River is not [sent], you may Sune expect to here of the Enemy having Billings Port in Possession and your strength by water of no service, for one hundred men crossing at or below Chester at night [might] have it in Possession by morning and Command Your Batteries and what other Vessels may be stationed there, your other fort and Pass may be suprised by the Like Plan, and be Asured that they have their Servants amongst us, your city will much sooner be in their hands if Attention is not given to the Vessels by some Person of Knowledge. I am With much Respect [&c.]

Charles Alexander

Delaware Frigate off Billings Port Septr 15th, 1777.

1. Hazard, et al., eds., *Pennsylvania Archives*, 1st series, V, 626.

JOURNAL OF H.M. ARMED SHIP *Vigilant*, CAPTAIN JOHN HENRY ¹

September 1777

Aground [near Pooles Island]

Sundy 14.

at 6 AM weighed running in for Pooles Island, got aground, carried out the Stream Anchor astern to heave

her off but could not, Pooles Island SWbS Churn point EbS, mouth of Bush river NW and Sasafrax Bluff NE, at 10 the Adml and Transports past us and Anchd below us. –

Modt and Cloudy, Scrubbed between Wind and Water, carried out the Small Bower Anchor, and got a purchase on the Cable, got the Guns Aft, & carried the Stream Anchr father out astern with Hawsers on end, got the shott out of the Foremost Shott Locker, but could not heave her off, Wind being Northerly Nipped the tydes, at 3 AM the Wind came to the Soward and she came off without heaving, got the Shott in again, weighed the Stream Anchr and got it on board, then weighed the Small Bower and warped into deep water, Anchd in 9 fms, Pooles Island SW $\frac{1}{2}$ S & Churn point ESE 2 miles off Shore, hoisted the Long boat in, at 11 weighed and came to Sail working down the Bay. –

Mondy 15

1. PRO, Admiralty 51/1037.

SOUTH CAROLINA NAVY BOARD TO PRESIDENT JOHN RUTLEDGE ¹

Sir/ Navy Board [Charleston] Septemr 15th 1777 –

The Inclosed Copy of a Resolution of your Excellency and the Privy Council was delivered to the first Commissioner this day, by which no Negroes on board any of the Vessels of the State will be Insured, But as the Pilot Boats are not particularly Mentioned, we are at a Loss to know whether or not the Negroes Employed in them are Included in the said Resolution, we shall therefore be Obligated to your Excellency to Inform the Board, whether or not they are, as the Commissioners have Assured some of the Owners of the Negroes now Employed on board the Pilot boats, that they are, and of Course they are bound to make good the Value of such Negroes to the Owners, and in case such Negroes are not Insured, the Owners will take them from on board, and the Boats will by that means be rendered useless

Edw^d Blake first Commissr ²

1. Salley, ed., *South Carolina Navy Board*, 96–97.

2. The Resolution did not apply to Pilot Boats, *Ibid.*, 97.

GOVERNOR BERNARDO DE GÁLVEZ TO JOSÉ DE GÁLVEZ ¹

No. 88.

My dear Sir,

New Orleans September 15, 1777 –

On August 28th last the mail brigantine *Principe de Asturias* sailed for Havana where she was awaited to carry the mail to Vera Cruz. She was insulted and stopped on this River on the first of this Month by a British Privateer Sloop which fired several shots of stone and metal into her.

When I heard of this Attack, I called a meeting of Captains in which it was decided to reinforce His Majesty's Packet with the *San Joachin* under the command of Ensign Don Nicolas Arniaud on this River, led by two officers from the frigate *Volante* with twenty-five grenadiers and twenty-five sailors. They were to get under way immediately to find the Sloop, order her to this Capital to give satisfaction and in case of resistance to take her, afterwards bringing her here. It seems that the Sloop heard about the expedition, for she released the Packet, dropped down the river and went out through the passes.

Regarding all which I have told Your Highness, I enclose two statements on what is known and has been done on this matter and apprise Your Highness that as of this date I have also notified His Excellency the Conde de Florida Blanca as Superintendent General of the Mails, as your Subdelegate in this Province, so that through him and by this confidential channel it may come to the knowledge of His Majesty. May Our Lord Keep You Many Years.

Copy

Bernardo de Galvez

[Enclosure]

Mr. Governor – My dear Sir: The grave action of the British sloop-of-war prompts me to trouble Your Excellency by making you acquainted with that which took place and that which followed. Being eighteen leagues from this Town, I met the Sloop, and a French Ship that witnessed the event. She was going up-river, and I was going down, and having passed down my side, she sent an officer alongside in a boat. He climbed on board with his cutlass in hand, and his people did the same. Without saying or asking anything, he wanted to take command of the Ship, which I resisted. First, I advised him that this ship was His Majesty's Packet, and secondly warned him about the results of his actions, but as this was not sufficient, I attempted to show him the Passport, so as to end this Incident, but nothing could convince him to give up his brazen insolence and vicious words Against the nation. Thus, I found myself in this predicament where, if I attempted to resist with force, I would have been unsuccessful, but as he found himself thwarted, he ordered his men to fire, and came alongside us. They fired some stone shot mixed with metal; then they grappled, attempting to insult all our protests and efforts until I reprimanded the Captain, and protested all that had taken place. They withdrew, and gave as an excuse their inability to recognize our Flag; a Frivolous Excuse filled with malice; the one sure thing is that they have insulted a King's Packet, which I have recounted so that Your Excellency may take whatever steps may seem necessary. May our Lord Safeguard Your Excellency [&c.]

Puerto de la Baliza

3 of Septre 1777

Julian Antonio de Palacio ²

This copy conforms to the original.

Berndo de Galvez

1. AGI, Santo Domingo, Legajo 2547, LC Photocopy.

2. A group of lengthy depositions bearing on this event was the second enclosure to this letter.

16 Sept.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR ¹

Boston 16 Sept 1777

Order'd That Capt [Caleb] Hopkins deliver Capt Bradford as much Sheet Lead as he wants for Continl Ship *Ranger* ² NB dld him 115 lb Lead

1. Mass.Arch., vol. 149, 8.

2. *Ranger*, Captain John Paul Jones, was at Portsmouth, New Hampshire.

CAPTAIN HECTOR MCNEILL, CONTINENTAL NAVY FRIGATE *Boston*, TO THE MASSACHUSETTS COUNCIL ¹

Gentlemen

I understand that your Honble Board intend to dispatch a Flagg of Truce to Halifax, – Suffer me the Liberty to Send you a List of my Officers, & men who are now prisoners there, Humbley praying that you would be pleased to take Such Steps as will Set them at Liberty as soon as possible, more Espacially Such a number of those first on the List, as may be an Equivalent for the Officers, and men, of the *Fox*, now prisoners here. you will be pleased to Consider that many of my men have familys here in a Suffering Situation which of Necessity will grow greater from their Absences. I am Gentlemen with due Respect [&c.]

Boston 16th Sept 1777

1. Captain Hector McNeill Letter Book, MassHS.

MASTER'S LOG OF H.M.S. *Diamond* ¹

Sept 1777

Cape Cod SE½S 6 Leagues

Wednesday 16th 9[PM] Saw a Sail in the SW Quarter made Sail Gave Chase fired 14 Guns and a Volley of Small arms to bring her to which Proved to be a Privateer Schooner Called the *Buckrum* of 4. Guns and 28 Men John Cross Commander from Boston ² Empd working into Cape Cod harbour

1. PRO, Admiralty 52/1699.

2. Massachusetts privateer schooner *Buckram*, sent to Halifax and condemned as a legal prize on November 1, 1777, N.S. Arch., vol. 496, Vice Admiralty Register, vol. 6 (1777–1782), 85.

GOVERNOR JONATHAN TRUMBULL TO SAMUEL ELIOT, JR., BOSTON ¹

Sir

Lebanon 16th Septemr – 1777

Your Letter of the 10th Inst was duly receiv'd. – Capt Hardings Success gives me great Pleasure – I hope his Illness will not detain him long – With Regard to the Exchange of Capt [William] Judd for Capt Manly as my Council are not with me att Present I cannot positively Determine – but it is Probable it may be effected – in Case of a Cartel – In the mean Time you will give the Prisoners such Treatment as their Stations & Conduct

shall appear to merit – I fancy the Dispute respecting the *Weymouth* being deemed a Kings Ship will readily be determined – I have Confidence in your Prudence for the Management of that Case – as also in your Judgment & Care respecting the Expences likely to be incurred by the Alteration of the *Defence* – I am &c

1. Conn.Arch., 1st Series, IX, 193, ConnSL.

JOURNAL OF H.M. SLOOP *Druid*, LIEUTENANT JOHN BOURCHIER ¹

Septembr 1777 Scilly No 76 . . 53 Et 226 Lgs
 Tuesday 16th Calm At 4 PM By an Order from The Honbl Captain
 Wm Clement Finch of His Majesty's Ship *Camel* Fired
 Twenty mineut Guns in Memory of Peter Carteret Esqr
 Late Commander 56 S[ai]l in Company –

1. PRO, Admiralty 51/277.

JOURNAL OF H.M.S. *Apollo*, CAPTAIN PHILEMON POWNOLL ¹

Septemr 1777 Cape Henry S:65 Wt 147 Leagues
 Tuesday 16 at 7 AM TKd Ship 1/2 past 9 saw a Sail to the North-
 ward, TKd Ship, cast off the *Swallow* Packet made sail
 and gave chace, 1/2 past 11 TKd Ship.
 Fresh Breezes PM set Studding Sails, at 1 the chace
 finding we neared her bore away with all the Sail she
 could croud, intending to escape by going athwart our
 hawse, the breeze freshing, we Edged away in order to
 cut her off, on coming up, fired 4 Shot, the last of which
 carried away her Maintopmast, when she struck, sent a
 Lieutenant to take possession of her, she proved a Priva-
 teer Brig, stiled the *Freedom*,² carrying 12 Guns, and 101
 Men, commandd by Jno Clouston, had been out 4 days
 from Boston and taken nothing, in order to escape they
 threw 10 Guns and other things overboard, Shifted the
 Prisoners, sent a Mate, a Midshipn and 7 hands on board
 her

1. PRO, Admiralty 51/52.

2. Massachusetts Navy brigantine, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 70.
 She was condemned as a lawful prize in New York Vice Admiralty Court on October 31,
 1777, PRO, High Court of Admiralty 49/93, 84.

17 Sept.

MASTER'S LOG OF H.M. BRIG *Cabot* ¹

Sept 1777 [off Port Mouton Is., Nova Scotia]
 Wednesday 17th at 6 AM Saw a Sail to the SE gave chace TKd the
 Chace TKd and made for the land at 10 Coming up
 with the Chace port Matoon [Port Mouton] Wt passage
 Bearing No the Chace Running into the passage Stood

Close in hoisted out the Boat fired one Shott at the chace and sent Boat in Saw 2 Sail to the Etwd gave Chace Blowing Strong With a Heavy head Sea – Fresh breezes TKd one of Chace bore away & went into port Gambear at 4 PM Struck on a Sunken Rock Matn Isld [Port Mouton Is.] NNW 1 Mile layd all a back & payd her Round off lost the false Kell the Schooner Running into the Harbor at ½ p 6 PM got Round the Isd hard squalls The Jibb blew from the Bolt Rope which we lost the best part of it come to Anchor in port Gambear in 12 fms blowing strong portsmouth Rocks ENE Jedel Isd SSBE ½ mile found our Men in possession of *Charlotte* Schooner also another Sloop & Schooner they had quit on Sight of the Brig the 2 Vessels Chaced proved to be a pirate Schooner The *Cutter*² smith Commander from Salem and a Sloop he had taken seeing the Brig Coming Made his Escape Arms lost & hove overboard when the Rebles board the *Charlotte* 5 Musquets 8 Pistols 1 Cutlash & Scabard with Cartridge Boxes full 60 fms Rope in the Boat

1. PRO, Admiralty 52/1636.

2. Massachusetts privateer schooner, Captain Silas Smith, Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal, 1776–1783), 196, III, 57, NA.

JOHN BRADFORD TO THE COMMITTEE OF COMMERCE¹

Honble Sirs

Boston 17th Sepr 1777

These serve to inclose the Account of the Cost & Outfit of Ship *Esther*, with Cost of the Sugar, ship'd in her as I recd from Mr Jarvis. the Ship *Mellish* and Brig *Tryton* remain on hand, the latter with part of her Cargo – the other part I have now a Prospect of getting, as the Season of the Year wont Suffer the British Cruizers much longer to infest our Coast & harbours. I have Agreed for Staves enough to fill her up with what I have of Salmon & Pearl Ash – The non appearence of the *Dispatch* makes me apprehensive She is taken.² the Ship *Peggy* Condemned at our marine Court near a Year since & by an Appeal waits the Decission of Congress, is a fine Ship ruining at the wharf.³ I have the honour to be [&c.]

Jn^o Bradford

1. John Bradford Letter Books, vol. 2, 87, LC. Although the Secret Committee was replaced by the Committee of Commerce on July 5, 1777, Bradford continued to address letters to the Secret Committee.

2. *Dispatch*, Captain Stephen Cleveland, was not lost. She arrived at Salem on September 18. See Bradford to the Committee of Commerce, September 19.

3. See Volumes 6 and 7.

ORDER OF THE MASSACHUSETTS COUNCIL¹

In Council [Boston] 17th Sepr 1777

Ordered that Robert Pierpoint Esqr Commissary of prisoners within this State, be directed to Inform the Commissary of Prisoners in New York

& Hallifax that Capt Gideon White who is now going to Hallifax in the Cartel, is sent in Exchange for Mr Consider Howland,² who some months since was permitted to return from New York on his parole

Read & Accepted

Jn^o Avery Dy Secy

1. Mass.Arch., vol. 173, 416A.

2. Master on board brig *Washington* in General Washington's Fleet captured by H.M.S. *Fowey* in December 1775. See Volume 3.

JOHN BRADFORD TO THE MASSACHUSETTS COUNCIL ¹

Honble sirs

Boston 17th Sepr 1777

Captain Jones of the Contina ship *Ranger* has Apply'd to me for two Reams of Cartridge paper, the ship is ready for the Sea & only waites the Arrival of a few Stores, wch I have Collected, But cant find any paper only in the Labratory, I pray Your honours to furnish me with an order on Colo. Crafts for that Quantity, I have the honr to be with due Respect [&c.]

J Bradford C. Ag

[Endorsed] In Council Sept 17. 1777 Read and Ordered that Colo Thos Crafts be and he hereby is directed to deliver Capt Jno Bradford C. Agent two Rheams of Cartridge Paper for the Use of the Ship *Ranger* Jno Paul Jones Commander – he paying for the same Said Crafts to pay the same into the Treasury of this State –

Jno Avery Dy Secy

1. Mass.Arch., vol. 167, 235.

JOHN BRADFORD TO ROBERT MORRIS ¹

[Extract]

Boston 17th Sepr 1777

. . . I find I shall be again Straitned for money, soon as m'Kneils [McNeill] Ship is to be paid off and he will be obliged to give the advance to every man who will go on the next Cruize – but I must doubt if he will be able to man at any rate. its Luckey we have the Capt of a 50 gun Ship in this State a Prisoner,² wch I hope will Redeem poor Manley. . .

1. John Bradford Letter Books, vol. 2, 86, LC.

2. Captain William Judd.

LIEUTENANT JOHN STARKE TO GENERAL SIR GUY CARLETON ¹

Copy.

Maria Ticonderoga 17. Sepr 1777.

Captain Lutwidge having directed me when he left the Lake to report to your Excellency from time to time the State & Condition of the Vessels, In compliance therewith I send you the best I have yet been able to collect, but as from the Sickness so predominant here, hardly any of the Vessels have, for one Week together the same Men, or the same Numbers, so that this return may not be perfectly accurate, many of the Sick Seamen likewise have been sent to Montreal Hospital for want of a Surgeon & other

Accommodation at St John's which I have no Account, by which means the Number of Men employed in the Lake Service is greatly shortened.

The Rebels have appeared here this Morning, they have taken Mount Hope & three Companies of the 53d And also I apprehend the few Seamen & Craft left on Lake George² – they have also summon'd the Garrison to surrender of which Brigadier Powell will no doubt inform you more particularly.

The *Maria* & *Carleton* which are station'd for the Defence of Mount Independance must certainly fall into the hands of the Rebels should the Garrison be obliged to capitulate or surrender as all possibility of retreat will then be cut off by the Bridge which they constructed in the Winter – If it should be thought necessary to have the other Vessels mann'd and arm'd, to maintain the Lake, and prevent an Invasion of Canada, more Seamen & also Officers will be wanted there. The Vessels as to themselves are all in proper repair & fit for Service only their Guns are landed. I have the Honor to be &c

John Starke Lt

Commandg the Naval Armament.³

[Endorsed] (4.) In the Lords of the Admty's of 4th Decr 1777.

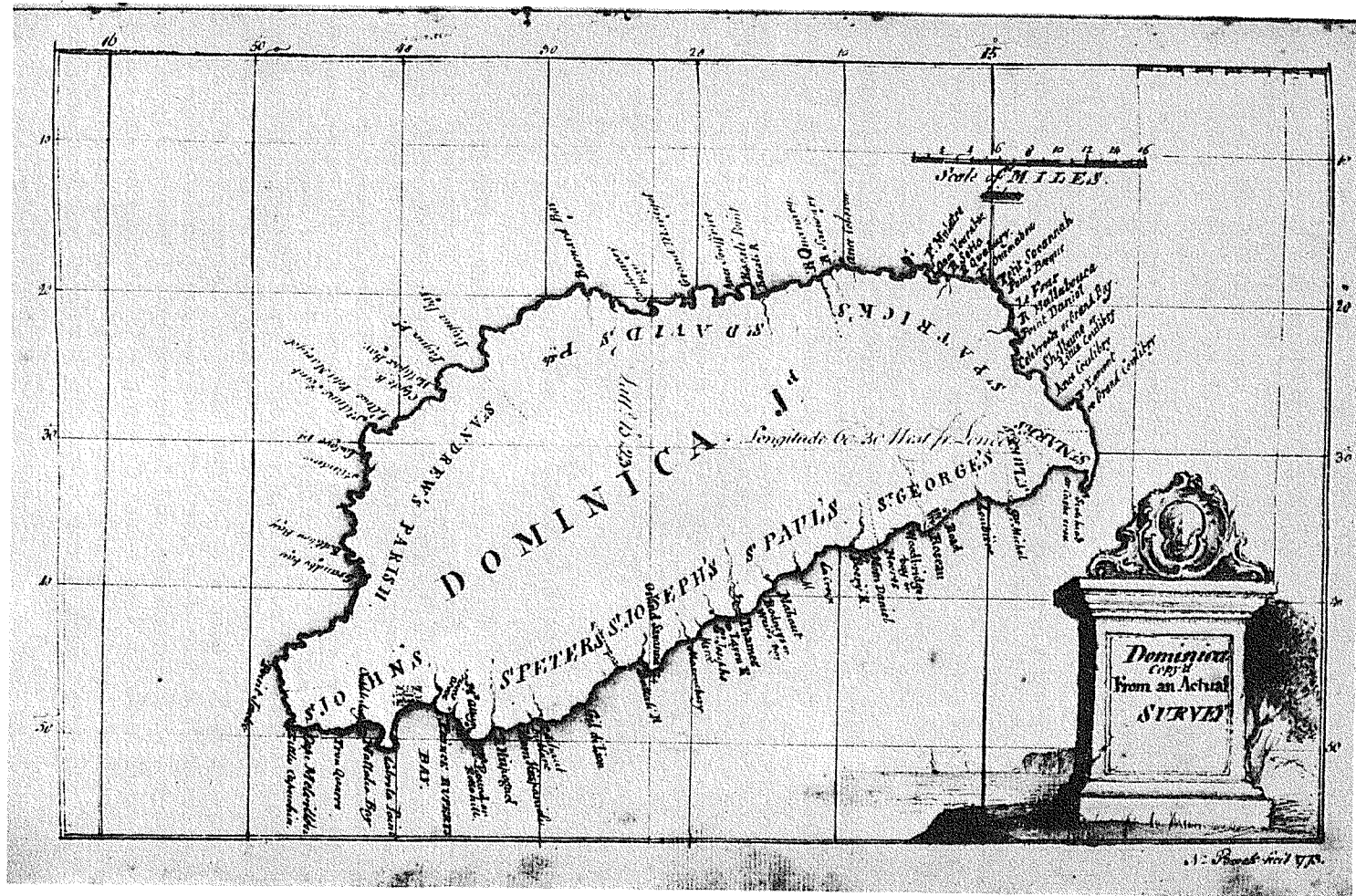
1. PRO, Colonial Office 5/127, 262–63. Enclosed in Captain Richard Pearson to Philip Stephens, October 25, 1777.
2. Starke reported in a "Return of the Officers & Seamen kill'd Wounded and taken at the Landing Place North end of Lake George on the 17th Sept 1777" – one seaman killed and one wounded, three officers and ten seamen captured, PRO, Colonial Office 5/127, 264.
3. As a result of Lieutenant Starke's letter Carleton requested Captain Richard Pearson to order Captain Skeffington Lutwidge, H.M.S. *Triton*, to return to Quebec "as fast as possible." Lutwidge's orders of September 5 to cruise between Cape Breton and the French islands of St. Pierre and Miquelon were accordingly cancelled, PRO, Colonial Office 5/127, 258–59, 259.

VICE ADMIRAL JAMES YOUNG TO GOVERNOR THOMAS SHIRLEY, DOMINICA¹

Copy
Sir

English Harbour Antigua 17th Sepr 1777

I have received the favour of your Excellency's Letter dated the 5th Instant giving me intelligence of a French Fleet appearing off Dominica, and I have since been informed that Two French Ships of War are gone to St Domingo; whether the Latter were a part of those you saw, or others I cannot tell: As it will be necessary Administration should be acquainted with the arrival of such a force at the French Islands; I must request the favour of your Excellency to gain what Intelligence you can of their destination; and what occasion there can be for so great a Number of Troops being sent to their Islands; as it is not, I believe, the time of year at which they generally relieve their Garrisons: the frequent communications your Island has with Guadaloupe, and Martinique, may I hope enable you to gain some Authentic Intelligence Concerning this Armament, and should that happen; Captain [Robert] Stratford² who brings this to your Excellency: will return back as soon as his Ship is watered and bring your dis-



patches to me. I was apprehensive at first hearing of the arrival of so many French Ships and Troops that they were destined to carry the Troops to North America but I now hope that is not the case. I have the Honor to be with the greatest regard and Esteem, Sir [&c.]

Ja^s Young

1. PRO, Admiralty 1/310.

2. Commanding H.M. sloop *Cygnets*.

THOMAS WARNER TO SAMUEL SEDDON ¹

Copy

Sir/

Antigua, September the 17th 1777

On the 31st of August last I was favored with your Letter of the 5th of July by his Majesty's Ship the *Badger*, wherein you mention, that it is the pleasure of the Lords Commissioners of the Admiralty, that I should defend Admiral Young against the Action brought by the Owners of the Private Armed Sloop called the *Hammond* against the Admiral, for seizing and detaining that Sloop for having been found Cruising upon the high Seas without any Commission or proper Authority so to do; ² In Answer to which give me leave to inform you, that the Owners of that Sloop Arrested the Admiral for such Seizure and detention of their Sloop, And in Consequence of the Writ that issued against the Admiral an Action of Trover was brought against him for the Sloop her Tackle, Apparel, and Furniture, and the particular things that were found on board her, to which Action I pleaded not Guilty, and the same came on to be heard at an Adjourned Court of the Court of Common Pleas of this Island upon the 17th day of June Last, when the Jury found the Admiral Guilty and gave Damages against him to the Amount of £1201.. 7.. 31½ Currency which in Sterling Money at the Rate of 175 this Currency for £100 Sterling is £686.. 9.. 10½ And although Rowland Burton Esqr and my self who were of Council for the Admiral pressed the Judges to give directions to the Jury to find a Special Verdict and used every endeavor to prevail upon the Jury for that purpose Yet we proved unsuccessful, but if a Special Verdict had been found, I really think in my Conscience, that the Admiral could not have been Justified in what he did, And I am extremely happy to think that my Opinion to the Admiral is Sanctified by the Opinions of the Attorney and Solicitor General, Signified by Lord George Germain in his Letter to the Commander in Chief of these Islands, and I have only to Lament, that the Admiral would not take my Opinion and advice upon the Application he made to me upon the Seizure of the Sloop *Hammond*, for if he had, and the Non-Commissioned Vessels, or rather the Owners thereof, had been looked upon as Pirates and Robbers upon the High Seas according to the Admirals Conceptions, the Commander in Chief of these Islands would have been the only person blameable for suffering such Vessels to go to Sea; but happy for these Islands that no other restraint was laid upon those Vessels, but what the Admiral was pleased to exert, for the prizes that they took relieved the distresses of the

Inhabitants thereof, and when those prizes were Condemned, they were Adjudged to His Majesty as rights and Perquisites of the Admiralty; However the Judge of our Vice Admiralty Court thought proper to give the Captors the Prizes, as a Reward for their Zeal for His Majesty's Service and for Annoying the Rebels in the manner they did, upon their giving such Security as was approved of by the Judge of the Admiralty to refund the Value of the Prizes, in Case His Majesty should not approve of the Judges Sentences, and from the late Letters which His Excellency General [W. Matthew] Burt has received from Lord George Germain, and from the Owners of the *Hammond* having enter'd up Satisfaction upon the Judgment obtained by them against the Admiral and that against Captain Dumaresq I imagine His Majesty will be graciously pleased to give the Owners of Non-Commissioned Vessels the prizes they have taken. However I have appealed from all the Sentences of the Judge as far as he has thought proper to give the Captors any part of the Prizes.

I will by the next opportunity that Offers from this Island send you an Account of what the Admiral has expended in defence of himself, and also in defence of the Action brought against Captain Dumaresq and will draw upon you for that sum. And am with all due Regard Sir [&c.]

Tho^s Warner

[Endorsed] In Lords of the Admiralty's Letter of 31st Decr 1777.

1. PRO, Colonial Office 5/128, 5-6. Seddon was the solicitor for the Lords Commissioners of the Admiralty.
2. See Volume 8, 61-62.

18 Sept.

JOHN BRADFORD TO LEONARD JARVIS ¹

[Extract]

Sir,

Boston 18th Sept 1777

I should have reply'd to your Letter of the 8 Instant, but was at Portsmouth. I'm glad Capt Chew ² has join'd the *Hambden* wish them a successful Cruize, of late its become a late thing to hear of a Continental Prize being sent in. I heard from [John] Skimmer, who a Month ago had not taken a prize, in regard to what you've paid the supernumerary Officers, I know by the free Conversation I've had with the [Continental Navy] Board [of the Eastern Department], it won't be expected as you paid them to the best of your Judgment, that you should suffer a Farthing by it; but you will not pay them in future anymore. The Members of the Board are not together at present, two of them being at home, when they meet, I shall lay the Matter before them, I believe there will be a difficulty in the Matter. . . .

1. John Bradford Letter Books, vol. 2, 85-86, LC.

2. Continental Navy brigantine *Resistance*.

Newport Gazette, THURSDAY, SEPTEMBER 18, 1777

To be Sold by Auction, All the Effects of-Capt. Francis Banks deceased, late Commander of His Majesty's Ship *Renown*; consisting of Wearing

Apparel, Table Linen, Plate, Liquors, Cabbins and Kitchen Furniture, Books, &c. &c. &c.

N.B. The Sale will begin on Monday, the 22d Instant, at XI. o'Clock A.M. at the Auction Room in Newport.¹

1. Captain Banks died at Newport and "his remains were interred with the Honours of War," *Newport Gazette*, September 11, 1777.

LIEUTENANT COLONEL JOHN BROWN TO MAJOR GENERAL
BENJAMIN LINCOLN ¹

North end of lake George landing.

Sir, thursday Sepr 18th 1777.

With great fatigue after marching all last night I arrived at this place at the break of day, and after the best disposition of the men, I could make, immediately began the attack, and in a few minutes, carried the place. I then without any loss of time detached a considerable part of my men to the mill, where a great number of the enemy were posted, who also were soon made prisoners, a small number of whom having taken possession of a block house in that Vicinity were with more difficulty brot to submission; but at the sight of a Cannon they surrendered. during this season of success, Mount Defiance also fell into our hands. I have taken possession of the old french lines at Ticonderoga, and have sent in a flag demanding the surrender of Ty: and Mount independence in strong and peremptory terms. I have had as yet no information of the event of Colo Johnsons attack on the mount. My loss of men in these several actions are not more than 3 or 4 killed and 5 wounded. the enemy's loss is less. I find myself in poss[ess]ion of 293 prisoners. Vizt 2 Captains, 9 Subs, 2 Commissaries, Non Commissioned officers and privates 143 British and 119 Canadians, 18 Artificers and retook more than 100 of our men, total 293, exclusive of the prisoners retaken. – The water craft I have taken, is 150 batteaus below the falls in lake Champlain 50 above the falls including 17 gun boats and an armed sloop, arms equal to the number of prisoners, some ammuniton & many other things which I cannot now ascertain. I must not forget to mention a few Cannon which may be of great service to us.

Tho: my Success has hitherto answered my most Sanguine expectations, I cannot promise myself great things, the events of war being so dubious in their own nature, but shall do my best to distress the enemy all in my power having regard to my retreat – there is but a small quantity of provision at the place, which I think will necessitate my retreat in case we do not carry Ty and independence – I hope you will use your utmost endeavour to give me assistance should I need in crossing the lake &c – The enemy have but a very small force at fort George their boats are on an Island about 14 Miles from this, guard[ed] by 6 Companies, having artillery & I have much to fear with respect to the prisoners, being obliged to send them under a small guard – I am well informed that a considerable reinforcement is hourly expected up the lake under the command of Sir John Johnson – This minute received Genl Powals answer to my demand. these words Vizt "The Garrison entrusted to my charge I shall defend to the last" –

Indeed I have but little hopes of putting him to the necessity of giving it up unless by the force under Colonel Johnson I am &c

A Copy

John Brown

1. Gates Papers, NYHS.

JOURNAL OF H.M. ARMED SHIP *Vigilant*, CAPTAIN JOHN HENRY ¹

September 1777

At Anchor off Patapsco river –

Thursdy 18

at 8 AM got the Lower Yards and Top gallant Masts up, at 9 the Admiral made Sigl for the fleet to weigh, Do hove short –

Fresh Gales and Cloudy, PM weighed and came to Sail, the fleet having all passed, made Sail after them, Two of the enemys Galleys came out of Baltimore & looked at us, but returned again, at 10 Anchd by the Small Bower Sharps Island SEBs & Hollands point SW dist 2½ Miles

1. PRO, Admiralty 51/1037.

JOURNAL OF H.M.S. *Brune*, CAPTAIN JAMES FERGUSON ¹

September 1777

St Augustine Lighthouse S33W Distt 60 Leags

[Thursday] 18.

[AM] out Cutter sent her on Board the *galatia* for Bread recd 660 Wt of Bread at 10 Veerd ship made sail parted with the *galatia* & too prizes at Noon Do Wr *galatia* & prizes NEbE 5 or 6 Legs –

PM. Modt Breezes & Clear Wr at 6 saw two sail Standing towards us at 8 Do Wr Veerd ship ½ past fired a 6 Pr to bring the chace too which after firing 17 twelve Pr & 16 six Pr with several Volleys of small [arms] she Brought too found her to be the *Volunteer* privateer of 12-4 Prs 16 Swivels & 10 Cowhorns & 61 Men Eliphalet smith Commander who was killd by a Musquet shot in bringing the Prisoners on board found her so much Damaged that we had hardly time to get them all on board before she sunk tho Every means was Used to save her at Mid-night in Boats wore ship & made sail after the ship we saw in the Evening

1. PRO, Admiralty 51/117.

19 Sept.

JOHN BRADFORD TO THE COMMITTEE OF COMMERCE ¹

Honble Sirs

Boston 19th September [1777]

It is with great Pleasure I acquaint you that I this moment receiv'd by Express a Letter from Capt Cleveland acquainting Me with his safe Arrival at Salem Yesterday two oClock favour'd by a Gale of Wind & thick weather. As it is some Days before the Post sets out I thought her Arrival was of importance Enough to Dispatch an Express with the Letters wch Accompany this Cleveland mentions nothing more to me than this, that, the Brig & Cargo, comes to the Address of the Correspondent of Messrs

Willing & Morris. I have no Letters Come to hand Directed to me. I shall with Chearfulness obey the Orders which I may receive from the honble Committee

Cleveland writes me he has a great Number of Hands on Pay. I've desir'd him to discharge all but what are necessary to bring the Brig up to Boston & to take the first good Opportunity for that Purpose at the same time to engage them not to dispose of themselves 'till the Return of this Express, I beg leave to hint, that if you have no Voyage already plann'd for the *Dispatch*, would it not be worthy the Attention of the honble Committee, as she is so well arm'd to run to the West Indies for a Cargo, As Im oblig'd to give 20/ for NE Rum, four Dollars has been given Since I bought last. I beg Pardon for the Liberty I have taken in offering this Hint, As there must be a very Large Portledge Bill on the *Dispatch*. I beg leave to be favoured with money by the Bearer, being Scant of that necessary Article by Reason of the great Advance I have made for the *Raleighs Alfred & Ranger*. I went a Joury to Portsmo last week hoping to get some money from Capt Langdon but was disappointed. As the Express is ready I shall not detain him but Respectfully Salute you and am [&c.]

J B

1. John Bradford Letter Books, vol. 2, 88-89, LC.

PETITION TO THE MASSACHUSETTS GENERAL COURT ¹

[Extract]

[Boston, September 19, 1777] ²

To the Honble the Council, & the Honble House of Representatives, for the State of Massachusetts Bay in New-England in General Court Assembled –
May it Please your Honors –

The Petition of the Committees of Safety, Correspondence, and Inspection, for the severall Towns of Georgetown, Pownelborough, Edgecomb, Bristol, Boothbay, & Woolwich, in the County of Lincoln, in Behalf of the Town of Boothbay, and the Places adjacent – Humbly Shews –

That the *Rainbow* man of war, commanded by Sr George Collier, together with severall other arm'd Vessells lately Came into the Harbour of Boothbay,³ & took possession thereof, and while there stript and Carried off from severall of the Inhabitants of these parts, a Considerable Number of their Cattle, Sheep, swine & poultry, & other Necessarys, and water'd their vessells and while they lay there, made prizes of & carried away a Number of Vessells belonging to these states to the Number of Fifteen or twenty, they also while they lay there threatned the Inhabitants to return with Sufficient Force, & Conquer or Destroy all before them, thereby Putting the Inhabitants in great Terror, we have also the Deposition of a Person on Oath, who was captivated by them, that their intention was to return in about a Fortnight or three weeks, and sweep all before them, and as we doubt not their intention is to make the harbour of Boothbay a Place of Rendezvous for their Ships. . .

1. Mass.Arch., vol. 183, 155.

2. Date is from the endorsement to the petition.

3. See Reverend John Murray to Colonel John Waite, August 29.

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

Sept 1777

Sandy Hook N8.43E 152 LS

Friday 19

at 6 AM Saw a Sail to the Nowd Gave Chace at 7 TKd –
 Modte Breezes and Fair Wr $\frac{1}{2}$ pt 1 PM Fired three
 Shot & Brot too the Brigg *General Gadsden* George Lacey
 Master from Charlestown bound to Amsterdam Laden
 with Rice Tobacco & Indigo ²

1. PRO, Admiralty 51/4197.

2. She was condemned as a lawful prize in New York Vice Admiralty Court on November 6, 1777, PRO, High Court of Admiralty 49/93, 101.

JOURNAL OF H.M.S. *Camilla*, CAPTAIN CHARLES PHIPPS ¹

Septembr 1777

Marques Hook NE $\frac{1}{2}$ E 4 Miles

Friday 19

at 9 AM our Signal on Board the *Roebuck* to weigh,
 Weighed and Came to Sail up the River, Employed turn-
 ing to windward, in Company the *Pearl* & ca saw 2 or 3
 Rebel Vessels a Head Standing up the River, a Gun
 fired Morning & Evening on Board the *Roebuck*, and
 Rowed Guard –
 Gentle Breezes and Clear Weather, at 1 PM Anchor'd
 with the Bt Br in 5 fathom Water Veered $\frac{1}{3}$ of a Cable, at
 Same time Saw 30 or 40 Sail of Rebel Vessels at anchor
 bearing ENE $\frac{1}{2}$ E 3 Leagues, $\frac{1}{2}$ Past 6 PM Weighed and
 Came to Sail down the River in Company as above

1. PRO, Admiralty 51/157.

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

Sept 1777

Marcus Hook Wt dist 2 Miles

Friday 19.

Modte breezes & fine Wr at $\frac{1}{2}$ past Noon Anchd with
 the S: Br in 5 fm & veer'd to $\frac{1}{3}$ of a Cable, in company
 with the *Liverpool*, Chester NbE $\frac{1}{2}$ E $\frac{1}{2}$ a Mile At 1
 Came up and Anchd here the *Camilla*, Saw up the River
 from the Mast head 10 Ships, 9 Briggs, 3 Sloops, 15 Row
 Gallies, & 2 floating Batteries ² At 6 PM Weigh'd Pr
 Sigl in company with the *Liverpool* & *Camilla*, At 8 Anchd
 with the Small Br in 5 fm & veer'd to $\frac{1}{3}$ of a Cable,
 Marcus Hook NE At 9 Came alongside 13 Bullocks in
 a Scow, Sent a Hawser in the Longboat to the assistance
 of the *Camilla*, she being aground

1. PRO, Admiralty 51/675.

2. Continental and Pennsylvania Navy vessels.

COLONEL BENJAMIN MACKALL TO GOVERNOR THOMAS JOHNSON ¹

Sir

[Calvert County, Maryland]

The Enemies Fleet is now at Anchor in the Bay, about 25 Miles from the
 Mouth of Patuxent. I have ordered another Class from some of the Com-

panies on Duty, & as soon as the ships disappear shall discharge them – Yesterday Morning a Boat from the Fleet was taken by the Guard, in wch was a Mulatto Man 10 good Muskets, 10 broad swords & 10 Cartouch Boxes – the Fellow says he belongs to Mr Carroll of Charrolton & also the Boat – that he with two others were taken going from Cooks Point to Poplar Island Tuesday Evening. shall wait yours and the Councils Orders which I hope to receive when Capt Grahame returns. I am with great Respect your Excelys [&c.]

Friday 19th Sept 1777

Benj: Mackall 4th

1. Red Books, XIV, 114, Md.Arch.

North-Carolina Gazette, FRIDAY, SEPTEMBER 19, 1777

Newbern, September 19, 1777.

A few Days ago we received an Account from the Bar, that two English Brigs, one a very large one, the other mounting 10 or 12 Guns, were arrived within the Bar, and had taken several Vessels which lay there, particularly a large French Brig. There were many Vessels there ready to go out, but the chief of them escaped by running up into the Rivers again. The utmost Dispatch is making here to drive these Sheepstealers from whence they came, for tis supposed the fat Mutton on the Banks has been the chief Temptation to this desperate Manoeuvre. The *Sturdy Beggar* Privateer, of 14 Carriage Guns and 100 Men, the State Brig, *Pennsylvania Farmer*, of 16 Guns and 80 Men, and the *Heart of Oak*, a Sloop of 10 Guns and 50 Men, belonging to this Town, are preparing to sail with all Expedition, in Quest of the English pirates.

JOURNAL OF H.M.S. *Brune*, CAPTAIN JAMES FERGUSON ¹

September 1777

[Friday] 19.

St Augustine Lighthouse S20W Distt 48 Leags
at 5 AM saw a sail in the SW Quarter gave chace
Brought too the chace provd to be the *Choptank* ² ship
from Martinico for Charlestown with Rum salt & Coals
Ben Gardner Master –

1. PRO, Admiralty 51/117.

2. A recapture, her cargo was condemned as a lawful prize in New York Vice Admiralty Court on October 29 and she was ordered sold on November 3, 1777, PRO, High Court of Admiralty 49/93, 75, 99.

20 Sept.

CAPTAIN JOHN PAUL JONES TO THE NEW HAMPSHIRE HOUSE OF
REPRESENTATIVES ¹

Mr Speaker & Gentlemen

Portsmouth Sept 20th 1777.

The inclosed letter to the committee of Safety having produced no effect ² – I think it my duty to lay it before you. The departure of the *Ranger* is now impeded Solely for want of the liberty which I then asked and which I now hope to obtain from you. – United as the Continent is its interest must take Precedence of all private concerns in every patriot Breast. – And as I

hope I have served without blame since the first establishment of the Navy I am perswaded that I shall meet with the Same countenance and assistance from you which any other Officer hath experienced – meantime I have the honor to be with Sentiments of Respect Gentlemen [&c.]

J.P.J.

1. Papers of John Paul Jones, 6647, LC.

2. See Jones to the New Hampshire Committee of Safety, August 29.

PETITION OF WILLIAM COIT FOR A COMMISSION FOR
MASSACHUSETTS PRIVATEER SLOOP *America* ¹

To the Hon'ble the Council of the State of Massachusetts Bay

The Petition of Ephraim Spooner William Watson & others of Plymouth Humbly sheweth,

That your Petitioners hath fitted out the Sloop called the *America* & ready to proceed on a Cruise burthen about Seventy Tons, mounting twelve Carriage Guns & navigated by Sixty Men has on Board fifty Bls Beef & Pork and three & half Tons Bread – fifteen hundred Wt Powder and Ammunition in Proportion

Officers on Board are as follows Vizt

William Coit Esqr Commander ²

Consider Howland 1t Lieut

Copely 2 Lieut

Said Sloop is intended to cruise against the Enemies of these united States –

Your Petitioners therefore humbly Request your Honors would commission the Said Commander of Said Sloop for the Purposes above mentioned And as in Duty Bound shall ever pray –

Boston Sept 20t 1777

William Coit, In Behalf of Concern'd

[Endorsed] In Council Sept 22d 1777 Read & Ordered that the Prayer of the within Petition be granted and that a Commission be issued out to Wm Coit as Commander of Said Sloop he complying with the Resolves of Congress.

Jn^o Avery Dy Secy

1. Mass.Arch., vol. 167, 242.

2. This was the same William Coit that Washington called "the blundering Captain Coit" when he commanded the schooner *Harrison* in the General's fleet in 1775, and who was later dismissed from command of the Connecticut Navy ship *Oliver Cromwell*. See Volumes 2 and 8.

COMMODORE JOHN HAZELWOOD TO THE PENNSYLVANIA SUPREME EXECUTIVE
COUNCIL ¹

Gentlemen,

Darby Creek Sepr 20th 1777.

Yesterday afternoon we weighed with all the Fleet and Rowed down to Darby Creek; the Enemys Ships laying at Chester. – But, we had not got far down, when they weighed their Anchors, and made down the River, with their Boats a head towing them – As soon as we came to Anchor, I sent out Eight Guard Boats, who were near them all Night, and took a Boat and two Men that had been on Board them; but they say they were going over

to the Jerseys to bring a Flatt over for Mr Ottenhammer; and they had such an order from him, I saw it – We found with them some of Howes Proclamations which we took from them, inclos'd you have one of them – The three Ships are now in sight, and its now flood Tide, but they are not yet got under weigh, & I believe will not, as there is but little Wind. – There are seven more Ships abreast of deep Water Point, one of which is under weigh and coming up to the other three. – They seem to want to draw us down to action with them below; and in consequence of your Letter shall avoid it, without they come up higher – We are all prepared, & should they come up, hope to give you a good account of them – We are all in high Spirits, and fit and willing for Action whenever a convenient oppertunity offers – The Paymasters are much wanted as some of the Captains have got their Money from him and some not – I should be glad he would send each Captain his Amount, that the People may be paid – Having not to add am [&c.]

John Hazelwood

1. Naval History Collection, NYHS.

“AN ACT TO RESTRAIN THE EXPORTATION OF PITCH, TAR, TURPENTINE,
AND OTHER NAVAL STORES FROM THE STATE OF NEW JERSEY.”¹

[Extract]

Whereas it is highly expedient in a time of War to preserve amongst ourselves such Articles as may be wanted for our own Consumption, or for the Use of the United States of America; And Whereas the restraining the Exportation of Pitch, Tar, Turpentine and other Naval Stores, may have a Tendency to distress our Enemies and greatly to Weaken their Operations against us, by withholding from them supplies so essentially necessary for the refitting and keeping in Repair their Ships and other Engines of War; –

Be it Enacted by the Council and General Assembly of this State and it is hereby Enacted by the Authority of the same That if any Pitch, Tar, Turpentine, Masts, Yards, Spars or other Naval Stores whatsoever shall at any time hereafter, be laden and found on Board any Ship or Vessel in any port of this State, for which no permit hath been obtained from the Commissioners in Manner herein after directed, it shall and may be lawful for the Collector of such Port, or any person by him duly Authorized, to seize such Pitch, Tar, Turpentine, Masts, Yards, Spars or other Naval Stores, together with the Ship or Vessel in which the same shall be so laden and found, and such Vessel together with such of the aforesaid Articles as shall be so laden or found on Board her at the time of such Seizure, are hereby declared to be forfeited, one third part thereof to the Use of the State, one third part to the Use of the Collector of the port in which the same shall be so seized, and the remaining third part to the Use of the Informer or Informers on whose Information the same shall be so seized. . . .

Council Chamber [Haddonfield]
Sepr 20, 1777

This Bill, having been three Times
Read in Council,

Resolved that the same do pass
By Order of the House

Jn^o Stevens. V.Prest

House of Assembly Sepr 17: 1777

This Bill having been three times
read in the House of Representatives

Resolved that the same do pass

By order of the House

John Hart speaker

1. Stewart Collection, SL. This act is printed in *Acts of the General Assembly of the State of New-Jersey*. (Burlington, 1777), 93-96.

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

Sepr 1777

Marcus hook NE.

Saturday 20.

½ past 5 AM Saw a Brigg, Schooner & 4 Row Galleys off
Chester.

Throughout light Airs & Cloudy. At 4 PM Weigh'd in
Co with the *Liverpool* & *Camilla* the Boats ahead towing
us. At 4 Anchd Pr Signal with the S:Br in 4 fm & veer'd
to ⅓ a Cable. Steep water point SbW. the Entrance of
Wilmington Creek WbN. found riding here the *Roebuck*,
Solebay & *Merlin*. At 8 the *Liverpool* made the Sigl for
seeing 5 Sail in the NE Quarter.

1. PRO, Admiralty 51/675.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO CAPTAIN THOMAS SYMONDS,
H.M.S. *Solebay* ¹

It having been judged expedient that Mr John McKinley a Rebel
Prisoner now at Wilmington, should be removed from thence to one of His
Majestys Ships for the more certain Security of his Person; You are there-
fore hereby required and directed to receive him onboard the Ship you
Command; where he is to be accomodated with an Officers birth, allowed
the liberty of being upon deck (at proper times) during the day time, under
the Charge of a Centinel; and in all respects treated with Civility: but is to
be strictly forbid and prevented from having any intercourse with any
Person from the Shore except in the presence of an Officer, and kept as
much as possible from Conversing with the Ships Company.²

Given onboard the *Roebuck* off of
Wilmington 20th Septemr 1777 –
A.S. Hamond

1. Hamond Papers, Orders issued, 1776-1777, UVL.
2. John McKinley, President of the Delaware Assembly, was captured at Wilmington after the
Battle of the Brandywine. He was transferred from the *Solebay* to Philadelphia and then
to New York before being paroled. Ryden, ed., *Letters To and From Caesar Rodney*,
282n.

JOURNAL OF H.M.S. *Perseus*, CAPTAIN GEORGE KEITH ELPHINSTONE ¹

Sepr 1777

Cape Henry NWbN 14 Leagues

Saturday 20th

at 3 AM Saw a Sail and gave chace, fired four Swivel Shot
and brout her too, the *Betsey* Sloop² from Virginia to St

Eustatia, took charge of her, Sailmakers repairing the Foretopmast Staysail, at Noon the prize in Tow Little wind and hazy, at 4 PM Saw the land ahead, and a Sail in Shore, Cast off the prize and gave chace, at 7 lost sight of the prize, at 1½ past 8 Anchored with the small Bower in 6 fms

1. PRO, Admiralty 51/688.
2. John Williams, master, with a cargo of tobacco and turpentine, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 69. She was condemned as a lawful prize in New York Vice Admiralty Court on October 31, 1777, PRO, High Court of Admiralty 49/93, 83.

"EXTRACT OF A LETTER FROM JAMAICA, SEPT. 20." ¹

The 15th inst. the *Prosperus*, an American privateer, of 18 carriage guns, was brought in here by a sloop and schooner, both of which were fitted out at Kingston, and this was their first cruise. The Provincial vessel had been some time cruising about this island, and had several times sent her boats on shore in the night, and robbed the planters of their live stock, &c. She had 160 men on board, some of whom wear red jackets, and are called marines.

1. *London Chronicle*, November 25 to November 27, 1777.

21 Sept. (Sunday)

SAMUEL ELIOT, JR., TO GOVERNOR JONATHAN TRUMBULL ¹

[Extract]

Boston 21 Sept 1777 –

. . . The Ship ² by the Sailing Masters account, is owned by Capt [Charles] Flynn and several others, is hired and Commissioned by the Lords Commissioners of the Post Office, the Question, then arises whether a Vessell hired and Commissioned by the Commissioners of the Post office, whose instructions, are, not to Engage or Fight any Vessell whatever, if they can possibly avoid it, – is a Kings Ship of Warr? ³ – This Capt Harding denies – and endeavors to prove the Contrary, by Capt Flynns having a Commission sign'd by the Lords of the Admiralty. Captain Harding will set this affair impartially before you. I have read the Commission and warrant, taken from Capt Flynn – In this affair I cannot have Capt Hardings advice and assistance, we are now opponants, but doubt not of our Conducting to approbation. ⁴ . . .

1. Conn.Arch., 1st Series, IX, 191, ConnSL.
2. *Weymouth* packet captured by the Connecticut Navy ship *Oliver Cromwell*, Captain Seth Harding.
3. By Congressional resolve, October 30, 1776, the whole value of a ship of war or British privateer captured by a Continental Navy vessel was awarded the captors. Connecticut had accepted the same regulations. See Volume 6, 1464.
4. Libel against the *Weymouth* packet was published in the *Independent Chronicle*, Boston, September 25, 1777. In what Eliot characterized as "the most important Tryall since the commencement of Hostilities," the verdict gave the entire prize, as a warship, to Captain Harding and crew of *Oliver Cromwell*, Samuel Eliot, Jr., to Governor Trumbull, October 29, 1777, Conn.Arch., 1st Series, IX, 208a, ConnSL.

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

Sepr 1777
Sunday 21st

Cape Cod WNW Dist 2 Leagues

at 5 [AM] saw a Schooner in the SW Qr made sail & gave Chace. – fir'd several shot at her to bring her to. – TKd occasionally. – at 7 sent the boats after her. – Cape Cod W $\frac{1}{2}$ S 4 Leags – the Chace fired 4 Shot at the boats – we fired a Gun & made the Signl for the boats to return. – at 11 Got the boats ahead Towing. – Kept firing at the Chace. –

First part Modte & Hazy – Middle & Latter fresh Gales & Squally with Rain. 2 PM Run the Chace on shore. fir'd a number of shot at her and the Rebels that came to her assistance. – at $\frac{1}{2}$ past the Schooners Foremast went by the board. – made sail & gave Chace to a Schooner at an Anchor in shore. – at 3 Cape Cod NW 3 or 4 Miles. – at 5 saw a number of Rebels in a Battery (erected on a Heighth) under which the Schooner Lay. – fir'd several shot at them which they returned & struck us twice. – bore away & made sail. –

1. PRO, Admiralty 51/867.

JOURNAL OF H.M.S. *Camilla*, CAPTAIN CHARLES PHIPPS ¹

Septembr 1777
Sunday 21st

Wilmington SBW 1 Mile

at 8 AM Came down and Anchor'd NEBN of us 7 Sail of Rebel vessels, at 10 Saw them under way Standing up the River, $\frac{1}{2}$ Past Our signal on Board the *Roebuck* to Weigh, answ'd, Weighed and Came to Sail down the River, Employ'd Turning to Windward, at 11 Our signal on Board the *Roebuck* to Anchor, Shortened Sail and Anchord with the Bt Br in 5 fathom Water veered $\frac{1}{3}$ of a Cable, the Morning and Evening Gun fired on Board the *Roebuck*, &ca, Rowed Guard –

1. PRO, Admiralty 51/157.

22 Sept.

JOURNAL OF THE NEW HAMPSHIRE HOUSE OF REPRESENTATIVES ¹

In the House of Representatives

[Portsmouth] Monday September 22d 1777.

Voted. That John Paul Jones Esqr Captain of the Continental Ship *Ranger* have liberty to inlist from the Matross Company's in the Batteries in Piscataqua Harbour a number of Men not exceeding twenty – Sent up by Saml Little Esqr ²

1. New Hampshire House of Representatives Journal, 1776–1778, 203, N.H.Arch.

2. The Council concurred the next day, setting the number at exactly twenty, Council Records, Council Book VII, 1776–1778, 224, N.H.Arch.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR ¹

Boston 22 Sept 1777

Upon the Representation of the late Attack upon the Ship *Gruel* at Wiscasset by the Boats of the *Rainbow* Man of War Orderd that the thanks of this Board be given Colo [William] Jones & the Militia under his Command for their spirited Defence & Protection of the Mast Ship *Gruel*,² by which a very valuable Interest has been saved for the State, & the Enemy prevented from making a most important Acquisition ³

1. Mass.Arch., vol. 149, 18.

2. In response to Colonel Jones' memorial, the Massachusetts Council allowed for their "spirited exertions and important Services done the State in that Affair, as follows viz. One Colonel Twenty Pounds; Four Captains four Pounds each, Ten Lieutenants three pounds each, and One hundred and fifty five Privates at Two Pounds each; the whole Sum amounting to three hundred and Seventy Six Pounds." Mass.Arch., vol. 38, 68.

3. See Journal of H.M.S. *Rainbow*, September 9-12.

PETITION OF THOMAS CUSHING TO THE MASSACHUSETTS GENERAL COURT ¹

To The Honble the Council & House of Representatives
In General Court Assembled [Boston] Sept 22:1777

The Memorial of Thomas Cushing Agent for Building the Continental Ships of War to be built in this State humbly Shewth

That Your Memorialist is in want of Sundry Stores Necessary for the Carpenter, Boatswain, Steward, Cooper & Gunner of one of said Ships, that he has endeavoured to purchase the same but finds they are not to be obtained unless it is from the Committee of Sequestration, Who have, as he is Informed, A Number of those Articles under their Care, He therefore humbly prays that he may be Supplied with such Articles as he wants by said Committee he paying for the same, and the Memorialist as in duty bound Shall ever Pray

Thomas Cushing ²

1. Mass.Arch., vol. 215, 133.

2. General Court approved Cushing's request, Mass.Arch., vol. 38, 49.

JOHN BRADFORD TO THE MASSACHUSETTS COUNCIL ¹

Honble sirs

Mr [Edward] Southouse who was some time since taken On Board the *Mellish* with his family, by the *Alfred*, had by the Indulgence of his Honr Judge [Nathan] Cushing all his Effects Restored to him which Consisted of house Furniture & his Equipage, When he went hence for hallifax left part of his Goods at Bedford, which are since sent to me, they are pack'd in a Tierce & two Cases. he desired me to forward them to Mr Newton Collector at hallifax. I pray the honble Board will Direct the Commissary [of Prisoners] to suffer me to ship the above mentioned packages onboard the flag now bound there I have the honour to be with due Respect [&c.]

Boston. 22nd Sepr 1777 -

J Bradford

1. Mass.Arch., vol. 167, 245. The Council granted Bradford's request.

MASTER'S LOG OF H.M.S. *Diamond* ¹

Sept 1777 Cape Cod S33W – 8 Lges
 Monday 22d 6[AM] Saw 2 Sail one to the SE and one to Windard gave Chase to the Weathermt one our prize Schooner fired a Shot at the Chase and brought her too wich proved to be a Greenland Ship ² belonging to Leeth taken by the *Tarter* Rebble Privateer
 12 Spoke his Majestys Ship *Scharbourough*
 1[PM] Fresh Gale and Squally Wr HM Ship *Scarborough* in Compy The Privateer Schooner [*Buckram*] and Greenland Ship went for halifax

1. PRO, Admiralty 52/1699.

2. *Royal Bounty*, taken by the Massachusetts privateer ship *American Tartar* near the Orkney Islands in July, was ordered sold and her cargo condemned as lawful prize on December 2, 1777, N.S. Arch., vol. 496, Vice Admiralty Register, vol. 6 (1777–1782), 69–74.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY ¹

At a Meeting of the Governor and Council of Safety holden in
 Lebanon September 22d 1777. –

Voted, That the Brig *Defence* belonging to this State, now in the Port of Boston, be rigged into a Ship.

Voted and Resolved, That Samll Elliot junr of Boston, Esquire, Agent for this State, be desired and directed to provide Sufficient Spars, Rigging and Duck for Rigging the Brig *Defence* belonging to this State now in the Port of Boston into a Ship.

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

New-York Gazette, MONDAY, SEPTEMBER 22, 1777

New-York, Sept. 22.

The following Commission and Instructions was found on board a Rebel Prize lately brought in here, and may serve to show who are the principal Abettors of Piracy in the Ports under mentioned.

By his Excellency John Rutledge, Esquire, President and Commander in Chief of South-Carolina, one of the United States of America.

To all People to whom these Presents shall come, Greeting:

Know ye that I do by these Presents, grant Commission to, and do licence and authorize Thomas Marting, Prize Master, to set forth, in warlike Manner, the Schooner *Betsey*, of the Burthen of about forty Tons, under his own Command, and therewith, his Force of Arms, to apprehend, seize and take, all such Ships, Vessels and Goods, as are liable to Seizure and Confiscation, pursuant to the Resolves of the good People of the Representatives of the United States of America in General Congress assembled, and the same to bring to such Port as shall be most convenient, in order to have them legally adjudged in the Court of Admiralty, or other Court having Jurisdiction, in Cases of Capture, pursuant to the said Resolves.

Given under my Hand, and the Seal of South-Carolina aforesaid, at Charles-Town in the said State, this sixteenth Day of July, in the Year of our Lord 1777.

Downham Newton.

By his Excellency's Command.

[A true Copy.]

Sir,

Captain Downham Newton, the Owners of the Sloop *Vixen*, having appointed you to the Command of her on a Cruize, and reposing great Confidence in your good Conduct, I have in their Behalf only to remark, that your Vessel being now properly manned and fitted for a Cruize shall leave it to yourself where you may judge it the most for their Interest, that is, the best to proceed in order to take Prizes; if you do so, and send them into such Ports as you may judge safest. I doubt not but every Precaution will be taken by you to prevent Complaint of ill Treatment to your Prisoners, and that your own People will be properly supplied with Provisions. Below is a List of the Houses we would recommend you to apply to in foreign Ports.

Georgia, Beaufort, and George-Town, express to myself.

North-Carolina, Robert Ellis.

Virginia, Samuel Inglis.

Baltimore, Benjamin Levy or David Stewart.

Philadelphia, Robert Morris, Esq:

Jersey, Express to ditto.

New London, ----- Shaw.

Rhode-Island, A. Loper [Lopez].

Boston, Isaac Sears.

Dartmouth, L. Brown.

Martinico, William Bingham, Esq:

St. Eustatia and St. Martins, H.D. Bye.

Cape Francois, Isaac Caton.

Cape Nichola Mole, M. Dupeey.

Mr. Marting, I have one Thing to recommend to you, which you will please to observe; you will please mind and keep a good look out. There is John Arril, and Bob, you may depend on. I wish you a good Voyage, and safe in, and am, Sir, your humble Servant,

Downham Newton.

VICE ADMIRAL RICHARD LORD HOWE TO CAPTAIN HYDE PARKER, JR.,
H.M.S. *Phoenix* ¹

Copy.

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

Emerald. Whereas it is intended that the Ship you command together with those named in the Margin, should, in the

Solebay. Absence of a Senior Officer, be employed under your direction, at and near to the Entrance of Chesepeak Bay.
Otter. More especially to intercept all Supplies of Military Stores attempted to be introduced into the several Ports and Rivers of the Colonies bordering thereupon; As well as otherwise to prevent all Trade and Intercourse with the disaffected Inhabitants of those Colonies and to take or destroy any Armed Vessels they have provided, by every means in your power: you are therefore to take your Station, in such parts of the Bay towards the Entrance thereof, and to employ the Ships placed under your Direction, in such manner from time to time, as you may judge to be most effectual for the several purposes aforesaid.

Your first attention will however be more particularly necessary to prevent the Rebels from putting to Sea with Cargoes of Tobacco whether in American or Foreign Bottoms) destined for the Ports of France, in payment for Supplies of Arms and other Military Stores furnished on those Conditions from that Kingdom; Wherein your care must be further extended, as you can be assisted with small Armed-Vessels of suitable Force and Burthen, in opposition to the Success of a Plan undertaken with the same intent, and proposed to be executed by transporting small Cargoes of Tobacco over to the Eastern Shore of the Bay, and re-shipping them for Europe in Vessels adapted to the Navigation of the Shallow Creeks and Inlets on the opposite Coast of the County of Northampton.

In this view, and more particularly at those Seasons of the Year, whilst the unsettled state of the Weather will not probably admit of keeping the Sea without danger of having the Cruizing Ships forced off of the Coast, proper Anchoring Stations are to be taken within the entrance of the Bay, where they may remain or repair to occasionally, as Circumstances require. Tho' at other times when a sufficient number of Ships can be spared for the temporary Service, the additional Force may be very advantageously appointed to cruizing Stations without the Capes: conducive both to the purpose of intercepting Ships that may have escaped out of the Bay, and preventing the importation of necessary Supplies to the Rebels from foreign Ports.

In case, by the capture of any Trading Ships, or Ships armed for War, you shall be incumbered with a number of Prisoners not inclined to enter for the King's Service, you are permitted to Exchange the same against any British Prisoners, Officer for Officer claiming equal Rank, and Sailor for Sailor, as on a proffered Communication for that purpose with the Inhabitants of the Provinces having British Captives in possession, you find them disposed on those Conditions to release. But if being unable to make such advantageous Exchange, you are likely to be compelled to quit your Station, or to detach any of the Ships under your Orders on the same Account; you are then equally permitted to land such Prisoners, not being His Majesty's European Subjects or taken in Arms, in the Provinces most convenient with reference to the general purpose of these Instructions. But British Prisoners taken whilst in the Employment of the Rebels, may be retained involuntarily to serve in the Ships of War, if you think fit.

You are to continue upon this Service, with the several Ships before-mentioned, and such as may be hereafter sent to be employed in the same manner under your Direction, whilst their Condition, and the State of their Men and Stores will admit, with due sufficiency for their Return into Port to procure the Relief they respectively require, or until further Order. But if the cause for leaving their Stations shall in such time happen, that the particular Ship cannot arrive to obtain the requisite Supplies at the general Rendezvous in the Port of New-York, before the End of the first Week in December (and afterwards until the beginning of March the attempt is to be postponed) the Captain is to repair for the purpose to Rhode-Island; Where a suitable Provision will have been made for affording the necessary Assistance in the mean time, whilst the access to the Port of New-York is likely to be obstructed by the Ice which usually forms there at that Season of the Year.

You are to transmit to me by every suitable conveyance, a particular Account of your Proceedings in compliance with these Instructions; The Incidents that occur; The Stations on which the Ships have been placed from time to time, in the Form annex'd; And the Condition of them, as any Change of Circumstances therein may require. And further to communicate by such opportunities, all advices you obtain of the Practices and Designs of the Rebels for Strengthening themselves in their illegal Resistance; With the measures deemed most effectual for preventing the Success of their hostile Intentions, or which in other respects appear to be for the benefit of His Majesty's Service.

Given onboard His Majesty's Ship the *Eagle* in Chesepeak Bay the 22d of September 1777.

Howe.

By Command of the Vice Admiral. Jos: Davies.

P.S. The Packet enclosed herewith is to be delivered to Captain Parker as soon as an Opportunity offers for that purpose.

1. PRO, Admiralty 1/488, 104-06.

23 Sept.

"EXTRACT OF A LETTER FROM THE COMMODORE HOTHAM TO THE
VISCOUNT HOWE, DATED ONBOARD THE *Preston* OFF NEW YORK THE
23D OF SEPTEMBER 1777" ¹

My Lord,

The Lieutenant General Sir Henry Clinton lately did me the Honor to impart to me a Plan of Incursion he proposed making into the Jerseys, which he was of Opinion, if critically timed, might not only operate strongly in favor of the Grand Army, but be attended with other Advantages; The necessary Directions were accordingly given respecting the Flat Boats, the Disposition of them ordered in the manner he desired, and the Landings made at the following places.

On the 11th in the Forenoon a Detachment of eleven Batteaux (to prevent any Jealousy in the North River) were sent by the Way of the East

River through King'sbridge to the Mouth of Spikendevil Creek; whence, soon after the Close of Day, a Body of near 1500 Men with some Field Artillery were passed over to Fort Lee in three Divisions, under the Direction of Captain Reid of the *Rose*, who commanded this Division of Boats. A sufficient Guard was left in the Fort, in case it should be found advisable to re-embark the Troops from that Spot.

About Nine o'Clock the same Night were embarked from the King's Wharf in the North River, Part of the 7th and 26th Regiments, with about Thirty dismounted Dragoons. They fell down with the Tide to Staten Island in Ten Flat Boats, attended by the Gun-Boat, and were there joined by the 52d Regiment and 300 Provincials; the whole amounting to about 1250 Men, who at break of Day were landed at Elizabeth Town Point. This Debarkation and Division of the Boats was put under the Direction of Captain Uppleby, which being effected, a Detachment of three of his Boats with the Galley were detached up the Hackinsack River to Schuyler's Ferry, to act as Occasion might require a Guard being placed there for their Protection.

The same Night a smaller Embarkation of about 320 Men, including a Squadron of Cavalry with Two Pieces of Cannon, was also made from the King's Wharf by Long-Boats, Horse-Scows &c. They landed at Paulus Hook soon after it was dark and were to march by Schuyler's Ferry to the Heights of Second River.

About 200 Provincials were previously sent onboard the Squadron up the North River to be landed about the Neighbourhood of Tapan, with Orders to move down towards Bergen, driving Cattle before them. Captain Ommanney finding it impossible for the Ships to get up the River, embarked onboard the Gallies with this Body of Men, to which he added a Party of Marines, and took the Direction of the Landing himself.

A Detachment of Sixty Marines were also sent over to Paulus Hook to re-inforce that Post in the Absence of such as were taken from it.

The different Embarkations and Landings were effected as could be wished, and the Troops were again re-embarked from the Jerseys on the 16th. The Detail of the Operations during their Stay there, I shall not enter into, more than that the Acquisition of Cattle derived from this Incursion has been considerable, as I hope it will be found beneficial to the Troops and Seamen, added to the End it seems to have had, of throwing the Enemy into a general Alarm. The whole re-embarked from Paulus Hook and Fort Lee.

A French Sloop commanded by a King's Lieutenant arrived here from Martinico about the Beginning of the Month. She brought a Letter from the Governor of that Island addressed to your Lordship, relating to the Frenchmen we had in Custody found trading with the Rebels.² The Number remaining being so small, I thought it a good Occasion to get rid of them, as well as to compliment him at the same Time with their Delivery. Inclosed is the Governor's Letter with my Answer.

[Endorsed] No 3. In Lord Howe's Letter of 24: October 1777.

1. PRO, Admiralty 1/488, 46-47.

2. See Hotham to the Marquis de Bouillé, September 9.

GEORGE WASHINGTON TO COMMODORE JOHN HAZELWOOD ¹

Sir

Camp at Potts Grove Sept 23d 1777

The Enemy have cross'd the Schuylkill below the Army & are now on their March for the City of Philadelphia – I think it of the greatest Importance that the Fort upon the Island should be Garrison'd. If we can stop the Enemy's fleet from coming up & prevent them from getting Possession of the Mud fort, & they take Possession of the City & our Army moves down upon the back of it, it will be the most effectual method of ruining General Howe's Army that ever Fortune Favor'd us with – I could wish you to take out of the Ships & the Row Gallies two or three Hundred Men & Garrison the Fort with them untill I can relieve them with some Continental Troops which I design as soon as possible – You will lay the Gallies round the Fort in such a manner as will prevent the Enemy from landing Men upon the Island. If you think it necessary for the security of the Fort to lay the Island under water, let it be done immediately – I hope you'll exert yourself & all the Officers under your command as far as possible to secure the Fort, & prevent the Enemy's fleet from coming up – Let us Join our Force & Operations both by land & Water in such a manner as will most effectually work the Ruin of the common Enemy without confining ourselves to any particular Department. There is one thing further I would recommend which is that you should have all the Boats immediately collect'd from the City, & above & below it on both sides the River & taken under the care of your Fleet – This will prevent the Enemy from the Means of making an attempt on the Fort, & allso all Intercourse with Jersey for obtaining Supplies of Provision. I am Sir [&c.]

1. George Washington Papers, LC.

ORDERS TO ALL VESSELS ON THE DELAWARE RIVER ¹

Ordered by the subscriber commanding in Philadelphia, September 23, 1777.

I. That every decked vessel in the river Delaware, between Market-street wharf and Burlington, be, by the next tide of flood, taken up to Burlington, and put under the care of the naval officer commanding there. All such as are below Market-street wharf and fort Mifflin, to be taken down the river, and put under the care of the naval commanding officer there. All such as are found on the river after the above mentioned times, will be burned by boats and guards sent for that purpose. But all shallops, sloops, and flats employed in removing goods public or private from this city, or in supplying it with wood, are excepted in the above order.

II. All sloops, shallops and flats, not immediately employed, must remain in the stream, opposite Chestnut-street wharf, ready to proceed up or down the river, as the tide will permit, on any emergency.

III. Every boat, batteau, skew or other undecked vessel of every denomination between fort Mifflin and Burlington, the old and new ferries in Philadelphia excepted, must be immediately removed into the following creeks, Timber creek, Annecocus, and Burlington creeks, in the Jerseys. All that are found afloat, or on shore, on the Pennsylvania side of the river, twenty-four hours after the publishing these orders, will be destroyed.

IV. All merchandize and provisions, brought into this city since Friday the nineteenth instant, must be immediately removed to some place of safety, and none brought in beyond what is immediately necessary for the use of the inhabitants; all others to be removed if time will permit, or destroyed; the expence of removing and rewarding such as give notice thereof, to be charged to the account of the owners.

V. All riots and unlawful assemblies are strictly prohibited. Such as offend will be immediately confined as enemies to the states.

Lewis Nicola, col. invalids.

1. *Pennsylvania Evening Post*, September 23, 1777.

JOURNAL OF H.M.S. *Perseus*, CAPTAIN GEORGE KEITH ELPHINSTONE ¹

Sept 1777

Thoats Point WNW 4 Leagues.

Tuesday 23d

at 7 AM Saw Several Ships coming down the Bay, they proved a fleet of Ships of War and Transports with the *Eagle*, the Lord Visct Howe: at 7 the Signal on board the *Eagle* for all Cruizers to join: at 8 weighed and made Sail, at 9 joined the Admiral, brought too hoisted the Boat out and went on bd the *Eagle*; at 11 found the Barge much Stove alongside the *Eagle*, hoisted her in and employed the Carpenters repairing her; Wearing and laying by as the Admiral: at Noon made Sail with the Admiral. Light breezes inclinable to calm, at 1½ past 1 PM Spoke His Majesty's Ship *Emerald*, and desired Captain Caldwell (by order of Lord Howe) to take the *Isis*'s berth off Hampton Road.

1. PRO, Admiralty 51/688.

24 Sept.

GENERAL SIR GUY CARLETON TO CAPTAIN RICHARD PEARSON,
H.M.S. *Garland* ¹

(Copy)

Sir

St John's 24th Sept 1777

From the Letter of Lieut Starke a Copy of which I sent you a few Days ago you will see the distressed situation which we may eventually be in in case the two Vessels Mr Stark mentions, should fall into the Rebels [hands] nearly all the others having been disarmed I trust therefore you will see the necessity of sending me an Officer with as many Seamen as you can possibly spare I need not tell you that if you should think there would be no impropriety in coming yourself it would be extreemly agreeable to me.

I cannot however avoid expressing my Astonishment at the fear intimated by Lt Stark that his Vessels may possibly fall into the Hands of the Rebels as even if the Misfortune was to happen which he says would put him in that danger. He still would have it in his power to destroy the Vessels which is what might naturally be expected from a Gallant & Zealous Officer situated as Lt Stark is.

I send a Dispatch for Ld George to Mr Cramahé to be delivered to you & beg it may be sent by the first opportunity &c

Guy Carleton

1. PRO, Colonial Office 5/127, 266-67.

JOHN BRADFORD TO ROBERT MORRIS ¹

[Extract]

Dear Sir

Boston 24 Sept 1777

My last to you was under the 19th Instant by express at that time I was intirely ignorant of what the Cargo onboard the *Dispatch* consisted of – as Capt Cleveland only mentioned his arrivall at Salem and forwarded the Letters by express wch I mentioned to you. the Brig has since got up from Salem and we are unloading her. the musquets I find in very bad Order being damag'd by water before I took them in at Bourdeaux – Cleveland has brot no invoice of the Cargo neither does he know what many Packages Contains. he has been at a great Expence to Arm & equip her for a Cruizer. Brought a Large number of men but was not fortunate enough to meet a prize in his way. She sails uncommon fast he spoke with Every vessel he attempted to on the Passage – she mount 8 four lb Cannon with six wooden ones & made a grand appearence in coming up the Harbour however she is not calculated for a Cruizer without going through the like Operation with the *Alfred* wch would be very expensive – I have not yet seen the Captains Accounts I find by him Mr Deane paid his Disbursements in france. . . Yesterday a Prize was sent in here by Capt Skimmer a fine new Brig Loaded with Salt of 160 Tons bound from the Streights to the Land ² – Skimmer was left the 29th Ultimo. I most ardently wish he may be happy enough to be promoted by Congress. he in my opinion is Equal to any man in the naval Command. I don't know that He wants any Qualification to command any Ship in our Navy – I congratulate you & my Country on our once more possessing Ticonderoga, god grant, that ere this reaches you Victory may be proclaim'd in favour of America in your City
Yours &c

J B

1. John Bradford Letter Books, vol. 2, 89-90, LC.

2. *Industrious Bee*. See Bradford to the Continental Marine Committee, September 25.

LIEUTENANT GEORGE IRWINE TO CAPTAIN SIR FRANCIS CLARK,
AIDE DE CAMP TO MAJOR GENERAL JOHN BURGOTNE ¹

Sir

Fort George 24th Sept 1777

I think it necessary to acquaint you for the information of Genl Burgoyne, that the Enemy to the amount of between two and three hundred Men came from Skensborough to the carrying place near Tyconderoga and there took seventeen or eighteen Batteaus with Gunboats – their Design first was to attack this Fort but considering they could not well accomplish it without Cannon they desisted from that scheme, they were then resolv'd to attack Diamond Island (which Island Capt: Aubrey Commands) and if

they succeeded, to take this place, they began to attack the Island with Cannon about 9 OClock yesterday Morning, I have the satisfaction to inform you that after a Cannonading for near an hour and a half on both sides the Enemy took to their retreat with loss, there was Gun boats sent in pursuit after them which occasion'd the Enemy to burn their Gun boats and Batteaus and made their escape towards Skensborough in great confusion – we took one Gun boat from them with a twelve pounder in her and a good Quantity of Amunition – we have heard there was a few kill'd & many Wounded of them – there was not a Man kill'd or hurt during the whole Action of his Majesty's Troops – I have the honor to be Sir [&c.]

Geo Irwine Comg at Fort George
Lt 47th ²

1. Gates Papers, NYHS.

2. For American account of the action see Lieutenant Colonel John Brown to Major General Benjamin Lincoln, September 26.

MASTER'S LOG OF H.M. BRIG *Halifax* ¹

September 1777 At Anchor off Captains Island – Do No 1 Mile
Tuesday 24 AM at 6 weighed at 8 saw two Reble wale boats towing
a sloop in to Maroneck [Mamaroneck] Harbr sent the
Boats Mannd & Armd to Chace wt the Tender who Fird
Several shott at the Chace at 11 the Rebel wale boats
Towd the sloop on shore our boats boarded the sloop
under Cover of the Tender and took her off the Rebels
having got off with there wale boats at Noon Rye Neck
No 1½ Mls
First part Calm Modte and Latter little wind & fair
wr at 1 PM the Tender and Boats Returned wt the
prize found her to be a Light sloop supposed was taken
out of Hampsted bay by the Rebels wale boats sent two
Men on Bd to take care of Her

1. PRO, Admiralty 52/1775.

LIBEL AGAINST VIRGINIA NAVY BRIG *Raleigh* ¹

Province of New York
Court of Vice Admiralty

To the Worshipfull Robert Bayard
Esquire Judge of the Court of
Vice Admiralty for the Province
of New York

Tyringham Howe Esquire Captain and Commander of his Majesty's Ship of War the *Thames* who as well for himself as for the other Officers and the Crew of the said Ship and all others interested therein in this Behalf prosecutes comes here into this Court of Vice Admiralty this Twenty fourth Day of September in the Year of our Lord One Thousand Seven Hundred and Seventy seven, and as well for himself and the said Officers and Crew of his Majesty's said Ship of War and all others lawfully interested therein as aforesaid gives the Court here to understand and be informed that on or about the Twenty Sixth Day of April now last past near Cape Charles the

said Cape being Part of the Colony of Virginia herein after mentioned on the High Seas and within the Jurisdiction of this Honorable Court he the said Tyringham Howe with his Majesty's said Ship then under his Command did pursuant to the Statute in such Case lately made and provided seize and take a certain armed Brigantine or Vessel called the *Rawleigh* of the Burthen of about One Hundred and Thirty Tons mounting Ten Carriage Guns and otherwise fitted out in a warlike manner then under the Command of one Edward Travis together with her Apparel and Furniture and hath brought the same into this Port of New York in order to have the same legally adjudged. – For that the said Armed Brigantine or Vessel and the Apparel and Furniture thereof and every thing on Board the same Vessel seized and taken as aforesaid at the time of the said Capture and Seizure belonged to some Person or Persons, Inhabitants of the Colonies of New Hampshire, Massachusetts Bay, Rhode Island, Connecticut, New York, New Jersey, Pensylvania, The Three lower Counties on Delaware, Maryland, Virginia, North Carolina, South Carolina, and Georgia, or of some or one of the said Colonies. Whereby and by Force of the Statute in such Case lately made and provided the said armed Brigantine or Vessel with her Apparel and Furniture is become forfeited to his Majesty, as if the same were the Vessel and Effects of open Enemies. And by Reason of the Premises and by Virtue of the said Statute in such Case lately made and provided the sole Interest and Property of and in the said Brigantine or Vessel with her Apparel and Furniture and every thing on Board the said Vessel, liable to Forfeiture as aforesaid (the same being first adjudged lawful Prize pursuant to the Statute aforesaid) is granted to and vested in his Majesty's Flag Officers commanding in his Fleet in North America the said Tyringham Howe who for and in Behalf as aforesaid prosecutes for the same, and in the other commissioned Officers of his Majesty's Said Ship of War and the Seamen Marines and Soldiers on Board the same to be divided among them in such Proportions and after such Manner as his Majesty hath been pleased to direct by his royal Proclamation in pursuance of the said Statute in such Case lately made and provided. Wherefore the said Tyringham Howe for and in Behalf as aforesaid humbly prays that by the Decree and Sentence of this Honorable Court the said armed Brigantine or Vessel The *Rawleigh* her Apparel and Furniture and every thing on Board the same liable to Forfeiture May be adjudged and condemned as lawful Prize² pursuant to the said Statute in such Case lately made and provided to be divided as aforesaid among the Captors and all others lawfully interested therein by Reason of the Premises.

(Exd)

Kempe Proctor for the Libellant

1. PRO, High Court of Admiralty 32/436/36.

2. *Raleigh* was condemned on October 20, 1777, PRO, High Court of Admiralty 49/93, 43.

MINUTES OF THE PENNSYLVANIA NAVY BOARD¹

State Navy Board [Philadelphia] Sept 24^t 1777

An Order on William Webb to Ann King for four pounds Twelve shillings and six pence for Making Sundry Colours for the fleet – £4.12..6.

1. Navy Board Minute Books, vol. 2, Pa.Arch.

Secondly, To the second Interrogatory this Deponent saith, that he knows the armed Brigantine *Defence* now under Prosecution in this Court for Condemnation as lawful Prize; and that he has known her about Eighteen Months.

Thirdly, To the third Interrogatory this Deponent saith, that he was on Board the said Brigantine *Defence*, at the Time she was taken as Prize; that he was the Captain and Commander of the said Vessel; ² that he took the Command of the said Brigantine *Defence* at Charles Town, in South Carolina, & that he sailed from thence on a cruize, and was to have touched at Martinique.

Fourthly, To the fourth Interrogatory, this Deponent saith, that the said armed Brigantine *Defence* was fitted out by the State of South Carolina.

Fifthly, To the fifth Interrogatory this Deponent saith, that there were no Goods, Wares or Merchandize on Board the said Vessel at the Time she sailed on her Cruize abovementioned, except three Casks of Indigo, or when she was taken as Prize; that the said three Casks of Indigo were to have been delivered at Martinique, that they were shipped at Charles Town in South Carolina by the Commissioners of that State, in order to be sold at Martinique aforesaid.

Sixthly, To the Sixth Interrogatory this Deponent saith, that he sailed from Charles Town in order to make a Cruize against all Vessels belonging to his Majesty and all other British Property, to seize them as Prize.

Seventhly, To the Seventh Interrogatory, this Deponent saith, that he was three Days out of Charles Town and in the Latitude of thirty three and Longitude Sixty nine, when the said Brigantine *Defence* was taken as Prize.

Eighthly, To the Eighth Interrogatory, this Deponent saith, that there were no Papers or Letters respecting the said Brigantine *Defence* or her said Cruize at the Time she sail'd from Carolina, except his the Deponent's Commission from John Rutledge President of the State of South Carolina, his Orders from the Commissioners of that State, and his common Entry Book.

Lastly, To the last Interrogatory this Deponent saith, that he does not know, nor has he heard any Matter or Thing, inquired after in the Interrogatories abovementioned, which may tend to discover whether the said Brigantine *Defence* is lawful Prize or not, other than what is above by him deposed.

Tho^s Pickerin

Taken the 25: Sepr 1777

D: Mathews Register

1. PRO, High Court of Admiralty 32/303/13.

2. See Volume 8, 256, 257.

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

Sepr 1777

Entrance of Wilmington Creek WNW $\frac{1}{2}$ W

Thursday 25.

At 4 AM Came on board from the *Liverpool* A Lieutenant

of Marines & 30 Privates At 7 Weigh'd P Sigl from the *Roebuck* with the *Solebay*, Dropt down to Steep water point & Anchd with the Small Br in 4 fm, The point bearing SEbS off shore 3 Cables' lengths, Fired many Guns at a House where a Number of Rebels were lodged & Sent our Marines with those from the *Liverpool* to destroy it, At 11 the Sigl was made on board the *Roebuck* to Disembark, Weigh'd & return'd to our Station where we Anchd with the S:Br & veer'd to 1/3 of a Cable

1. PRO, Admiralty 51/675.

JOURNAL OF H.M.S. *Apollo*, CAPTAIN PHILEMON POWNOLL ¹

Septemr 1777
Thursday 25

Cape Henlopen N.85:26:Wt 171 Leags
at 6 AM handed the Mizen Topsail at 8 saw a Sail to the Southward, out all Reefs, set Studding Sails and gave chace at Noon the Prize in Company.
Squally with Rain in chace as before, lost sight of the chace it being very foggy, clearing up set Studding sails, saw the chace, at 3 PM coming Up with her, fired 4 Six Pounders, and 1. 12 Pr at her, she hauled her Wind, down Studding Sails, set the Mainsail and Staysails, came up with her fast, she lowerd her Sails, but hoisted no colours, fired Musqts at her, hoisted out the Longboat and Sent her on board the Sloop, nam'd the *Hope* ² bound from Virginia to France, with 74 Hhds of Tobacco, sent a Mate and 4 Men on board her, took out of her Nine Prisoners, at 5 PM made Sail, the Mizentopsail Yard Sprung in the Slings, Carpenters making another

1. PRO, Admiralty 51/52.

2. Charles Jones, master, foundered but people saved, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 70.

CAPTAIN ROBERT CONWAY TO GOVERNOR THOMAS JOHNSON ¹

May it Please your Excy Hampton Road Virgia Sept the 25 1777

Since the Arrival of the Enemy Fleet in this bay it Appairs to me that it Is all most Imposible for a Vessel of our Sise to Get out Clean I have made two attempts to Run by them In the night & Was Obligen both times to Return back the Last Attempt I maid I fell in with two Ships the *phenix* & The *Soalbay* [*Solebay*] they fird Eight or ten Shot at us without Doing any damage - Our Sloop Growing Very foul & In dainger of the Woorm giting in hur bottom I Concluded the moast prudint Skeem was to Run up to pourtsmouth & Cleen, & git Sum provisions as we Are Detaind So Long in the Cuntry; our Expences I have Incloasd you a Copy of the Acct for Which I have Drawn a bill on the State of maryland, & Directed it to the board of Admiralty for that State ² - I am In hoaps as Dark night is Coming on & the Sloop *Moley* [*Molly*] on A Clean bottom that we Shall be Able to make our way Good by those Invaders Who here Interoups [interrupts] our Passage by the Caps -

Should I not Git out in twelve or fourteen days I will Wait on your Excellency by Land Should there be Any Occation for further Orders – I hope Sir you Will Excuse my Not Righting you before this – On my Arrival Down to hampton I have been Exceedingly unwell & in much trouble about our not Giting out. I am Sorry to Inform you that our Tobo Is of a Very mean Quality. I am Sir [&c.]

Rob^t Conway

PS the Enemys fleet Sailed Out of this bay the 22nd Inst. but have left four Ships Of War inside of the Caps to Cruse R C

1. Executive Papers, Box 8, Folder 1777, Md.Arch.

2. Account of expenditures enclosed amounted to £102.18 .. 3½.

RAWLEIGH COLSTON TO GOVERNOR THOMAS JOHNSON ¹

May it please your Excellency, Virginia, Sept 25th 1777.

I had the honour to deliver you a letter of introduction in June last, from William Lux esq; of Baltimore, in which he mentioned my intention of settling at Cape Nichola Mole, in Hispaniola, in Character of Agent for the Commonwealth of Virga – I have hither to been prevented by a variety of accidents, but have now taken my passage, and expect to depart in a few days – Should any of the publick vessells of your State try that market, or should it be found convenient to direct any of your prizes into that port, I shall be happy in an opportunity of serving you. I am your Excellency's [&c.]

Rawleigh Colston

1. Red Books, XIX, 6, Md.Arch.

"EXTRACT OF A LETTER FROM ANTIGUA, SEPT. 25." ¹

A ship from Liverpool has brought in here an American sloop, which she took on her passage; she was bound from New England to Martinico; her cargo consists of 50,000 feet of lumber, and 200 l. in hard dollars, to buy European goods with; by this means all the Spanish cash will find its way out of the continent of America to the islands. We have had several vessels here with lumber from St. Augustine, in East Florida, and, I assure you, very good, and well cut, which has been of the utmost service to us, and greatly reduced the price of that article, as from the scarcity at one time it would have fetched any money. I am told they only want some negroes to assist them in the Floridas, and they could almost supply all our islands. You will hardly believe the number of prizes the frigates and armed ships on this station have taken; they are estimated at above 150 brought into this port and the rest of the Leeward Islands.

1. *Williamson's Liverpool Advertiser*, December 5, 1777.

26 Sept.

CAPTAIN SETH HARDING TO LIEUTENANT JOHN CHAPMAN ¹

Sir

Norwich Sept 26th 1777

You are hereby Directed to Advise with Mr Parker and Strip and Refit

the Ship *Olliver Cromwell* as fast as posable may be for a Nother Cruse you Sea Mr Parkers Orders on the ocation and Likewise asist Mr Parker In Sending the Prisoners forward under Proper gard it is most Likly the *waymouth* will be sold for this State Servise Shall Due Every as I before mentioned you –

By order of His Excellency
Jonathan Trumbull Esqr
Your [&c.] Seth Harding

To John Chapman gentlm at present Commander *Olliver Cromwell*

1. Seth Harding Papers, MHA. Chapman was in temporary command of *Oliver Cromwell* during Harding's illness.

CAPTAIN SETH HARDING TO LIEUTENANT TIMOTHY PARKER ¹

Sir

Norwich Sept 26th 1777

you are hereby Directed to Discharge all the men to about thirty or as many as you shall Judge best in order to strip and Refit the *Oliver Cromwell* for a Cruise advise with Mr Chapman on the Occasion and to be Caryied into Execution without delay –

Likewise you are hereby Directed to order the Prisoners as is Inclosed to you Except the Negros, keep on board at present and keep them at Work –

Expect to be at Boston the Latter End of Next week without fail if health will permitt –

By order of his Excellency –
Jonathan Trumbull Esqr
I am Sir [&c.] Seth Harding

To Timothy Parker Gentm on bord Ship *Waymouth*

1. Seth Harding Papers, MHA.

Connecticut Gazette, FRIDAY, SEPTEMBER 26, 1777.

New-London, September 26.

Last Monday [September 22] a Fleet of twenty-one Sail of Shipping came out of Gardiner's Bay, and went down the Sound, bound to Newport, among which was 7 or 8 Ships.

The same Day a Ship,¹ burthen about 200 Tons, Prize to Capt. Conklin [Joseph Conkling], arrived at Stonington: She was from the Bay of Honduras, bound to England; we hear she has 75,000 Feet of Mahogany and 30 Tons of Logwood on Board.

About an hour after the above Prize came to Anchor, Captain Conklin, (who was bound in) was chased by a Man of War and a Schooner of 12 Guns,² belonging to the above Fleet; when the latter endeavouring to take a short Course and cut off Capt. Conklin from the Land, ran on Watch-Hill-Reef, at about a Mile Distance from Capt. Conklin, who came to Anchor within Watch-Point; – a brisk Fire was kept up between the two Vessels for several Hours; – the Man of War came to Anchor just without the Schooner, in Order to protect her from Capt. Conklin. The Schooner remained in this Situation till the next Morning, when their People set

her on Fire in the Hold, and were directly taken off in the Man of War's Boat. Several Articles were brought out of her by a Boat that went on board soon after she was quitted by her People; but the Boat tarried only a few Minutes, and immediately after they left her, the Magazine taking Fire, she blew up. Her Guns, it is said, will all be saved.³ One Man was found dead by the Side of the Vessel. Capt. Conklin received no Damage.

1. *Amherst*, Jacob Loran, master, was tried in New London County Maritime Court on November 4, 1777, *Connecticut Gazette*, October 10, 1777, and was ordered to be sold at Stonington on November 18, 1777, *Connecticut Gazette*, November 7, 1777.
2. Conklin in the Connecticut privateer sloop *Revenge* was chased by H.M.S. *Cerberus* and armed schooner *Admiral Parker*, *Newport Gazette*, September 25, 1777.
3. "All the guns which belonged to the Schooner, mentioned in our last to be burnt at Watch-Hill-Reef, are saved together with her anchors, a number of neat small-arms, &c." *Connecticut Gazette*, October 3, 1777.

LIEUTENANT COLONEL JOHN BROWN TO MAJOR GENERAL
BENJAMIN LINCOLN ¹

Sckeensboro Friday 11 oClk AM.

Dear Sir

Sept 26th 1777

I this Minute arrived at this Place by the Way of Fort Ann, was induced to take this Rout on acct of my Ignorance of the Situation of every Post of the continenal Army –

On the 22d inst at 4 oclK PM. I set Sail from the north End Lake George with 20 Sail of Boats three of which were Armed Viz one Small Sloop mounting 8 Guns & 2 British Gun Boats having on Board the whole about 420 Men Officers included with a Determind Resolution to attack Diamond Isleland which lies within 5 Miles Fort George at the Break of Day the next Morning, but a very heavy Storm coming on prevented – I arrived at Sabbath Day point abt midnight where I tarried all night, during which time a Small Boat in the Fleet taken the Day before coming from Fort George, conducted by one Ferry lately a Sutler in our Army, I put Ferry on his Parole but in the night he found Means to escape with his Boat, and informed the Enemy of our approach, on the 23d I avanced as far as 1/2 Mile Isleland the Wind continuing too high for an attack I Suspen'd it untill the Morning of the 24th at 9 oclock at which Time I advanced with the 2 Armed Boats in front and the other Boats, I ordered to swing to the Right & left of the Island to Attempt a Landing if practicable, and to Support the Gun Boats in Case they Should need assistance, I was induced to make this experiment to find the Strength of the Island as also to carry it if practicable – The Enemy gave me the first fire which I returned in good Earnest, and advanced as nigh as I thought prudent, I soon found that the Enemy had been advertized of our approach and well prepared for our reception having a great number of Canon well mounted with good Breast Works, I however approached within a Small Distance giving the Enemy as hot a Fire as in my Power, untill the Sloop was hulled between wind & Water and obliged to tow her off and one of the Gun Boats so damaged as I was obliged to quit her – in this Action I had two Men Killed two Mortally wounded and Several others wounded in Such Manner as I was obliged to leave them under the Cair of Some of the Inhabitants, who I had taken

Prisoners giving them a Sufficient Reward for their Services, I Run my Boats up a Bay a considerable distance and burnt them with all the Baggage that was not portable – The Enemy's Force on Diamond Island as near as can be collected are about three hundred, and about 40 at Fort George with orders if they are attacked to retreat to the Island – Genl Burgoine has about 4 Weeks Provisions with his Army and no more, he is determined to cut his Road through to Albany at all Events, for this I have the best Authority. Still I think him under a Small mistake – Most of the Horses and Cattle taken at Ty and thereabouts were left in the Woods Genl Warner has sent out a Party in quest of them Am Dear Sr [&c.]

Jn^o Brown

NB You may Depend on it that after the British Army were Supply with Six Weeks Provision which was two Weeks since the Communication between Lake George & Fort Edward was ordered by Genl Burgoine to be Stop'd and no passes given –

The attack on the Isleland continued with interruption 2 Hours –²

1. Gates Papers, NYHS.

2. For British account of the action see Lieutenant George Irwine to Captain Sir Francis Clark, September 24.

CONTINENTAL MARINE COMMITTEE TO COMMODORE JOHN HAZELWOOD ¹

Sir

Lancaster 26th September 1777

It being of great importance to the future safety of Philadelphia, and to the Public good that the defences on the River Delaware should not fall into the enemies hands, or their fleet be suffered to get up to the City, orders are this day sent to the Commander of the Continental armed Vessels to be subordinate to your Command in defending the River

We have no doubt but that your joint and vigorous efforts will be employed to defend the passage of the River to the last extremity and if at last it must be given up, it is expected that you will Assist in removing the Troops from Fort Mifflen to a place of safety. Your knowledge of the River will best enable you to determine where it may be necessary to sink vessels or other obstructions in Order to supply the vacancies between the Cheveaux de frize already sunk, and to prevent the enemy from bringing many Vessels to bear against the Fort. Such Vessels as are necessary for the above purpose you are hereby authorized to take and supply. We wish you success and are Sir [&c.]

1. Marine Committee Letter Book, 103, NA.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN CHARLES ALEXANDER ¹

Sir

Lancaster Septemr 26th 1777

As the future safety of Philadelphia and the public good so greatly depend upon preventing the enemies Fleet from getting up to Town and succoring the Army, you are desired to co-operate in the most full and friendly manner with the Other Land and Sea forces both of the Continental and the State of Pennsylvania in effecting this valuable purpose. It is expected that you exert every art that valour, vigilance and address can

suggest to you, as well as to prevent the enemy from Philadelphia possessing themselves of the Fort, as to keep the British Fleet from getting up. If there should be a probability of either provisions or ammunition failing you, let timely care be taken to get supplied from General Washington who with his Army will be in the neighbourhood of Philadelphia above the City. If the Fort and the passage of the River is bravely and properly defended, the possession of Philada will probably turn out to be the ruin of the British Army. –

Your established reputation for valour makes it unnecessary to say that brave minds should never despair, and that every thing is to be hazarded where the public good require it. You and the brave American forces with you, will therefore keep the defences on the River Delaware to the last extremity. But, if every resource of valour and Skill should fail you, and it becomes absolutely impossible to hold out any longer, you are then to push with the Continental Vessels as far as they can Swim up the River, and having defended them there as long as possible, they must all be destroyed rather than suffer them to fall into the enemies hands. If it should be found that Fort Mifflin must be given up, you are then to use your utmost endeavours to bring off the garrison and convey the Troops to a place of safety. Congress has already determined that in defending the Delaware the Continental Marine Officers shall be under command of the Commodore of this State, and you are accordingly to observe and pay due regard to that Resolve. Wishing you the most honourable Success We are Sir [&c.]

1. Marine Committee Letter Book, 103-04, NA.

COMMODORE JOHN HAZELWOOD TO CAPTAIN CHARLES ALEXANDER ¹

Sir

[off Fort Mifflin] September 26th 1777

In consequence of the Council held this day, You are hereby ordered to proceed with your Ship & Ship *Montgomery* & the *Fly* Sloop all under your command, up to the City of Philada & there to do every thing in your power with the force with you to annoy the enemy should they attempt to come into our City; & should you see them preparing any works for Cannon, or hawling Cannon near this River, You are in that case to send a Flag on Shore & warn them if they do not desist in making any preparations of fortifying any where, that you will in that case fire on the City, & as repetition of order on this occasion is unnecessary, must leave the conduct & management of the whole to your prudent & effectual management – You are to take all Boats, Flatts, Shallops & any Craft whatsoever from the Shores & send them down to Fort Island – Do not neglect this as its a material matter for us & suffer no Boat or Craft whatever to pass or repass to or from the City, & burn or destroy any that cannot be got away – I am, Sir, [&c.]

To Charles Alexander Esqr
on board the Frigate *Delaware*

John Hazelwood

1. George Washington Papers, LC. Almost identical orders, dated September 27, are in Record Group 4, Muster and Pay Rolls, Pennsylvania Navy, Pa.Arch.

PURDIE's *Virginia Gazette*, FRIDAY, SEPTEMBER 26, 1777

Williamsburg, Sept. 26.

Last Tuesday near two hundred sail of the enemy's fleet or men of war and transports went down the bay, and next morning were seen to clear the capes, supposed to be bound for Delaware. Five or six ships of war still remain in our bay, and one is stationed in York river channel, near Back river.

North-Carolina Gazette, FRIDAY, SEPTEMBER 26, 1777

Newbern, Sept. 26.

By a Gentleman just arrived from Charles-Town, we are informed, that one of the large three decked Ships lately carried in there by Capt. Biddle in the *Randolph* continental Frigate, proves to be a Prize taken by Capt. Palmer in the Privateer *Nancy*, belonging to Mr. John W. Stanly of this Town. It seems a few Days after Capt. Palmer took her, a large Ship of 20 Guns from Jamaica retook her, in a Day or two after which the *Randolph* fell in with them both and conducted them safe to Charles-Town. The *Nancy* has also taken a Guinea-Man with 100 Slaves, Ivory, and other Valuables, and sent her into Georgia.

VICE ADMIRAL CLARK GAYTON TO COMTE D'ARGOUT, GOVERNOR OF
ST. DOMINGUE ¹

Antelope Port Royal Harbor Jama

Sir,

26th Sepr 1777.

I have the honor of your Excellencys Letter of the 3d Sepr by Messrs Pascaud & Dubuisson, wherein You request I will grant them Pass-Ports for Two Vessels named the *Chance* [*sic Hazard*] & *Prudent*, to go to Halifax and Quebec to load with Lumber for Building; the Inhabitants of St Nichola Mole being in a most distressed situation for want thereof, owing to a late fire which has destroyed most of the Buildings.² In answer thereto I beg leave to acquaint You I have granted two Pass Ports to the above Vessels, agreeable to your request to proceed to Halifax and Quebec in order to take in their Lading.

I further beg leave to acquaint your Excellency that I designed to have sent one of my armed Vessels, with a complaint exhibited against one Hague a Subject of His Most Christian Majesty, who behaved as You will observe by the affidavit inclosed for your information; I look upon it as an act of Piracy as he seized this property & Negroes out of one of His Most Christian Majesty's Vessels which was hired at Hispaniola to convey the passengers down to Jamaica after coming from So Carolina in a Rebel Vessel.³

I make not the least doubt but your Excellency will administer Justice to His Britannick Majesty's Subjects in consideration of the great Harmony which subsists between our two Crowns & cause enquiry to be made for the said property and Negroes which were piratically seized & have them secured

untill I can send an armed Vessel to your Excellency to bring them down, Your Excellency's compliance to this request will confer a lasting obligation on him who subscribes himself. with all respect [&c.]

Clark Gayton

1. PRO, Admiralty 1/240.

2. Comte d'Argout's letter of September 3 is in PRO, Admiralty 1/240.

3. An affidavit dated August 28 attesting to the seizure of the sloop *Le Tonnelier* by Hague is in PRO, Admiralty 1/240.

27 Sept.

SAMUEL ELIOT, JR., TO GOVERNOR JONATHAN TRUMBULL ¹

Hond Sir

[Boston] Saturday 27th Sepr 1777.

I received your favor p Mr [Thomas] Loomiss, and by him send half the piece Goods taken in the Brig *Honor*, agreeable to the Accots handed me by the Lieuts of the *Oliver Cromwell* The Shoes (only 132 pair) were divided amongst the Ships Crew and charg'd to them by Capt Harding – I mention half the Goods with 34 ½ lb Singlo Tea as being the States proportion, the Officers (during Capt Hardings absence) not chuseing to part with the remainder, as the Agent for the Officers, and People would choose to retain their part in his own hand until such time as cou'd adjust the affairs with you.

The Painters Colours were dispos'd off sometime since – I have inclos'd the Invoice of the Goods, and doubt not Capt Harding has rectified Mr Woodworths ² mistake, of their being several Chests of Tea, and 1000 pair of Mens' Shoes – att bottom is memo of the Goods which I doubt not will turn out agreeable – except ½ piece Calicoe which shall be paid for at any price – I took the Liberty as Mrs Eliot was much in want. – I remain [&c.]

Sam Eliot

PS: The 43 lb Short in Tea was Expended on board the *Cromwell*.

A Box containing	a box contg 34 ½ lb best Singlo Tea
23 pieces Callicoe	a box Contg 2 pr Woolens
12 p boys Shoes	4 Casks contg 46 bushells Salt
1 p White Flannell	
1 p Woolen Cloth	

1. Conn.Arch., 1st Series, IX, 199, ConnSL.

2. Jonathan Woodworth, prize master of *Honor*.

JOURNAL OF CAPTAIN JOHN MONTRESOR ¹

[Philadelphia]

[September] 27th. At ½ past 8, wind at the West. Two of the Rebel Frigates and 5 row Gallies came up with the Tide with orders to lay as close to the City as possible, and cannonade it in order to drive the King's Troops out. Fortunately the 2 lower Batteries were just completed as they approached us within cannon shot, when we opened upon them and the artillery being extremely well directed their best Frigate the *Delaware*

which got somewhat aground, struck to us and one of the Gallies having her fore-mast carried away run ashore at New Jersey directly opposite to our Batteries. The other Frigate and 4 Gallies in great haste put about and went back to the Fort. This Frigate has 24 Twelve pounders, and 6 Nine pounders with 150 men. She had but one man killed and six wounded. She was 2 or 3 times on fire owing to one of our shot having drove through her caboose, it not being easily extinguished was also owing to one of our Royal Howitzers having burst within her near the bows. Captain [James] Moncrief and the carpenters principally on board the Frigate to extinguish the Fire by cutting away parts of her side. Learnt by deserters from the Rebel Fleet that the Galley drove ashore on the Jersey side had 4 men killed and 6 wounded. We found in this city about 50 Boats of all sorts and procured a Durham boat from Frankford creek that will hold 100 men. The Boats of the Ferries secured, accounts received that Lord Howe and the Fleet were within the Light House. . . .

1. Scull, ed., *The Montresor Journals*, 459.

DIARY OF CAPTAIN FRANCIS DOWNMAN, ROYAL ARTILLERY ¹

[Philadelphia]

September 26th [*sic* 27th]. – Early this morning appeared in sight over Gloucester Point below the town, two frigates, five galleys, and a sloop, beating up towards the town. I had the honour to command two 12 pounders and two howitzers. I had everything ready to receive them in a little time. My guns were drawn down on the bank entirely exposed. I received the disagreeable orders not to fire at the ships until they fired at me, which made me extremely uneasy. They came very near us; they still came nearer – within 300 or 400 yards. A shot was fired from one of my guns at them. They hoisted rebel colours, and soon after began to fire. This gave me pleasure for then I could fire with safety. We began a brisk cannonade from all our guns; it was returned by them with both round and grape shot, and their galleys, which were at a greater distance, kept up a fire upon us likewise, and fired many good shots though fortunately they did no harm. One of the frigates called the *Delaware* came within musket shot of our guns, and fired several rounds of grape. We plied her very close and threw her crew into such confusion that they neglected the management of the sails, and after a few more badly directed shot, she ran aground close to our guns. We still kept up the fire, and in a short time she struck her colours. We hailed her and desired her crew to come ashore, which they did, and a party of men was sent on board her. Our fire now was immediately bent upon the other frigate and the row galleys, and our shot was so well plied that they were obliged to put about and stand down the river very much disabled. It was Commodore Alexander's frigate we took; she mounted twenty-two 12 pounders and six 6-pounders, and had on board 152 men who were all landed given in charge to the Provost; they lost but very few people and we not one. One of the galleys was obliged to run ashore on the Jersey side to prevent her from sinking. The frigate was set on fire during

the action by our shots, but happily we soon put it out. The same afternoon a number of rebel sailors entered voluntarily on board of her to fight on our side. Strange work! She was very soon got off into the channel and made ready for action. We expect every hour to be at it again, for there are no less than 13 row galleys and other vessels to the tune of 26, about eight miles below us, and as soon as our ships can pass the obstacles in the river we may expect them up. A great number of the rebel ships are likewise above the town. Sometime in the afternoon a schooner attempted to pass the town downward. In a very few shots we dismasted and so disabled her that she ran ashore just opposite the town, but as we lacked boats to send to her, they carried her away in the night after unloading her. Thus ended the insolent attempt of their boasting Commodore, with two frigates and five galleys, each carrying a 32 or 24 pounder, opposed only by four 12 pounders and two howitzers, three of those being drawn up on the bank without the least covering.

1. "Diary of Captain Francis Downman, August 11, 1777 to October 25, 1778," *Minutes of Proceedings of the Royal Artillery Institution*, XXV (1898), 160-61.

CAPTAIN CHARLES ALEXANDER TO THE COMMANDING OFFICER OF THE
BRITISH ARMY AT PHILADELPHIA ¹

Delaware frigate of[f] Philad.

Sr.

Nov. [*sic* September] 27. 1777

its my Entintion to Prevent the Efusion of Blod as much as in My Pour therefore I do Aquant you if you Atimpt to throw Up Any Works So as to Anoay Any Vessils from Passing or Repassing I shall Give Orders for the City to be Demolished you most Luck on the Blod of the Woman & Childron to Lay at your Duor I am with Mutch Respt. [&c.]

Charles Alexander.

1. *Pennsylvania Evening Post*, October 16, 1777. This letter and the next entry were "found on board the *Delaware* frigate after she struck" on September 27.

CAPTAIN CHARLES ALEXANDER TO OFFICERS OF THE CONTINENTAL
AND PENNSYLVANIA NAVIES ¹

Gentlemen

[off Philadelphia, September 27, 1777]

All the Shallops flats or Boats you Can find on the Pisylvania Shoar you are to take off or Destroy them By fire or Otherways Any thing Els for the Good of the Service you Will Put in Execution.

1. *Pennsylvania Evening Post*, October 16, 1777.

LIEUTENANT COLONEL SAMUEL SMITH TO GEORGE WASHINGTON ¹

[Extract]

Sir

Fort Mifflin. 27 Sept. 1777

I last Night threw myself into this Garrison, where I am Sorry to inform your excellly that I find everything in the utmost Confusion. not as many Cartouches as will last one day & the very necessary Cartouches for the Block Houses not Sufficient for an Hour. 60 untrain'd Militia are all the

Artillery Men in the fort. the provisions almost out. The Militia refus'd Obedience to Capt [Samuel] Treat & have underwent no Sort of training. This day one of the frigates was taken by the Enemy² which effectually cut off our Communication with Trenton, as Commodore Hazlworth [Hazelwood] thinks it will be very imprudent to attempt an attack on her, So well guarded as She is by their Batteries. So that the Stores I Send for by this Express to Trenton must Come by Land which will take up much time. Should the Enemy in the mean time make a vigorous attack on the Cheveaux de frize, & the frigate Come down on our Backs where we have no Battery & No Cover but pickets, the fort & Garrison may probably fall into their Hands. . . .

A Flag just appears from Ld Cornwallis demanding to know why the Commodore wishes to fire on the defenceless Inhabitants of the City. that Should a Repetition of the Kind happen, he must expect that he would retalliate on the prisoners in his Hands & further observ'd the folly of a future Attempt as he had Sufficiently fortified Approaches by water to the City. He further added that he Still held up the Hand of Clemency & Mercy to all that would Submit, & beg'd he would Consider the Situation we were in. that in a very few days he would be able to attack us with Such a formidable force that would be impossible for us to resist. Capt [Isaiah] Robinson³ of the Navy for answer, inform'd that Ld Cornwallis must have been misinform'd with the Intention of the Ships being Sent up as the Commanding Officer had orders from the Commodore to prevent any Works being thrown up I have the honor to be [&c.]

S.S.

1. Revolutionary War Collection, MS1814, MdHS.

2. Continental Navy frigate *Delaware*, Captain Charles Alexander.

3. Robinson was the senior Continental Navy officer after the capture of Captain Alexander.

28 Sept. (Sunday)

MASTER'S LOG OF H.M.S. *Milford*¹

Sept'r 1777

Cape Sables No70Et 52 Leagues

Sunday 28th

[PM] Fresh Breezes & Cloudy 1½ past I Saw a Sail to the Soward Standing to the NW Out reefs the top sails set TG Sails & Studding sails & gave chase at 1½ past 2 the chase bore away to the Wtward at 4 Do Wr Comeing up with the chase at 5 fired — pounder at the chase Do the chase Brot too Shortend Sail & Brot too Main top sail to the Mast Sent the Cutter on board the Chase proved to be a Small Schooner² Laden with Rum & Molasses from St Lucia bound to Salem Double reefd the top sails & Got down TG yards Sailmaker repairing the Mizon top sail Sent a Midn & 4 Men to take charge of the prize ¼ past 7 hoisted the Cutter in & made Sail to the Noward the Brig Schooner & prize in Company

1. PRO, Admiralty 52/1865.

2. *Sally*, Robert Leith, master, condemned at Halifax as a lawful prize on November 4, 1777, N.S. Arch., vol. 496, Vice Admiralty Register, vol. 6 (1777-1782), 75.

CONTINENTAL NAVY BOARD OF THE MIDDLE DEPT. TO GOV. WILLIAM LIVINGSTON ¹

Sir,

Continental Navy Board
Borden Town 28th Sept 1777

A Circumstance happend Yesterday at Philadelphia which makes us apprehensive of the Safety of our Continental Vessels & Naval Stores in & near this Town. The *Delaware* Frigate by some Misfortune fell into the Enemy's Hands at Philada & is now in their Possession. We think it is not improbable but they may man her Barge & such other small Boats as they can procure & send up the River to destroy our Vessels & Stores. We have ordered our two Frigates &c up to White Hill & landed the Stores. We have Cannon Ammunition &c sufficient but have not Men & therefore propose to your Excellency the Expediency of raising a small Company of Militia immediately for the Defence of the Pass below White hill & security of the immense Value of public & private Property that is above that Pass. Your Orders to this Purpose to Captain Pancross, who is now in this neighbourhood with most of his Company, will effect this good purpose, subjecting him & his Company to such Command as you shall judge proper.

We hope the Return of this Express will convey your Sentiments on this Head. We think with such assistance we can effectually secure the River against armed Boats, & other Force we have not to apprehend. I am Sir [&c.]

Fra^s Hopkinson

1. William Livingston Collection, MassHS.

JOURNAL OF H.M.S. *Camilla*, CAPTAIN CHARLES PHIPPS ¹

Sept 1777

Marques Hook NNW

Sunday 28th

At 7 AM a Signal on Board the *Roebuck* for the fleet to Weigh Answer'd do weighed and Came to Sail up the River Employed Turning to windward, in Co *Roebuck* &ca 1/2 past 8 our signal to Join the fleet, Bore away, at Same time Saw 7 or 8 Sail of Rebel fleet Bearg ENE 4 Leagues, at noon Anchord with the Bt Br in 6 fathom Water Veered 1/3 of a Cable. –

First fresh Breezes and Cloudy Weather, Latter Part fresh Breezes and Clear, at 4 PM Our signal on Board the *Roebuck* for the fleet to Weigh and get into their Proper Stations in a Line, Answered, Sent 6 men Arm'd on Board the *Roebuck* by Order of Capt Hamon Empd &ca

1. PRO, Admiralty 51/157.

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

Sept 1777

Entrance of Wilmington Creek WNW 1/2 W

Sunday 28.

At 7 AM Weigh'd P Sigl and Sail'd in company with the *Roebuck*, *Liverpool*, *Solebay* & *Merlin*, At Noon Anchd

P Sigl with the S: Br in 5 fm and veer'd to $\frac{1}{3}$ of a Cable Marcus hook NbE 3 Cables' Lengths
 Modte breezes & cloudy Wr PM Sent on board to the *Roebuck* ten Men for the *Delaware* Frigate taken by our Army at Philadelphia At 4 our Sigl was made on board the *Roebuck* for an Officer, At 8 Weigh'd P Sigl dropt down and Anchd with the S Br in 5 fm water Marcus hook bearing NEbN dist $1\frac{1}{2}$ Mile At 10 Saw the reflection of a Fire bearing NE, Rowed Guard.

1. PRO, Admiralty 51/675.

ROBERT HOOE TO GOVERNOR THOMAS JOHNSON ¹

[Extract]

Baltimore Town Sept [28] 1777.²

. . . We have a very valuable Ship building in Virga to be Launched in November – Our dependance for Iron is a good deal on Maryland; Particularly Guns, Nail Rod & Barrs we want for her – And as there are doubts whether your late Law does or not prohibit their being carried to another State, without a Licence, if it is so, will you be pleased to give us a Permit for 20 – 6 Pounders, 20 swivell, 6 Tonn of Ball, also 10 Tonn of Barr Iron & Two of Nail Rods.

By an express that overtook me after leaving Alexa Yesterday, I find we have a Vessell arrived at Edenton in North Carolina with Salt, Rum, Sail Cloth, Russia sheeting, oznaburghs, Chintz, Pinns Handkerchiefs, White flannell, Bark, Rhubub, Opium, Alloes, Ippacacuanna, Jallop Gum Arabiac, Tarter, Magnetia Mercus. Cors: Sublime, Dulc, Limes, Juba Camphor Argent Viv. Manna, Bals: Cassivi: Russia Duck & White Linnen – If any of these Articles should be immediately wanted, or expected soon to be, for that part of the Army from Maryland, if you will be pleased to furnish me with a Memo, I will if posible get them brought up to you. . . .

1. Executive Papers, Box 8, Folder 1777, Md.Arch.

2. Date approximated. Endorsement on letter reads, "Ordr drawn 29 Sept." It is presumed that order was drawn soon after receipt of Hooe's letter.

JOURNAL OF H.M.S. *Perseus*, CAPTAIN GEORGE KEITH ELPHINSTONE ¹

Sept 1777	At a single Anchor in Hampton Road, Point Comfort NbE & Sewels pt SE
Sunday 28th	At 8 AM Swayed up the Top gallant Yards with the <i>Phoenix</i> , at 10 the <i>Phoenix</i> made the Signal for all Boats manned and Armed, the <i>Senegal</i> Got under Sail, took the Boats under her protection and run up the River with the Tender to destroy a Brig that was on Shore, which the Rebels soon after Set on fire; the <i>Senegal</i> and Boats returned.

1. PRO, Admiralty 51/688.

29 Sept.

NEWS FROM MACHIAS¹

Monday Sept. 29, Machias. . . Capt Jerry [Jeremiah] Obrien came in from a cruise. He took a rich prize off cape Negro, which had been taken coming from Ireland loaded with Pork, by some of our privateers, and was retaken by the *Scarborough*. She had 4 carriage Guns and two Cohorn, besides swivels –

She went to the Westward. The Mate of the *Scarborough* who was prize Master is on board O'Brien's privateer. . .

1. Kidder, *Military Operations in Eastern Maine and Nova Scotia During the Revolution*, 140–41.

PETITION OF HENRY STRICKLAND AND SAMUEL JOHNSON TO THE
MASSACHUSETTS COUNCIL¹

To the Honble the Council of the State of Massachusetts Bay

The Petition of Henry Strickland & Samuel Johnson Humbly shew,

That your petitioners sometime last Spring Deserted from the *Milford* Man of War, and got ashore at Cheboge, from whence they went in a Small Vessel to Quebeck, where they Entered on board a Merchantman bound to Cork, and on their passage were taken by an American Privateer Com-manded by Capt Greely and immediately Entered on board said Privateer.² – That since Capt Greely's arrival in Boston they have been taken up as Prisoners and put on board the Guard Ship – That your petr Johnson was taken out of a Merchantman & forced on board the *Milford* very much against his Will. –

That if your petitioners are sent to Halifax as Prisoners they expect nothing but to be Hanged for Desertion. –

They therefore humbly pray your Honors would take their Case into your Compassionate Consideration and grant that they may be Liberated from their Confinement that so they may Enter into the American service and not Suffer them to be Exchanged as Prisoners; for if they should, they are almost Certain of Suffering Death;

And as in duty bound shall pray &c.

Boston Sept 29:1777

Henry Strickland

Samuel Johnson his
 X
 Mark

[Endorsed] In Council Septemr 29 1777. On the Petition of Henry Strickland, & Samuel Johnson ordered, that Robert Pierpont Esqr Commissary of Prisoners be and he hereby is directed, to release from their Confinement on Board the Gardship, said Strickland & Johnson that they may enter into the American service, agree[able] to their request in said petition read & Accepted

Jn^o Avery Dy Secy

1. Mass.Arch., vol. 167, 303.

2. Jonathan Greely commanded Massachusetts privateer brigantine *Speedwell*. See Volume 6.

LIBEL AGAINST CONTINENTAL NAVY SLOOP *Sachem* ¹

Province of New York
Court of Vice Admiralty

To the Worshipful Robert Bayard
Esquire Judge of the Court of
Vice Admiralty for the Province
of New York

Charles Phipps Esquire late Captain and Commander of his Majestys Ship of War the *Perseus* who as well for himself and Andrew Snape Hamond Esquire Captain and Commander of his Majestys Ship of War the *Roebuck* as the other Officers and Crews of the said Ships of War and all others interested therein in this behalf prosecutes come here into this Court of Vice Admiralty this Twentyninth Day of September in the Year of our Lord one Thousand seven Hundred and Seventy seven and as well for himself and the said Andrew Snape Hamond as the said other Officers and Crews of his Majestys said Ships of War and all others interested therein as aforesaid gives the Court here to understand and be informed That on or about the Sixth Day of April now last past on the High Seas near Cape Henlopen in the County of Sussex one of the three lower Counties on Delaware hereinafter mentioned and within the Jurisdiction of this Honorable Court, they the said Charles Phipps and Andrew Snape Hamond with his Majestys said Ships then under their respective Commands did pursuant to the Statute in such Case lately made and provided seize and take a certain armed Sloop or Vessel called the *Sachem* of about Seventy Tons Burthen ² mounting Ten Carriage Guns besides divers Swivels and otherwise fitted out in a warlike Manner to cruize against and to seize and take the Vessels and Effects of his Majestys liege Subjects and then under the Command of one [James] Robinson together with all her Apparel and Furniture and hath brought the same into this Port of New York in order to have the same legally adjudged: For that the said Vessel and the Apparel and Furniture thereof and also every Thing else on Board the same Vessel seized and taken as aforesaid at the Time of the said Capture and Seizure belonged to some Person or Persons Inhabitants of the Colonies of New Hampshire, Massachusets Bay, Rhode Island, Connecticut, New York, New Jersey, Pensylvania, the three lower Counties on Delaware, Maryland, Virginia, North Carolina, South Carolina and Georgia or some or one of the said Colonies Whereby and by Force of the Statute in such Case lately made and provided the said Sloop or Vessel with all her Apparel and Furniture is become forfeited to his Majesty as if the same were the Vessel and Effects of open Enemies, And by Reason of the Premises and by Virtue of the said Statute in such Case lately made and provided the sole Interest and Property of and in the said Sloop or Vessel with her Apparel and Furniture and every Thing else on Board the said Vessel liable to Forfeiture as aforesaid (the same being first adjudged lawful Prize pursuant to the Statute aforesaid) is granted to and vested in his Majestys Flag Officers commanding in his Fleet in North America, the said Charles Phipps who for and in Behalf as aforesaid prosecutes for the same and in the said Andrew Snape Hamond and the other Commissioned Officers of his Majestys said Ships of War and the Seamen Marines and Soldiers on

Board the same to be divided among them in such Proportions and after such Manner as his Majesty hath been pleased to direct by his Royal Proclamation in Pursuance of the said Statute in such Case lately made and provided, Wherefore the said Charles Phipps and in Behalf as aforesaid humbly prays that by the Decree and Sentence of this Honorable Court the said Sloop the *Sachem* her Apparel and Furniture and every Thing else on Board the same liable to Forfeiture may be adjudged and condemned as lawful Prize pursuant to the said Statute in such Case lately made and provided to be divided as aforesaid among the Captors and all others lawfully interested therein by Reason of the Premises/³

(Exd)

Kempe Proctor for the Libellant

1. PRO, High Court of Admiralty 32/445/1, 2.

2. See Volume 8, 278.

3. *Sachem* was condemned as a legal prize on October 24, 1777, PRO, High Court of Admiralty 49/93, 57-58.

New-York Gazette, MONDAY, SEPTEMBER 29, 1777

New-York, Sept. 29.

The Evening after the Arrival of the Fleet [September 25], a Duel, with Swords, was fought at Hull's, between the Honorable J. Talmash [Tollemache] (Brother to Earl Dysert) Commander of the *Zebra*, and Capt. Pennington (Son to Sir Ralph Pennington) of the Guards, who came Passenger in the *Zebra*; in which the former received a Wound under the left Breast of which he expired immediately; the latter was wounded in 7 different Parts, but is like to do well.

Captain Talmash's Corpse were decently interred in Trinity Church Yard last Saturday Evening.¹

1. In H.M.S. *Zebra*'s journal, Lieutenant Samuel Edwards noted: "at 2 AM the Coxswain of the Barge return'd in a transports Boat and inform'd us Captain Tollemache was Killed in a Duel with Captain Pennington of the Guards one of our passengers; Sent on Shore immediately, found him Dead," PRO, Admiralty 51/1100.

JOURNAL OF CAPTAIN JOHN MONTRESOR¹

[Philadelphia]

[September] 28th Sunday. Lt. Colonel [Henry] Monkton and a detachment of 600 Grenadiers crossed the Schuylkill Ferry to escort some sailors sent by the *Roebuck* to man the rebel Frigate.² . . . Deserted to us this morning a Sloop with 2 guns and 30 armed men. Deserted to us 30 armed men with a Galley which they run ashore below Gloucester Point, while their Captain was gone for Orders.

29th. The detachment of Grenadiers returned from towards Chester and escorted safe the seamen sent by Captain Hammond of the *Roebuck*, consisting of one Lieut., 2 midshipmen, and 50 men, and a few hours after arrived 14 more seamen.

1. Scull, ed., *The Montresor Journals*, 460.

2. Continental Navy frigate *Delaware*.

JOURNAL OF H.M.S. *Perseus*, CAPTAIN GEORGE KEITH ELPHINSTONE ¹

Sept 1777 At Single Anchor in Hampton Road
 Monday 29th AM Exercising Great Guns and Small Arms.
 Fresh Gales and cloudy the first part, middle and latter
 light breezes & Clear, At 4 PM discovered a small Schooner
 pilot Boat chased by two Rebel Armed Pilot Boats, firing
 on her, immediately cut and Slipt and gave them chace, at
 5 the Rebel Vessels got within the Barr, left off Chace

1. PRO, Admiralty 51/688.

JOURNAL OF H.M.S. *Brune*, CAPTAIN JAMES FERGUSON ¹

September 1777 St Augustine Lighthouse S17W Distt 190 Leags
 [Monday] 29. at 6 AM people Employd Setting up the m shrouds the
 parrel of the main Topsail yard gave way Employd fixing
 a New one Reavd a New T sail Tye & new main Braces
 at 8 Thick hazy Wr *plearne* in Compy at Noon Do Wr
 As Before –
 PM fresh gales & Cloudy set Main T Sail at 4 one prize
 in Compy at 4 O'clk saw a sail to NE standing towards us
 ½ past fired 2 Six Pdr & Brought her too She proved
 to be the snow *polly* Jas Jenkins Master from St Kitts with
 sugar & Cotton for london taken by the *Eagle* privateer &
 was bound for Boston the prize master and a Nother
 American was on board the other five had taken the Boat
 and gone Ashore to the wtd of the Neversink

1. PRO, Admiralty 51/117.

30 Sept.

REPORT ON CONDITION OF PRISONERS ON BOARD PRISON SHIPS
Kingston, Favourite AND Rising Empire ¹

[Boston] Sept 30th 1777

The Committee appointed to go on Board the Several Ships in the Harbour,
 and Inquire Into the State of the prisoners &c Beg Leave to Report.

That from on board the *Kingston* Capt Kirkwood: 80 prisoners were
 gone to work at one of the Islands, under the Command of Colo Procter:
 Twenty five to Springfield: and one Stocking weaver at work in this Town:
 The Remainder to the Number of about 154 were on board. Informed us
 they Recd Every day full allowance of Bread & Beef, and their officers Saw
 it weighed Every Time they Drew it. and that they Had Some Rice pees,
 and butter: But they Drew no beer, Vinegar, Nor Sope. On the whole
 Seemd Satisfied with their allowance: The Brunzickers on board are Verry
 Desireous of going into the Cuntry to work –

On Board the *Favourite* Capt Bartlet are about 141 Brittish and Canadi-

an Soldiers, which were Supplied from the Continantal Stores: They Likewise were Satisfied they had the full allowance of Bread & meats allowed by the Continantal Commisary: But those who Recd their allowance from this State Drew a quarter of a pound of beef more pr Day then the Continantal allowance. They Recd a Little Butter, & Informd their Pees were bad and a Considerable part of them wasted In Clenseing them. But on the whole Seemd In General Satisfied with their allowance, and all Lookd Hearty & of a Good Countenance.

The *Rising Empire* Capt McClure: Had on board about 182 prisoners: They Likewise Informed, that they were well Supplied with provisions: and had as much as they wanted, without being Strictly Confind to any perticuler quantity of allowance: But Beer & Soap they Had None, and were obld to wash their Shirts In Salt water only.

The prisoners on board all the Vessels were poorly Cloathed and Some of them Complained Verry much for want of Shirts

1. Mass.Arch., vol. 137, 183.

GEORGE WASHINGTON TO MAJOR GENERAL WILLIAM HEATH ¹

[Extract]

Head Quarters September 30th 1777

. . . With respect to supplying the Continental frigates with ammunition from the Continental magazine. . . it is intirely proper they should have the necessary supply from them. – Indeed they should not be suffered to want so essential an article, and I know of no other way in which they could be furnished, with equal propriety, if at all. –

I am happy to hear of the valuable prizes that have been lately brought in to your port. – We shall stand in need of all our activity to increase our supplies by these means, and render them as far as possible adequate to our numerous and pressing wants. –

The aspect of our Northern affairs is extremely pleasing, particularly by our last accounts, which give us to hope that Tyconderoga ere this has fallen into our hands, and that General Burgoigne after an unsuccessful attack has been obliged to retreat under circumstances that threaten his ruin. – It is of the greatest importance that these favorable prospects may be speedily realized.

Probably before this reaches you, you will have heard that General Howe, after much manoeuvring marching and countermarching, has at length gained possession of Philadelphia. – Many unlucky incidents presented in a great measure the opposition he would have received notwithstanding our misfortune on the Brandywine, before he accomplished his purpose. – But though matters have taken a turn different from what we could have wished, I am in hopes; it will not be long before we are in a situation to repair the consequences of our late ill-success and give a more happy complexion to our affairs in this quarter. . . .

1. George Washington Papers, LC.

JOURNAL OF H.M.S. *Liverpool*, CAPTAIN HENRY BELLEW ¹

Septemr 1777

Tuesday 30th

In the River Delaware

at 8 AM weigh'd as Pr Signl in Co with the *Roebuck*, *Solebay*, *Camilla*, & *Pearl*, empd working up the River at 11 Do brot too off Chester in 5½ fm boats empd embarking Troops

Light Airs & Calms, at 7 PM the Rebels sent a Large Fire Raft down the River, to burn us, & from their Gallies fir'd Several Shot at us weigh'd & Dropt a Little lower Down, & fir'd a number of Shot at their Gallies &c

1. PRO, Admiralty 51/548.

Maryland Journal, TUESDAY, SEPTEMBER 30, 1777

Baltimore, September 30.

On the 16th inst. Major General De Coudray, a brave and accomplished French Officer, most unhappily lost his Life in the River Schuylkill, into which he was plunged by his affrighted Horse, out of the Ferry Boat. This melancholy Event, hath involved his Friends in the deepest Affliction, in which every Lover of Freedom unfeignedly participates. He was on his Way to join the American Army, at the Head of a Corps of French Volunteers, who accompanied him from their native Country, for the noble Purpose of drawing their Swords, under the illustrious Washington, in Defence of this Liberty which is the common Inheritance of Mankind, now invaded here by the bloody Legions of an execrable Tyrant. The Corpse of this hapless General was interr'd on Wednesday Evening, with those Marks of Distinction which his Merit justly entitled him to receive, as the last Tribute, from a grateful People.

JOURNAL OF H.M.S. *Camilla*, CAPTAIN CHARLES PHIPPS ¹

Sept'r 1777

Tuesday 30th

Chester Town NEBN 1 Mile

at 8[AM] weighed and Came to sail up the River at 11 a Signal to Anchor, Anchor'd with the Bt Br at do a Signal for all Boats in the fleet to Land at Chester to Embark the troops, Rebel fleet Bearing ENE½E 4 Leagues –

Light Airs and Calm with Clear weather, at 6 PM Received on Board 150 Troops, ½ Past 7 the Rebels Towed Down a fire Raft, the Ships weighed, the *Roebuck* and *Liverpool* fired several broad Sides at the Boats and Gallies that Came down Towing the Raft, the Gallies fired Several Guns at our Ships –

1. PRO, Admiralty 51/157.

AUTOBIOGRAPHY OF SIR ANDREW SNAPE HAMOND ¹

[*Roebuck* in Chesapeake and Delaware Bays,
September 1 to September 30, 1777]

Information soon reached the General that the Rebel army under Washington, were so confident of their strong Position on the Heights of the Brandy wine, that notwithstanding the British Army having got into their Rear there was no appearance of their moving. Sr Wm Howe therefore determined to force their Entrenchments but before he could venture to give them Battle, he stated to the admiral that he must be certain (before that took place) of having a Naval force, with sufft Provisions at Newcastle in the River Delaware, as a place of retreat in case of accidents. This service the admiral allotted to me, but required my statement upon the best Judgmt I could form, how long it would take me to get round with the Victualers – my answer was that it could not be expected in less than ten days, from the heavy Sailing of the Victualers, especially as there was little chance of any fair wind until we got into the Sea. (Note – This was a great omission in the Commander in Chief, not having considered the possible want of this Resource before the Fleet left the Mouth of the Delaware, when a sufficient magazine might have been established there.)

This answer was sent to Head Quarters by a Party of Dragoons waiting for it; and a reply was returned the next day, stating that on the tenth day, the Enemy should be attacked, which was accordingly done. By great Perseverance I reached Newcastle on the 10 Augst [September 10] the very day I was expected, and soon after Day light heard the Cannon of the Engagemt which lasted the greatest part of the day. . . . The next day an immense number of waggons with the wounded arrived, among whom was Sr Wm Meadows who commandd the Grenadiers & B. General Harris &c &c. My whole attention therefore for some time was taken up to see them properly taken care of – News then soon reached me that Lord Cornwallis had got Possession of Philadelpa, I then moved up the River, and drove the armed craft (among which was the *Virginia* ² Frigate of 32 Guns) before me, when the Galleys took shelter under the Batterys of Mud Island (a strong Fortification in the middle of the River), and the Frigate, in attempting in the night to slip past the Town, was stoped & taken by the Army. This gave me the opportunity of appointing my First Lieutt to the command of her, and with the foundation of 50 Seamen & marines from the *Roebuck*, she was soon equipped as an effective Ship of war.

1. Sir Andrew Snape Hamond Autobiography, vol. 2, 8–11, UVL.

2. Actually the Continental Navy frigate *Delaware*, Captain Charles Alexander, taken on September 27.

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

September 1777

In Hampton Road.

Tuesday 30th

[AM] the *Phoenix* made the Signal for all Boats Manned & Armed, and sent them with the *Senegal*, to burn a Brig on Shore, in Elizabeth River, on their approach they went off[f] & Burnt her.

Moderate & clear Wear [PM] the *Perseus* weigh'd & chased two Reble Vessels to Hampton Creek; but too late to take them.

1. PRO, Admiralty 51/311.

MASTER'S LOG OF H.M. SLOOP *Haerlem* ¹

Septemr 1777
Tuesday 30

Cape Henry No 50°Wt Distance 37 Leagues
in the Night a very heavy Sea from the NE at 1½ Past 6 AM the Sea runing very high it broke in upon Deck with Prodigious Violence and laid the Sloop on her beam Ends Stove the Boat to Pieces which with her mast sails and oars and every thing movable upon Decks was washed over board and several of the People much maimed and bruised, the main gratings being Stove by the Boats going away, a quantity of water got down between Decks, to Lighten the Vessel and give the water vent to the pumps, was under the Necessity of h[e]aving over board the Coals and staving several Casks of water in the Hold at 9 the Vessel righted and got her before the Sea at Noon being entirely free from water lay'd her too under the Try sail the Kedge anchor washed from the Bows
First Part strong Gales Middle modt Latter Clear and Light Breezes PM Empd Putting the Hold to rights found lost and washd over board by the Sea Shipt in the morning two Harness Cask Containing beef 110 Pieces Pork 170 Pieces Cassks 6 Butts and 2 Hhds found a Quantity of Bread damaged and 2 Casks of Pease and 3 firkins of Butter Stove and lost being Crushed to Pieces in the after Hold

1. PRO, Admiralty 52/1789.

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

Sept 1777

Lashed along side the Careening Wharf [English Harbour, Antigua]

Friday 26th

at 7 AM hove out the first course, caulk'd the Shoars and began to bream the bottom, found the Sheathing most destroyed by the Worms. —

Do Wr A great swelling in the Harbour, Hove the Ship Keel out, Carpenters and Caulkers employed ripping off the Old Sheathing, false Keel much destroyed by the Worms & some part of the stern post, 6 PM righted Ship.

Saturday 27th

8 AM hove keel Out again Carpenters and Caulkers employed, Received some Provisions.

Moderate Breezes with some rain in the Night PM Carpenters and Caulkers employed as before at 1½ past 6 Do righted Ship

Sunday 28th At night and in the Morning pump'd the Ship out –
 Monday 29th Do breezes 6 AM hove down for the Carpenters & Caulkers to new sheathe the starboard side of the Bottom –
 Do Wr [PM] Carpenters & Caulkers employed as per last. Got the pendant down & shifted the Careening Geer, ready for the other side –
 Tuesday 30th Fair Wr At 3 PM Carpenters finished sheathing the Starboard Side, Winded the Ship –

1. PRO, Admiralty 51/711.

DEPOSITION OF THE CREW OF THE BRITISH SLOOP *Amelia*¹

Jamaica Ss.

This day came before me John Tyrie, late Commander of the Sloop *Amelia* belonging to London, but last from Senegal, Archibald Sharp, Mate, Luke Cortis, & James Forbes, Mariners, on board the said Vessel who, severally made Oath, on the Holy Evangelists of Almighty God, & say that on the Eighth Instt on their Voyage from Senegal to the Island of Jamaica, with a Cargo of Sixty eight Slaves, they were boarded & taken off the Island of Alto-Velo [Altavelle] near Hispaniola by the *Tyger* Privateer commanded by Captain Davie, a Frenchman, mounting Twelve Carriage; & Twelve Swivel Guns, and carrying Ninety Men, most of whom were likewise Frenchmen; That, as far as the Deponents could learn there was but one American on board the Privateer, & he acted in the Capacity of a common Mariner only; nor was there any Commission from the American Congress produced, but that one Thos Freeman belonging to the Privateer, who had been a Wharfinger, in the Island of Grenada, informed the Deponents, that he had, what he called, a Congress Commission: although, at the same Time, he confessed it, to be, a mere Forgery: That the Deponents, with their Vessel, & Slaves, were carried by the Privateer *Tyger* aforesaid into the bay of Flammant [Baye des Flamands] in Hispaniola, where the Deponents, with four others of their Crew (the whole consisting of Ten, two of whom had found means to escape at Hispaniola) were shipped on board a French Merchantman, & were landed on the Shore of Fisher's bay, on the South-East End of Jamaica, the Twenty third Instant: That the Deponents before they left the Privateer, at Flammant bay, had been stripped of all their Cash, papers, Clothes &ca except what they had got on; That when they left the Bay of Flammant, the Twentieth instant, the Sloop *Amelia* was still there, but the Slaves, they were informed, had been carried on Shore; as were likewise two Free Negro Men, who had been hired by the Deponent, John Tyrie, at Senegal as Sailors, & Interpreters. And further these Deponents say not.

Sworn before me
 this 30. September 1777
 Rob: Wood.

(Copy)

John Tyrie.
 Arch^d Sharp.
 Luke Curtis.
 Ja^s Forbes.

1. PRO, Admiralty 1/240.